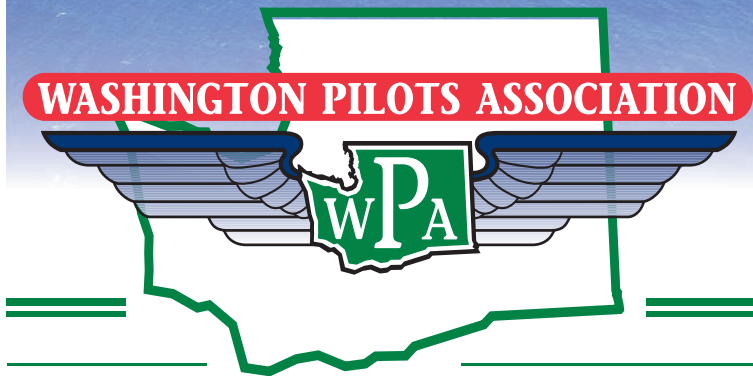


PHOTO BY JEN CRIDLEBAUGH
Flying over the Pacific in Hawaii

DECEMBER 2024 - JANUARY 2025



WINGS

Serving Washington Pilots Since 1960 | Washington Pilots Association

HELLO . . . MANAGEMENT AS USUAL?

JOHN DOBSON
Government Affairs

What's happening to Bowers Field . . . In 2018, Bowers Field, Ellensburg, with Kittitas County as sponsor, finished their Airport Master Plan. The purpose was to "define the current short-term and long-term needs of the Airport through a comprehensive evaluation of facilities, conditions and FAA airport planning and design standards." The limited, albeit nominally "public," process was long and turbulent but resulted in a structured document for runway expansion, economic development, and a keen eye to assisting Central Washington University's (CWU) flight training program.

Runway 11 /29 (4,300 ft) was designated the primary. Runway 7/25 (3,700 ft), perfect for CWU flight training, was closed due to poor pavement conditions. However, it would be maintained (on paper), pending local funds. Corporate Jets had accumulated some 350 operations per year. If that number were to increase by 150 ops, the primary runway would qualify for an additional 600 feet and become a true Class B-II airport! With two corporate jets on the airfield and a third looking for space, there was optimism about creating a true corporate jet center. By reactivating Rwy.

7/25 the CWU students would have direct access to a training runway.

In spring 2024, JUB engineers, Public Works and the County Commissioners eliminated the Rwy. 7/25 option. There was NO public notification or comment period. The removal of the runway "option" required a formal Airport Layout Plan update. We are now left with only a 4,300-foot runway and one corporate jet. Bowers Field is now a semiprivate airport for CWU.

In fall 2022, Kittitas County signed a 75-year lease agreement with a new FBO, Airport Holdings, LLC. The agreement grants the tenant first rights and ownership of the improvements. The lease agreement provides options to sublease for nonaeronautical use. For many years Midstate Aviation leased and managed the county's fuel system. Without a public process (RFQ), said fuel infrastructure was leased to Airport Holdings . . . it was a "fait accompli." And they are not doing aircraft maintenance as promised to get said fuel island, one might consider all of this a gifting of public funds.

Currently, officials are working on a new Interlocal agreement between the county, City of Ellensburg, and CWU. The tangible assets include the 20,000 sq. ft. county-owned

PRESIDENT'S MESSAGE



RICHARD BECKERT
WPA President

I hope everyone is getting in the holiday mood as we spend time with family and friends. If the weather is nice why not consider taking your friends on a sightseeing flight or fly to a nearby restaurant for the \$100 hamburger? My wife and I enjoy flying to the San Juan Islands for a lunch/latte and taking our new dog Angel with us. On sunny fall afternoons, it can be a good opportunity to go for a flight and keep your skills sharp and enjoy the usually smooth air with good visibility. As we are in the rainy season with lots of weather moving in for the next week or two. Some simulator time can be a great way to keep your skills sharp; this can be particularly valuable for maintaining your instrument flying skills.

Our spring retreat/planning session will be at Campbell's Resort in Chelan on March 8 and 9. The WPA pays for Saturday night for all state officers and directors as well as one representative from each chapter. You are welcome to spend Friday night as well at the WPA negotiated rate of \$114/night for a traditional room or \$134/night for a deluxe room. To reserve your room, please contact Campbell's Resort at 800-553-8225 and mention group reservation number 789934.

As you are flying around be sure to patronize your favorite aviation businesses and make use of your WPA member discounts (Member Discounts | Wpaflys) on various products and services.

We are still looking for an assistant treasurer to work with George Futas as he is looking to transition the Treasurer position. If you are interested or know someone who is interested, please contact George and he will be glad to fill you in on the details and responsibilities of this role.

If you run into a Washington pilot who is not a WPA member encourage them to join. Tell them about the discounts WPA members enjoy, and how WPA supports their flying activities through advocacy, education, outreach, and social activities.

Fly safely everyone!

HELLO...
continued on page 6

PORT TOWNSEND AERO MUSEUM
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Wednesday-Sunday 8am to 4pm
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WHAT'S NEW?

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SPOKANE WA

WASHINGTON PILOTS ASSOCIATION
1100 Bellevue Way NE, STE 8A (Box 397)
Bellevue, WA 98004

SAFETY & EDUCATION...

CHECK YOUR ATTITUDE!



KAREN MITCHELL
Safety & Education

Not the instrument, your mental attitude! Your decision-making skills and judgment are a critical component in aviation. Let’s review the FAA’s 5 hazardous attitudes.

ANTI AUTHORITY

“Rules and regulations don’t apply to me.” Those of us that exhibit this attitude may believe they know better and tend to act impulsively, ignoring safety practices. We can see this just driving during rush hour!

Rules and procedures are ensuring safety, usually brought about by previous accidents and incidents.

IMPULSIVITY

Pilots will make quick decisions, and act first, without evaluating the situation. The “do something, anything quickly” attitude. If you’re a flight instructor, you can often see this in new students.

In high stress situations, take a moment to breath and assess the situation. Encourage yourself and others to make a deliberate approach in evaluation problems, especially in unexpected events.

INVULNERABILITY

“It won’t happen to me.” An invulnerable mindset can disregard adverse weather or continue flying into hazardous situations causing us to think we are immune to any risk.

All we need to do is review accident reports and we can see even skilled pilots face unexpected challenges. All pilots, those with few hours or those with thousands of hours can fall into this attitude.

MACHO

This attitude drives people to think it shows bravery or proving yourself to others. It can be about trying to impress others or challenge limitations...showing off.

Taking chances, pushing aircraft beyond operational limitations is just foolish. The graphs for your aircraft are there for a reason. Going beyond anything in your manuals, doesn’t guarantee your aircraft will stay together. Safety in aviation demands respect, both personal and mechanical.

RESIGNATION

This is characterized by a feeling of helplessness, or defeat. Often this will lend itself to passivity during challenging situations.

You may fail to take corrective actions when conditions are deteriorating. Instead of responding assertively, you may give up or wait for the problem to resolve itself.

Develop confidence in your ability to handle adverse situations. Practice those emergency procedures. When getting your flight review, go thru procedures you haven’t used for a while. Doing them with a flight instructor can help build your confidence.

While flying demands skill, it also requires discipline. Your awareness of these attitudes and the antidotes will help maintain the highest standards of safety.

ANNUAL VETERAN'S FALL FOLIAGE FLIGHT



BY JOHN MILLER

On October 8th, we had the pleasure of our annual Fall Foliage Flight. This annual event sees the Spokane Chapter invite veterans for a trip around the northwest to see the spectacular change in the trees beneath our wings or sometimes not so much! This year we had 11 vets sign up and only one cancelled. To make this happen we had seven-chapter pilots sign up to take our vets for a ride including a twin this year. Typically, at this time of year the “larix occidentalis” turn a bright yellow and contrast nicely with the green pine. Ok, we are talking about larch or tamarack here. Unfortunately, we had two things against us: this fall is continuing to be warm perhaps so warm as to break a 1944 record with greater than 17 seventy-degree days in October. This extended summer stunts the changing of color. The second was the unfortunate smoke blowing in from the northwest that limited good viewing. Despite these issues, a good time was had by the pilots, who we can’t thank enough and the vets. Post flight we all enjoyed a lunch at our hangout hangar at Felts field. Again, thanks to the pilots for sharing their time, aircraft and expertise. We will plan to do it again next year.



WASHINGTON PILOTS ASSOCIATION

WPA

WPA Wings

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Submissions are welcomed!

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Ste. 8A (Box 397)

Bellevue, WA 98004

WPA WINGS is the bimonthly newspaper of the Washington Pilots Association (WPA), which represents the pilots of Washington State. Letters to the Editor are welcome. Letters must be signed by the author and a contact phone number provided.

The WPA reserves the right to edit all letters and to refuse inappropriate advertising. Opinions expressed in **WPA Wings**, including those in letters to the editor and advertisements, are the opinions of the writers and do not necessarily reflect those of the WPA.

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Be smart, and please fly safely.

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WPA

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WINGS GOES DIGITAL

Well, this may not be new, because you could always get the newsletter on the web site, but you now have another option. When you renew your membership you have the option to check the Digital only box. Then, you will not receive the printed copy, but you will receive the digital version.

To make it easy we will send you an announcement that the digital version is available and give you a link. Once you get there, you can read it, or print all or part of it. This is an effort to save our Association money. The WINGS publication is our largest expense.

To all,

I had great hopes that we would see progress beginning in 2024 regarding compliance with the FAA/State of Washington "Action Plan." This is the Federal requirement that revenues (taxes and fees) from aviation assets must be spent on airports of origin or on aviation programs (Federal Register, vol. 79, no. 216, November 7, 2014).

A brief outline . . . The Washington Action Plan as signed in 2021 committed the state to calculate how much revenue from aviation fuels had been collected via Hazardous Substance Tax (HST) and Petroleum Products Tax (PPT) as far back as 2017. In January 2024 the Department of Revenue (DOR) released a preliminary report for only the 3rd quarter of 2023. That amount was \$ 14,645,781 (annualized = \$58 million).

Part two of the agreement was to "educate local jurisdictions on the FAA Policy's aviation fuel tax revenue use requirements." In 2015 that amount was estimated by DOR to be \$5,748,810. To date, no action has been taken.

The Chelan Douglas Regional Port Authority has agreed to coordinate a legal strategy with other interested parties. The Washington Pilots Association and several airports have joined in. The Washington State Aviation Alliance has a policy that requires unanimous agreement among the voting members in order to join in. As we do not have such unanimity, we are proceeding with our tactful art of persuasion. (I hope I said that correctly?)

In the meantime, I have received several documents via the public records request process. Back in 2021 I asked the FAA Regional Compliance Manager to elaborate on the revenue policy; What might the state legitimately spend aviation revenues on? Mr. Peter Doyle sent me the attached response. Contrast that with the following: The State of Washington determined that it has already contributed to the aviation system via offsets. They are representing (See Washington Aviation Appropriations 2019-



2023) that the state has already paid. Section 1079 (Military Dept.) suggests that the "Future Biennia (Projected Costs) of \$76,700,000 should count. I am unaware of any request for approval by the FAA for any of these expenditures.

Knowing the annual budget for the WSDOT Aviation Division (was \$1.4 million . . . now \$2.5 million? but in need of \$12-18 million annually), the lack of effort or interest in aviation by our state's leadership is appalling.

Hopefully, we will be able to move the needle in the next couple of months. I have been working on funding our airports for the past 30 years. I am sorry to report that not much has changed. Maybe this time . . . ? If you have any thoughts or questions, please feel free to call.

Sincerely,

John F Dobson
President, Washington State Aviation Alliance

AIRPORT AFFAIRS...



TOM JENSEN
Airport Affairs

Stick with me on this one... and tell me what you think.

Outgoing Governor Inslee has warned that the state faces a \$10 to \$12 Billion budget deficit for the next 4 years, citing less than expected tax revenues. Wow!

In September 2024, the Climate Commitment Act auction raised (\$2B) \$2,000,000,000 by selling off emission allowances", which "polluters" had been required to purchase.

These become passed-on, added costs for electrical power plants, cement producers, fossil fuel extraction and processing, logistics, transportation, waste management and others who have been identified as "polluters".

Customers, of course, pay the added costs.

Purchased "emission allowances" are the Coin of the Realm, creating a huge windfalls which have been earmarked for transit, pedestrian and bicycle infrastructure, ferry electrification, etc., but not transportation.

A November 8 memo from OFM Director Pat Sullivan directed "...agencies to propose operating and transportation budget reductions..." (Specifically including hiring freezes..)

DSHS and WSDOT have responded eagerly and proactively thereto by imposing hiring freezes. (They know how to read an org. chart and IMHO, fear the Governor; the 3 branches are all blue...)

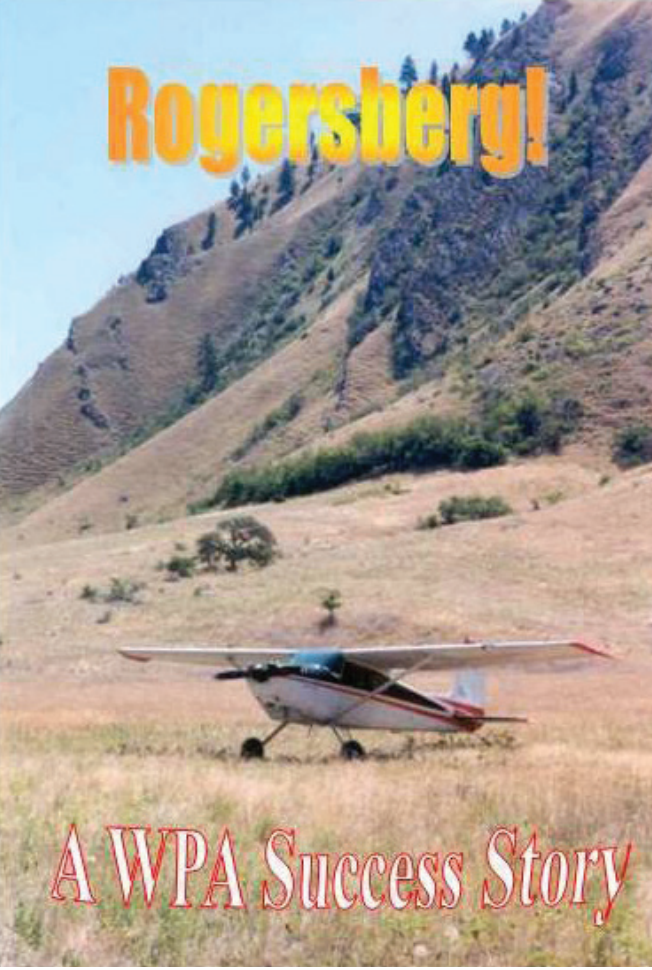
Washington airport funding is ranked last in the NW mountain region, by a long shot. This is bad news for replacement of aging pavement and other state infrastructure needs.

I fear that AD (Aviation Division) will be directed to do a Governor-pleasing hiring freeze which would mean that the Airports Supervisor might not be replaced when he retires. (At the Ranger Creek (21W) work party in May of 2023, the Airports Supervisor told me he was hanging on to retire...)

His (it's not been a her so far..) has been an essential job role in the past. It's worth preserving!

For example: Airport Supervisor Mac McIver was key to the success in establishing a brand new state airport (Rogersberg, D69) around 1997 by collaborating with WPA, IAA and WASAR to convert our Land Use Permit into a Right of Way permit with the BLM. (The BLM preferred working with another government agency and we got a deal at \$1.00/year.)

Please tell me what you think.



IMPORTANCE OF A PRE-PURCHASE INSPECTION



Detached Brake Disc
COURTESY JEN CRIDLEBAUGH

BY JEN CRIDLEBAUGH
Communications Director

If you have ever purchased an airplane or know someone who has, you likely know what a pre-purchase (pre-buy) inspection is. However, if you do not, a pre-purchase inspection is the process of having a certified mechanic inspect an aircraft you are interested in buying prior to committing to the purchase. A pre-purchase inspection has a few important benefits for prospective buyers. The most important is that after having a qualified mechanic inspect the aircraft, you should now have a clear picture of the aircraft's condition. Additionally, if there are any repairs that would be required or paperwork corrections, you would be aware of this ahead of purchasing the plane. Hopefully, a good mechanic would be able to provide you with a rough estimate on how much the repairs would cost so you have an idea of additional investment that would need to be made if there are any pressing discrepancies.

I have a story to share an example of what could happen if a pre-purchase inspection is not taken seriously. These true stories that took place in Hawaii, which I was involved with from a maintenance perspective after the purchases were complete. My intention in sharing this story, is to hopefully, pass along some knowledge to anyone who may be interested in purchasing an airplane in the future regardless of if it is

a first-time purchase or not. I believe that hearing about people's experiences can potentially save others from situations that can become rather unexpected and costly while also making people aware that not everyone has your safety in mind.

There is a B-55 Baron in Hawaii that was purchased by a guy who wanted it as an investment. His idea was to start doing charters with the plane, but his partner ended up crashing the aircraft at an isolated airport on Maui where the plane sat in the dirt deteriorating for seven years. The guy who crashed the plane wanted nothing to do with it leaving it all for his partner to handle. This man became desperate to get the plane fixed so it could be sold since the payments were driving him into bankruptcy. The plane was haphazardly thrown back together and flown back to Oahu on a ferry flight. Approximately six to eight months later, this guy talked the plane up to one of his co-workers who was interested in purchasing a plane to fly around the islands for fun. From this point, the guy selling the plane got his co-worker and the mechanic who had been maintaining the plane for years to get together for a brief pass at a pre-purchase inspection. Essentially, the mechanic showed up, verbally told the prospective buyer that the plane was in good shape and left. After the mechanic left, they took the plane up for a test flight, which resulted in a sale.



Overheated Battery Cable
COURTESY JEN CRIDLEBAUGH

The first flight after the aircraft was purchased, the new owner took the previous owner up with him so he could familiarize himself with the plane. They agreed to fly to Kauai and back to Oahu. On the return flight, about 15 miles away from their destination airport over the ocean, they noticed oil on the right-hand engine cowling. With quick thinking, the new owner feathered the prop and prepared for an emergency landing hoping they would at least make it to Oahu. Fortunately, they made a safe landing at their destination airport and limped the plane off the taxiway.

The new owner called my husband who is an A&P/IA and was the newly designated mechanic for the aircraft. He had previously flown over to Maui to assist with fixing the retractable landing gear but had not touched the plane aside from that one repair. When we arrived at the airport and removed the cowling from the right-hand engine, one of the rods had been thrown through the engine case leaving a huge hole in the engine, which was relatively new. The engine had an oil filter adapter installed by the previous mechanic, which had an AD issued on it the day after this incident. According to the installation instructions, the oil filter adapter was

improperly installed without considering the directions called for by the AD. The engine was inspected using a borescope and it looked as though the problem was due to oil starvation evidenced by the marks left inside the cylinders.

The aircraft was down for a year before it was signed off to be in airworthy condition. The owner had to send his engine off to the overhaul company in New York and wait months for his new propeller to arrive from France. He also opted for owner assisted maintenance because he wanted to learn more about his plane in the process. Additionally, an annual inspection was completed, which led to the new owner discovering squawks that he was unaware of when he purchased the aircraft. These squawks were discrepancies that were not remedied by the previous mechanic who had also performed an annual inspection on the plane just a few months before the engine failed in flight.

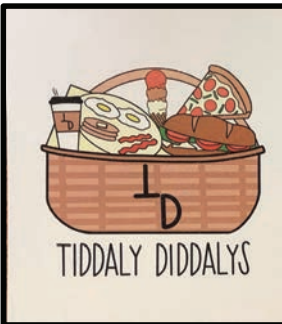
In the end, the new owner had a lot of unexpected surprises and expense he was not prepared for immediately following the purchase of the airplane. In his situation, it is uncertain if thorough

INSPECTION
continued on page 6

Visit one of the local
restaurants for lunch



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HOW TO PREVENT SCREWING UP YOUR INSURANCE COVERAGE



GEORGE FUTAS
CFII, WPA Paine Field
Chapter Safety &
Education Forum

Following is the author’s summary from a presentation by William Gibbs, Aviation Attorney to the Washington Pilots Association Paine Field Chapter, November 1, 2024.

Renter pilots beware: In most cases you do not have insurance coverage when renting airplanes.

- If the FBO provides insurance, read the declarations on the policy carefully.
- Protect yourself with insurance for renter pilots. AVEMCO offers such a policy.

Some of the biggest mistakes pilots make:

- Misrepresenting their pilot history and certificates on insurance applications.
- When your insurance company finds a misrepresentation, they can legally use that as a reason to deny coverage.

When an accident claim is filed, they will scrutinize what you represented in your application.

- Being out of compliance (FAR’s and Insurance requirements) when an accident occurs.

Examples where insurance coverage was denied after an accident.

1. The owner pilot’s flight review was past due, they flew with an instructor who did not meet the open pilot warranty on their insurance. Thus, neither pilot met the insurance requirement.
2. The aircraft was past its annual inspection date. The aircraft was being flown to another airport for the inspection without insurance approval.
3. The owner loaned the aircraft to a pilot friend. The friend pilot met the open pilot warranty, but their flight review date was past due.

What could the owner/pilot have done to prevent such loss of coverage?

1. Be current with all insurance requirements before flying.
2. Get a ferry permit and confirm before flying the insurance will cover the ferry flight.
3. Be sure you know your pilot friend’s qualifications and that the pilot is current with all insurance requirements.

Recommendations: Know what your policy covers and what it does not cover.

The **Declarations** page states what coverage you bought.

- Note carefully who is covered (named pilot and other pilots) and any special conditions.
- Policies usually state specific requirements for pilot certificates, medical

certificate, flight review and the aircraft operating in compliance with FAR’s. If you do not meet those special conditions, **you will not have coverage.**

The **Boilerplate** is their standard Legal terms that apply to all their policies.

The **Endorsements** state **what damage they will not cover.**

These Endorsements include **exceptions** to the standard terms in their boilerplate.

- Endorsements are how they modify their contract rather than rewrite the boilerplate.

Named insured and open pilot warranty coverage.

- The named insured pilot must meet what they represented in their application and the requirements stated in the declarations.
- The pilot flying under the open pilot warranty must meet the requirements stated in the declarations and should have the owners written permission to fly the airplane.
- If you let another pilot use your airplane and they do not meet the open pilot warranty you have no coverage.
- Be careful if authorizing a maintenance facility to test fly your airplane.
- If the FAR’s stated in the policy are not met, you do not have coverage. For example, flying an airplane that has is past due date for its annual inspection without insurance company approval.

Record Keeping Recommendations

In case of accident, you may not be able to access your information, and will need others to get it. Paper is more permanent than digital copies. If things are in digital format, others need to have authorized access, which is complicated in many cases.

- Create a pilot folder and keep it up to date.
- The folder should include your pilot information such as copy of pilot and medical certificate, pilot logbook copies showing flight review and flight currency.
- nsurance policy
- The aircraft logs should be in a separate folder.
- At least two people who do not fly with you should know where you keep these folders.

The good news

- Pilots do make mistakes. Accidents and incidents do happen and are covered by insurance.
- Ongoing training and proficiency help the pilot’s case with the FAA and insurance renewal.

ENHANCE YOUR AVIATION EXPERIENCE: SHARE AND DISCOVER EVENTS WITH THE WPA ONLINE CALENDAR



TIMOTHY NICHOLS
Director-at-Large

The Washington Pilots Association (WPA) is committed to fostering a vibrant aviation community across our state. A key resource in this endeavor is our online event calendar, designed to keep you informed about upcoming aviation activities and to provide a platform for you to share events with fellow pilots.

Why Use the WPA Event Calendar?

Our calendar serves as a centralized hub for all aviation-related events, including seminars, fly-ins, pancake breakfasts, Young Eagles flights, Flying Start programs, build sessions, chapter meetings, and IMC club gatherings. By contributing to and utilizing this calendar, you can:

- Stay Informed: Keep track of events happening statewide, ensuring you never miss an opportunity to engage with the aviation community.
- Promote Engagement: Share your events to encourage participation and collaboration among pilots and aviation enthusiasts.
- Strengthen Community: Foster connections by bringing together individuals with shared interests and passions.

How to Add Your Event to the Calendar

Sharing your event is straightforward and helps enrich our collective experience. Follow these steps to add your event:

1. Visit the WPA Events Page: Navigate to <https://www.wpafllys.org/events>.
2. Click "Add Your Event": At the top of the calendar, you'll find the "Add Your Event" button. Click on it to open the TeamUp calendar interface.
3. Enter Event Details: In the calendar interface, click on the green "Add Event" button (note: on mobile devices, this button is small and located in the upper right corner). Provide comprehensive details about your event, including:
 - Event Name: A clear and concise title.
 - Date and Time: Specify the start and end times.
 - Location: Include the venue name and address.
 - Description: Offer a brief overview of the event’s purpose and activities.
 - Contact Information: Provide details for attendees to reach out with questions.
5. Upload Supporting Materials: If available, attach any relevant posters, photos,

or documents to enhance your event listing.

6. Submit for Approval: After entering all necessary information, submit your event. Our team will review and approve it, after which it will appear on the calendar.

Syncing the WPA Calendar with Your Personal Google Calendar

To ensure you never miss an event, you can integrate the WPA calendar into your personal Google Calendar. Here’s how:

1. Access the WPA Calendar: Go to <https://www.wpafllys.org/events>.
2. Obtain the Calendar URL:
 - Click on the "Add Your Event" button to open the TeamUp calendar interface.
 - In the TeamUp calendar, click on the blue menu button in the top right corner.
 - Select "Preferences" and then "iCalendar Feeds."
 - Copy the iCalendar feed URL provided for all sub-calendars.
3. Add to Google Calendar:
 - Open your Google Calendar.
 - On the left sidebar, find "Other calendars" and click the "+" icon next to it.
 - Select "From URL."
 - Paste the iCalendar feed URL you copied earlier into the field provided.
 - Click "Add calendar."
 - The WPA events will now appear in your Google Calendar.

Please note that Google Calendar typically updates subscribed calendars once per day. Therefore, any changes made to the WPA calendar may take up to 24 hours to reflect in your personal calendar.

By actively participating in the WPA event calendar and integrating it with your personal schedule, you contribute to a dynamic and interconnected aviation community. We encourage all members to regularly check the calendar for new events and to share their own, ensuring that we all benefit from the wealth of opportunities available.

For any questions or assistance with the event submission process or calendar integration, please contact us at wa.pilots.association@gmail.com.

Let’s continue to soar together, sharing our passion for aviation and supporting one another through active engagement and communication.

continued from page 4

The main takeaway from this is with a pre-purchase inspection that is done correctly, everyone knows exactly what the condition of the aircraft is. Educated decisions can be made on how to handle potential challenges and the prospective buyer has a better idea of what they would be walking away with. Some pilots bring their friends with them to look at a plane they are thinking of buying, which is a good idea, but unless they know mechanically what they should be looking for, their advice only holds so much value. Investing in a proper pre-purchase inspection with a reputable mechanic comes with the benefit of being able to continue to enjoy aviation without unintentionally finding yourself in over your head.

continued from page 1

Businesses seek locations where they are wanted! Inconsistencies, playing favorites, and inexperienced management all bring about uncertainty. I invest in locations that provide opportunities for my business to grow—Bowers field has turned into some kind of undisciplined stepchild. I'll look for another airport!

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WPA CHAPTERS AROUND THE STATE

Most Chapters keep updated information on the WPAFLYS.org website. Click on the "Chapters" tab for more information.

ANACORTES: The Anacortes chapter generally meets on the second Thursday of every third month (February, May, August and November) at 6:30 PM. Meetings are held in the Micro Aerodynamics hangar on the airport. Contact Chapter President Blake Thorn, blake@srvconstruction.com 360-672-5695.

ARLINGTON: The Arlington Chapter meets the first Wednesday of each month at Neal Carman's hangar at the airport. A no host dinner is at 6 PM and the meeting starts at 7 PM. President of the chapter is Conor Baer. For more information contact him at conorbaer@yahoo.com or call (425) 941-5482.

BREMERTON: Check the website at WPAFLYS.org, click the “Chapters” tab and click on Bremerton for detailed information. Contact Chapter President Doug Haughton, 360-710-3481, HaughtonDoug@gmail.com for further information.

CLALLAM COUNTY: The Clallam County Chapter meets for lunch periodically with meetings announcements made by e-mail. Current CCP members are included in the announcements. If you are not a current CCP member, and would like to attend a lunch, contact Colette Miller at 714-356-5669 or Dave Miller at 360-452-7136. All aviators welcome.

COLVILLE VALLEY: For current meeting schedules, please contact Dave Garringer, colvilleairport@yahoo.com, 509-675-1041.

DEER PARK: The Deer Park chapter meets on an “as needed” basis at the administration building located on the Deer Park Airport. For more information about Deer Park chapter and activities please contact Darold Schultz at 509-999-5835.

GREEN RIVER: The Green River Chapter meets on the 2nd Friday of February, April, June, August, October and December for dinner and an aviation program. For meeting information and other chapter activities, including group fly-outs, WINGS programs and other special events please visit http://www.wpaflys.org/Chapters/GreenRiver/EnRoute_Monthly_Editions/current.pdf for contact the Chapter President Terri Tederman at 206-679-3568 or Danz4@msn.com.

HARVEY FIELD/SNOHOMISH: The Harvey Field chapter meets on the second Saturday of each month, except July, at 10 AM in Hangar 15 at Harvey Field. For more information on activities, please call Chapter President David Divoky at 559-696-3247.

METHOW VALLEY: Chapter meetings are the second Wednesday of the month through April, then resume in September. They are held in the Fitzpatrick hangar at the Twisp Airport at 15 Aviation Lane. Dinner starts at 6:00. Presentation starts at 6:30. Meeting starts after presentation. Details are announced via emails and Facebook. Contact President Rick LeDuc: (509) 429-2922 or Secretary Clay Chase: (206) 963-4353.

MOSES LAKE: Chapter meetings are once a month. For information on time and place contact President Rod Richerson at (503) 267-1320 or VP Darrin Jackson at (509) 431-3145.

NORTH SOUND/BELLINGHAM: The North Sound Chapter meets the second Thursday of each month except June, July and August at the ARFF Conference Center at KBLI's Fire Station 2005 West Bakerview Rd. Bellingham. Doors open at 6:30 PM. For more information contact Lyle Jansma at 360-319-0425: lyle@lylejansma.com

OKANOGAN & FERRY COUNTY:
Chapter meetings are the fourth Tuesday of each month at the Omak Elks Lodge. Dinner at 6 PM and meeting at 7 PM. For further information contact Chapter President Mark Christoph at (509) 429-2426 or V.P. Bob Ulrich at 509-429-2119.

PAINE FIELD: The Paine Field chapter meets the first Friday of most months for dinner and an aviation related program. For detailed information on the monthly meeting and other chapter activities including group flyouts, maintenance seminars and special programs visit www.facebook.com/groups/PFCWPA or send e-mail to paine-president@wpaflys.org.

SHELTON-SANDERSON: The Shelton WPA Chapter meets 10 AM Saturday in the Sanderson pilot lounge. For further information contact Jim Murphy at (503) 559-7736

SKAGIT: Meetings are held the last Tuesday of every month at 6 PM Cascade Aviation on the airport. Bring your ideas for projects that benefit local pilots, fun activities and how we can work together for a thriving pilot community. For further information contact chapter President Jerry Higgins (306) 540-4350

SOUTHWEST/VANCOUVER: For information on meetings and seminars call chapter President Jeff Jarvis at (503) 735-5432 or e-mail at jjarvis72@comcast.net

SPOKANE: Meetings are usually held on the third Wednesday of each month at Darcy's, 10502 E. Sprague beginning at 6 PM. Meeting program information can be found at WPASpokane.org. For more information contact chapter President Andy Luebke at (509) 994-7231 or Chapter Secretary Dennis Runolfson at (509) 879-0560.

TRI-CITIES: The Tri-Cities WPA Chapter Treasurer is Edward Keenan at (509) 212-1371. For further information contact Ed.

TWIN HARBORS: The Chapter is looking to be rejuvenated.

WENATCHEE: Meetings the third Tuesday of each month at 6 PM. Location is announced via an E-mail list. Contact Chapter President Klaus Marx to add your name to the list or for other chapter information. 907-723-4379 or klausmarx@juno.com.

YAKIMA VALLEY: The Yakima Valley chapter meets on the fourth Thursday of every month. All are welcome. On most Saturday mornings at 8:30 till about 10:30, WPA and EAA pilots often gather for coffee and donuts at Yakima Airport Airpark on the south side of McAllister field, KYKM. For chapter information, Contact Chapter President Gary Klingele at 509-421-1597 or gcklingele@nwi.net.

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A horizontal banner advertisement for Pacific Coast Avionics. The background is a collage of various avionics equipment, including multi-screen displays showing maps and data, and control panels with numerous buttons and knobs. Christmas-themed decorations are overlaid on the image, including a pine branch with snow and red and gold ornaments on the left, and a string of warm white lights on the right. The company logo, "Pacific Coast Avionics" in a white serif font with a stylized white airplane icon to the right, is centered on a dark red banner that spans the width of the advertisement. Below the company name, the text "SINCE 1991" is written in a smaller, white, sans-serif font. At the bottom left, the text "WEST COAST'S LEADING AVIONICS DEALER" is written in a bold, black, sans-serif font, followed by the tagline "Basic installs to complete panel & glass retrofits. Call the leader in experience, service, and pricing." in a smaller, italicized, black, sans-serif font. At the bottom center, the website "www.PCA.aero" and phone number "800.353.0370" are displayed in a black, sans-serif font. At the bottom right, a small disclaimer in a very small, italicized, black, sans-serif font reads: "*Prices may be changed at any time without notice*".



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