During the holiday season, the Greater Seattle, Green River, Paine Field and Harvey Field chapters of the WPA are joining forces to support the U.S. Marine Corps Reserve Toys for Tots program while promoting the benefits of general aviation. This is the thirteenth consecutive year that WPA has participated in this program.

By the time you read this article, WPA members will have placed Toys for Tots collection barrels at various businesses located on airports throughout Puget Sound. Over the next few weeks, please drop a new, unwrapped toy or game into one of the collection barrels and help many less fortunate children in the greater Puget Sound area wake up to a brighter and happier Holiday.

Through its Toys for Tots program, the U.S. Marine Corps Reserve has been collecting and distributing toys to needy children nationwide since 1947. The primary objectives of the Toys for Tots programs are to help needy youngsters experience the joy of Christmas and to deliver, through a shiny new toy, a message of hope that will motivate them to grow into responsible, productive, patriotic citizens and community leaders.

Over 57 years, the U.S. Marine Corps Reserve has distributed more than 332.5 million toys to 158.7 million less fortunate children. You can find additional information at http://www.toysfortots.org.

Through our enthusiastic participation as pilots and volunteers, the WPA has greatly expanded the Toys for Tots collection area in the Puget Sound.

Join us Saturday December 17

On Saturday, December 17, pilots from the Greater Seattle, Green River, Paine Field and Harvey Field chapters will gather at Galvin Flying Services, which is located on the east side of Boeing Field. They will be joined by several young men and women from the U.S. Marine Corps Reserve. Each pilot, accompanied by a Marine, will fly out to the area airports to pick up the donated toys left in the collection barrels. Meanwhile, other WPA members will stay behind in the Galvin hangar to await the returning planes and help unload the toys.

This is a fun and festive event with lots of holiday treats, hot chocolate and coffee, and good company. Please join us.

You can participate in this year’s Toys for Tots program by:
• Bringing a new unwrapped toy or game to your local airport and placing it in a Toys for Tots collection barrel
• Volunteering to fly with a Marine to collect toys on Saturday, December 17
• Joining us for the Holiday toy unloading and gathering party at Galvin Flying Services (located on the east side of Boeing Field on Saturday, December 17 from 11:00am – 2:00pm)

Calling All Toys!

If you would like to volunteer, please contact Colleen Turner by phone at 425-227-0134 or via email, colleen_turner@comcast.net.

Toys for Tots collection barrels are at the following locations, ready for your toy donations:
• Boeing Field: Aeroflight Executive Services, AviaSting Training Center, Clay Lacy Aviation, Galvin Flying Services, Galvin Flight Training Center, The Aviator’s Store, Wings Aloft, Museum of Flight and the Boeing Field Airport office
• Renton Airport: Boeing Employees Flying Association and Pro-Flight Aviation
• Auburn Airport: Auburn Flight Service
• Paine Field: Crown Aviation, Northeay Aviation, Regal Air and the Airport office
• Harvey Field: in the FBO office
• Crest Airpark in the FBO office
• Bremerton Airport: Airport Diner
• Tacoma Narrows Airport: Executive Terminal

Another year is drawing to a close, and once again it’s time to consider our WPA leadership for the coming year.

Every WPA elects new leaders at our annual membership meeting, held in conjunction with the Northwest Aviation Conference & Trade Show at the Western Washington Fairgrounds in Puyallup.

Located in the newly constructed Exhibition and Conference Center (adjacent to the fairgrounds where the event has been held in previous years), the Puyallup show is an important annual Northwest aviation event, and all WPA members are encouraged to attend.

This year’s annual WPA membership meeting and elections will take place in Puyallup at 12:00 noon on Saturday February 25.

See WPA ANNUAL MEETING - Page 3
Every winter when the fireworks go off at midnight, the camaraderie is starting to peak when everybody’s minds turn to the New Year, and that giant Kobalt meter in the sky rolls over on January 1, I like to pull out my log book and take a few moments to reflect on the past year’s flying activities. As a strictly VFR fair-weather pilot, during the cold, gray depths of winter I don’t get many opportunities to fly, and I find it’s nice to reflect back on better weather, and look ahead to the blue skies and the long, warm summer flying days to come.

As is so often the case, when I tally up the numbers for this year, I find I didn’t quite fly as many hours as I would have liked, but I did enjoy some very memorable hours in the air, and am thankful for the flights I was able to make in 2005. I vow to try harder to get in a few more hours next year, and to go some new places. And I count my blessings.

Looking back on the past year, Washington pilots definitely had some ups and downs.

Shortly before the last new year, western Washington pilots finally—finally!-got some relief from the plague of “security” TFRs that we had been saddled with since the 9/11 attacks. With the help of WPA, AOPA, and other concerned individuals, three of the four Puget Sound TFRs were reduced in size and were converted into less problematic National Security Areas. But the last of the TFRs, the Navy’s ongoing Pier 91 Prohibited Area, was not removed from the list. (However, the WaFAA News has reported that a satisfactory resolution to the Pier 91 TFR story is finally on the horizon.)

This past year also saw some sad losses, including friends and some longtime members of Washington’s aviation community. We endured a real tragedy when an accident at Puyallup alerted us to the continued expansion of more glass cockpits and gee-whiz displays threatening our rights to fly. There were pressures in the other Washington Pilots Association website and talk with your WPA chapter and state officers. Just like TFRs that can pop up at any moment, legislation that impacts your waltz or affects your ability to fly is safe at any time.

• Check NOTAMs (paying particular attention to TFRs). Watch the Legislatures’ website and talk with your WPA chapter and state officers. Just like TFRs that can pop up at any moment, legislation that impacts your waltz or affects your ability to fly is safe at any time.

• Review your flight. Make sure all switches are off and all checklist items at shutdown. Visit Olympia on your way to the Northwest Aviation Conference in Puget Sound. Talk with your representative. Tell them what’s important to you!

• File a flight plan with FSS at the end of each flight. Stay in touch with your State Senator and State Representatives. Every legislative district has several airports—use that as a hook!

• Check your flight plan with FSS for the winter season. Let your WPA Senator or Representative know what’s important to you!

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Editor’s Soapbox:

As the flying year turns

Every winter when the fireworks go off at midnight, the camaraderie is starting to peak when everybody’s minds turn to the New Year, and that giant Kobalt meter in the sky rolls over on January 1, I like to pull out my log book and take a few moments to reflect on the past year’s flying activities. As a strictly VFR fair-weather pilot, during the cold, gray depths of winter I don’t get many opportunities to fly, and I find it’s nice to reflect back on better weather, and look ahead to the blue skies and the long, warm summer flying days to come.

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As we move into December, we are reminded of the hazards, and the beauty, that are associated with the winter months.

When the air is crisp and the skies are Pacific Northwest blue, there isn’t any better flying anywhere. But please review cold weather flying procedures and attend one of the many safety seminars and offered.

### Toys For Tots

“Toys for Tots and Tots for Toys…” sounds like a song.

Also associated with December is our association with the U.S. Marines and their Toys for Tots program. WPA has been a long time supporter of this program. Please read the associated article in our WPA Wings or on the state website.

I plan to be at Boeing Field on Dec. 17th as the toys are all gathered together. I hope you can join in on the camaraderie and the celebration of helping children in need.

### Happy Winter, Happy Holidays!

Although flying activity is now at the low point of the year matching the ceilings outside, WASAR members continue preparing for next season. Here are a few highlights that have occurred over the last few months.

- There have been several important changes at the Aviation Division that members wishing to remain active will need to keep in mind. First, there is now an application that everyone needs to complete and send to the Aviation Division. This application will enable the AD to do background checks (now a state requirement) on all volunteers. The application, with instructions, is available at [http://www.wdot.wa.gov/aviation/ SARVolunteerAPP.pdf](http://www.wdot.wa.gov/aviation/ SARVolunteerAPP.pdf).
- Active members will also need to become knowledgeable about the National Incident Management System (NIMS). This is a federal requirement resulting from September 11th and that has finally filtered down to us. Begin by taking the introductory course to NIMS, which is available online.
- All of these changes are very positive and apply to both Civil Air Patrol and WASAR personnel. The major goal of these changes is to increase our overall efficiency and our individual safety. These changes will require some additional training, but your Board will do their best to ensure that you receive whatever you need to complete these changes as easily as possible.
- As you can see, your WASAR Board is committed to continuing updating the technology we use in the field. To help in this area, we recently purchased 5 digital cameras and 20 etrex GPS units to help us more accurately record the area covered by our aircraft.
- Finally, the WASAR website will be receiving a facelift in the near future to make it a more effective communication tool. Please check the website ([www.WASAR.org](http://www.WASAR.org)) regularly to remain in touch and stay updated with training opportunities, as well as to receive important information from the SAR world.
It was an early-October morning. Sitting in my office, I found myself daydreaming about banking and climbing through a brisk autumn sky. At the time I was feeling somewhat disappointed that the flying season in the inland Northwest was almost over. But at that very moment I heard the familiar chime of my computer summoning me that an e-mail had arrived. I was delighted to find that Angel Flight’s Washington Wing Coordinator, Bobbie Jo (BJ), was the author.

When BJ writes, I tend to bypass all other messages to read hers first. And as usual, this aick-pilot communiqué did not disappoint. Her request was a simple one: “We have an eighteen-year-old patient who’s on the short list to receive a new kidney. She lives in Livingston, Montana, but has never flown in a small plane. Can anyone fly there to give her a chance?”

Surely any pilot could have flown this message, and knowing that many would want to, I returned BJ’s e-mail immediately. The details that described the patient’s condition, and her uncertain future compelled me to request the honor of being their first pilot; and within minutes of my request, BJ replied with the four words that every Angel Flight pilot loves to hear: “the mission is yours”!

Mission to Montana

Preparing for the flight, I spoke with the patient’s mother several times. She was a delighted lady with a protective concern for her daughter, Lindsay. I remember her asking how big the plane was, how bumpy it was in the sky, and how long it will it take to fly to Seattle,” and all were questions that were easily answered. But I was puzzled when she asked, “are you aware that Lindsay is handicapped?”

Didn’t she know what Angel Flight (AF) had provided me with an information sheet describing the patient’s condition? I was sure she must have. Nevertheless, I politely told her that AF had filled me in. You see, Lindsay was an eighteen-year-old patient who’s on the short list to receive a new kidney. She lives in Livingston, Montana, but has never flown in a small plane. Can anyone fly there to give her a chance?”

Being blessed with the ability to go anywhere, anytime, I sometimes take for granted the simple pleasures that others are deprived of. It is hard for me to imagine what it would be like to be at the constant will of another. It would be a difficult existence. But to this little girl who is living that life, it must be even harder to imagine what it would be like to be whole. Yet just when I was beginning to silently sigh in hopeless despair for Lindsay, she amazed me as I caught a sparkle in her eye and a quiver in her cheek from a timid smile - hopping from cloud to cloud, she found solace in the sky that day. No longer did she feel trapped in a limited body, but for a brief moment in time Lindsay had wings!

Pleasing for more, her countenance beckoned me to fly on. Connected by her will, she needed only look left or right and I turned the plane in that direction. Like a giddy child learning to ride a new bicycle, she leaned east, then west; she climbed above a small cloud she saw in the distance, then descended to it’s base. I knew without a word being spoken that joy had embraced her soul. And it was the satisfaction of knowing that I was exactly the right place, at exactly the right time, doing what I’d joined Angel Flight to do that gratified my soul.

Humbled

Humbled by the impression these two remarkable friends left on my life, I found it difficult to get excited about flying my airplane home that afternoon. I couldn’t help but think of all the challenges that lie ahead for young Lindsay. I thought of how unfair it was for me to be flying off into my dream, as a pilot, as she boarded the family’s mini-van bound for a very uncertain future. Forcing myself, however, to follow the pre-flight checklist, as their blue van disappeared down a dusty road, I dutifully prepared the craft for lift-off.

Retracing my path home, I thought of how I should be giving my undivided attention to managing the cockpit. But try as I might, I couldn’t resist the allure of swapping myself in the memories of the day. I think what struck me so deeply about Lindsay was the fact that she was exactly the same age as my youngest daughter, a fact that made it difficult not to compare the life and aspirations of Lindsay to those of my own teenager.

Normally, I like to write stories that honor the memories of my experiences as a celebration to this wonderful gift of life. But that day, my spirit came to recognize that all life was not equally celebrated; but for some, just taken one breath at a time. Feeling somewhat guilty that I had been passing through life oblivious to the fact that there are people like Lindsay forced me to realign my ego with the cold reality of life. Oh sure, I knew that all people didn’t deal the same hand at birth, but I had never come to know it in my heart - that is, until Lindsay looked into my windows and helped me learn some important lessons about life.

Moved by an innocent gaze into the windows of her soul, my heart was seized as the truth about a little girl who longed to be made whole was revealed. Reminded, then, of the pride that this father once had as tears of joy welled up while watching his little girl perfect her ballet moves, I was suddenly struck with compassion for all children like Lindsay - Angel’s who will never dance.
Boeing Field: Airlines Turned Away

General aviation and the businesses serving them won a major victory in early October when proposals to open up Boeing Field (BFI) to major new airline operations were rejected.

Southwest Airlines had requested approval to move all its flights from SeaTac to BFI, and proposed building a new terminal complex on land currently occupied by several general aviation businesses. Alaska Airlines followed with its own plan to bring major operations to BFI.

In October, King County Executive Ron Sims rejected the proposals, effectively killing the airlines’ efforts to move flights from SeaTac to Boeing Field (King County owns and operates the airport). The airlines have said they will honor that ruling and will not pursue plans to expand to BFI.

Pilots, airport tenants and businesses were concerned that the hundreds of new jet aircraft operations that would have come to BFI would have transformed the airport, eventually squeezing out general aviation.

Blaine Airport Future Uncertain

In early November, Voters in Blaine approved a ballot initiative directing the Blaine City Council to explore the feasibility of closing the town’s airport (4W6). The ballot measure passed with 56% in favor, 43% opposed. The ballot initiative is advisory only, and is not legally binding.

Real estate developers are seeking to close the municipal airport and build a truck stop, tavern and hotel in its place.

Potential locations in Washington for the new plant include Everett, Spokane, and Moses Lake. Rolls is said to also be considering sites in Indiana and Ohio for the new plant.

DC ADIZ Comment Period Extended

The FAA has extended for 90 days the comment period on the proposal to make the DC ADIZ permanent.

The proposal to make the DC ADIZ permanent is a serious threat to general aviation everywhere. If the precedent is established that creating this kind of massive and ineffective airspace restriction over a major city is a reasonable and prudent way to enhance national security, you can bet similar ADIZ restrictions could be imposed over any large metropolitan area. Existing Class Bravo airspace (which overlays much of the Puget Sound region from Everett to Olympia) could easily become the next ADIZ, with disastrous consequences for general aviation flying. AOPA and WPA urge all pilots to make their voices heard on this important issue, and go on record opposing the proposal to make the DC ADIZ permanent.

The DC ADIZ comment period has now been extended to February 6, 2006. For more details and simple directions explaining how to file your comments, please go to www.aopa.org/adizalert/.

HELP US TRACK THREATS TO AIRPORTS ACROSS WASHINGTON.
EMAIL US WITH INFO ON YOUR AIRPORT AT WPAWINGS@WPAFLYS.ORG

TRIDENT SUB ACTIVITY RENEWS TFR CONCERNS AT JEFFERSON COUNTY

As most westside pilots know, the airspace around Indian Island near Port Townsend was recently downgraded to a National Security Area (where “pilots are requested to avoid overflight below 2900’ for reasons of national security”) after over three years as a post-9/11 “security” TFR. What they may not know is that plans are afoot which could affect that new NSA status.

According to recent articles in the Port Townsend Leader and the Peninsula Daily News, the Navy plans to begin using Naval Magazine Indian Island to service some of the Trident submarines based at Naval Base Kitsap at Bangor. Following necessary upgrades to the dock area at Indian Island, submarines may begin utilizing this facility by as early as next spring for loading and off-loading of munitions and for minor maintenance. Currently, only surface ships are serviced at Indian Island.

Local public opinion is divided on the issue. According to the Navy, only conventional (non-nuclear) munitions will be handled there. However, a number of local citizens are concerned about safety issues. Some residents, including members of a local organization known as Port Townsend Peace Movement, are upset at the NSA status.

At Jefferson County International in Port Townsend, local pilots are wary of another Navy TFR.

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WPA Wings

NEWS BRIEFS

Aviation News From Around Washington

New Charts, New Prohibited Area

The 70th Edition of the Seattle Sectional, and the 65th Edition of the Seattle Terminal Area Chart are scheduled for publication December 22.

Along with the new charts come a new, permanent airspace restriction: Prohibited Area P-61 over the Navy’s Bangor Submarine Base on the Kitsap Peninsula.

The last of the four Puget Sound “security TFRs” imposed in the wake of the Sept. 11th, 2001 terrorist attacks to be resolved (the other three were “National Security Airspace”), the Bangor TFR will become a permanent Prohibited Area upon publication of the new Seattle charts.

Pilots are reminded to check the new charts carefully for operational details, and to avoid flying in the restricted area.

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At Jefferson County International in Port Townsend, local pilots are wary of another Navy TFR.

by Eric Tyler, Port Townsend

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GET INVOLVED WITH WPA

WPA CHAPTERS AROUND THE STATE

There are WPA chapters located throughout Washington. Connect with other pilots in your area, help support your local GA airport, and get involved with your local chapter.

ANACORTES - The Anacortes chapter has not been meeting regularly, but hope to begin holding regular meetings again soon.
Contact Anni Brogan at (360) 293-8082, email anni@microaero.com.

CLALLAM COUNTY - The Clallam County chapter meets on the third Thursday of the month at Rite Bros (FSO) at Port Angeles - Fairchild International Airport (CLM). Meetings begin at 7:00 pm, and all are welcome.
For more info on the Clallam County chapter, contact Gene Rimov at (360) 452-2806.

COLVILLE VALLEY - For current meeting schedules, please contact Harley Howell, Jr., (509) 684-2105, email swiftflight@truplex.com.

DEER PARK - The Deer Park chapter meets on the fourth Friday of the month, every month except November. Meetings begin with a potluck dinner at 6:30 pm, with chapter business starting at 7:15 pm, and the program begins at 8:00 pm. Meetings are held at the Deer Park City Hall, and visitors are always welcome. Please contact Bill Moore at (509) 276-2470, email moore3@ix.netcom.com.

GREEN RIVER - The Green River chapter meets for dinner at 7 pm on the third Friday of each month, at the quonset hut at 790 Perimeter Road at Renton Airport (that’s the first building north of the control tower). For more info of the Green River chapter and its activities, please contact Tom Little at (425) 277-1894, email tom.little@earthlink.net.

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of the month, April through October at 9:00 am in Hangar 15 on Harvey Field. November through March we meet before the movie at “Harvey Field Night at the Movies,” with meetings starting at 5:30 pm, and those attending encouraged to stay for the movie.

KELSO-LONGVIEW - The Kelso-Longview doesn’t seem to be very active at this time. We hope to be able to provide more details on this chapter in the future.

NORTH SOUND/BELLINGHAM - The North Sound chapter meets every second Thursday of the month (except during June, July and August), at 7:00 pm on the second floor of the old Port of Bellingham administration building, at Bellingham International Airport (BLI). For more info on the North Sound chapter, contact Wayne Landis at (360) 647-8206, email landsise@comcast.net.

OKANOGAN COUNTY - The Okanogan County chapter meets on the third Thursday of the month, on the airport, alternating between Omak and Tonasket. Drop-in visitors and non-members are always welcome. To confirm meeting details and for more information please contact Bob Ulrich at (509) 997-3853, email blltmvip@methow.com.

PAINE FIELD - The Paine Field chapter meets every Saturday morning at 10:00 am to fly out for lunch somewhere in western Washington. Just show up at the Regal FBO. For more info on the Paine Field chapter activities, visit their website (accessible from the main WPA website at www.wpaflys.org), or contact Robert Hamilton (425) 806-0249, email rberth@seattleavironics.com.

GREATER SEATTLE - Beginning in January, the Greater Seattle chapter meets on the third Tuesday of the month, at 7 pm in Room 110 of the Boeing Field terminal building, 7277 Perimeter Road. A light dinner is provided. Contact John Amico at (206) 232-7246, email johnamico@comcast.net for details.

SOUTHWEST/VANCOUVER - The Southwest/Vancouver chapter generally meets on the last Tuesday of each month, starting at 7:00 pm, at the Pearson Air Museum on Pearson Field (VUO), in Vancouver. For more information on the Southwest/Vancouver chapter, please contact Bill Schroeder at (350) 573-6020.

SPOKANE - Meetings of the Spokane chapter are usually held on the third Wednesday of each month over dinner at Marie Callander’s Restaurant, beginning at 6:00 pm (meeting details are subject to change - please call first to check). The chapter also conducts fly-outs every Saturday morning, weather permitting. For more information on the Spokane chapter and its activities, please contact Blake McKinley at (509) 924-0070, email spokaneendol@earthlink.net.

TWIN HARBOURS - The Twin Harbors chapter meets the second Tuesday of the month at 6:00 pm in Ocean Shores, location TBD. For meeting details and more info, contact Fred Wing at (509) 289-4186, email hwinge@echoclone.com.

WENATCHEE - The Wenatchee chapter doesn’t seem to be very active at this time. We hope to be able to provide more details on this chapter in the next issue.

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the last Friday of the month. For meeting location and other details, contact Ola Vestad at (509) 965-2681, email viking@wolfenet.com.

PAINE FIELD CHAPTER PROGRAMS FOR 2006

The Paine Field Chapter has a great line-up of programs scheduled for 2006! In January Dave Waggoner, Paine Field Airport Manager, will be giving us an update on airport issues (always a hot topic for local pilots).
In February Bruce Williams (www.BruceAir.com), a former Microsoft Flight Simulator manager, former GA News editor, and currently an aeronautics instructor, will be talking about using Microsoft Flight Simulator for real world flight training.

At our March meeting, Peter Davenport, Scientist and Director of the National UFO Reporting Center in Seattle, will talk about...UFOs! The Dates for these dinner meetings are:
- January 6th - Dave Waggoner
- February 3rd - Bruce Williams
- March 3rd - Peter Davenport
All meetings start at 6:30 pm, with dinner at 7:00 pm, and are located at the Sno-Tel Technical School across from Paine Field.

Anyone is welcome to attend Paine Field chapter events, although registration is required (as we know who to expect for dinner).
You can register by going to our Website, www.wpa-painefield.org, or by calling (425) 353-2110 ext. 5700 and leaving a voicemail message.

We hope to see you there!
Robert Hamilton
Paine Field Chapter President

Central Washington University
Flight Technology Faculty Position
Tenure Track
Teach undergraduate aviation courses including FAR 141 ground schools and other Airway Science related courses; instruct in instrument/multi-engine procedures in flight training devices; conduct quality control observation flights. Academic advising, committee service, scholarly achievement, and establishing relevant relationships with the aviation industry required. Master’s degree or higher and FAA CFI certificate (or AGI and/or IGI) with prior flight training experience required.
Screening begins January 31, 2006.

For complete position announcement, contact http://www.cwu.edu/~hr or call (509) 963-2364.
EVENTS CALENDAR

We provide the following list of aviation related events occurring in our area as a service to our members. These events are not sanctioned or promoted by WPA, but are provided to you as an aid in identifying flying events in which you may want to participate. We try to make sure the information is up-to-date and correct. However, things can and do change at the last minute, so before you head out, we strongly recommend you check with the person listed with the event to insure the event is still scheduled. Also, you can go to “Events” on the WPA Website at www.wpaflys.org and find expanded and updated information on some of the events listed.

There are just too many great activities that are held every year that we only hear about after the event. WPA wants to correct this situation by trying to list all of the flying events within the state or surrounding area. This can only be done with your help, about after the event. WPA wants to correct this situation by trying to list all of the flying events within the state or surrounding area. This can only be done with your help, our Chapters, and our other members sending in news of events in your area. Please email all information concerning events to events@wpaflys.org or call or fax the news item to (425) 228-6330. Help us make this calendar in WPA Wings a very useful item so send in the events!

DECEMBER 2005

2 WPA Paine Chapter Christmas Gala, Future of Flight, Everett (PF) Sherry Smith 425-774-9407
27 Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601
3 Twin Oaks Airport, Hillsboro, OR, Fly-in Breakfast - EAA Chapter 105, 503-646-8763
3 Hanger 15 monthly Weenie Burn and Open House, Bellingham, 11:00-14:00, 360-671-2250
8 Paine Field Holiday Celebration, 15:00-18:00, Dave Waigononer, 425-383-2110 ext 2224
9 Safety Breakfast at Port Angeles, Fairmont Restaurant, 07:30 (CC) - Steve, 360-452-6601
12 CFI Workshop, Aviation Training Center, Boeing Field, Seattle, 8:30 am.
13 Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601
14 CFI Workshop, Embry-Riddle Aeronautical University, 1300 SW 7th St., Suite 108, Renton, 7 pm.
15 CFI Workshop, Regal Air, Paine Field, Everett, 8:30 am.
17 WPA Toys For Tots pick up, Galvin’s on Boeing Field, 12:00 - Colleen Turner, 425-227-0154
21 Safety Breakfast at Port Angeles, Fairmont Restaurant, 07:30 (CC) - Steve, 360-452-6601
24 Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601
25 Pilot Safety Seminar, Regal Air, Paine Field, 10:00-12:00 - Regal Air, 800-337-0345
26 WPA State Board of Directors Meeting - Jim Smith, 425-774-8497

FEBRUARY 2006

2 Twin Oaks Airport, Hillsboro, OR, Fly-in Breakfast - EAA Chapter 105, 503-646-8763
3 Hanger 15 monthly Weenie Burn and Open House, Bellingham, 11:00-14:00, 360-671-2250
8 Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601

JANUARY 2006

2 Twin Oaks Airport, Hillsboro, OR, Fly-in Breakfast - EAA Chapter 105, 503-646-8763
7 Hanger 15 monthly Weenie Burn and Open House, Bellingham, 11:00-14:00, 360-671-2250

(CC) - Clallam County WPA Chapter - (PF) Paine Field WPA Chapter

Get an aviation event for our calendar? Let everyone know - email: events@wpaflys.org

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