Photo By Michael Watkins

AUGUST - SEPTEMBER 2021

Wings

WASHINGTON PILOTS ASSOCIATION

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PSAAC Air Tour 2021

By Marian Jensen

What is the most fun you can have with people and airplanes? The Puget Sound Antique Airplane Club (PSAAC) may have the answer.

The biennial PSAAC Air Tour, which began this year July 11th and ended July 16th, attempts to recreate the old glory days of barnstorming with 40 plus airplanes and 70 plus people. Traveling to small towns which seldom see the likes of a Stearman, N3N or Howard, PSAAC members put their airplanes on display and are on hand to answer questions from the city residents who show up in droves. Members also concentrate on making sure all interested young people are encouraged to sit in the airplane or have questions answered in order to draw youngsters to aviation.

Over seventy percent of the club's members also belong to WPA. This represents one of the four WPA pillars – the fun one where people and airplanes adventure together.

This year's air tour saw a wide spread from the most senior pilot to the youngest aviator. The senior award went to David Cheney who, at 93, is still enjoying the event with his wife and sweetheart La Jean in their 1976 Cardinal RG. The youngest pilot, or actually student pilot who must wait a year until he is 17 to take his flight examination, was 16-year-old Luke Olson who soloed on his 16th birthday. Running a close second and third in the youngest category was 16-year-old Sophia Hargan and 17-year-old Della Rosenkranz. Both young ladies will be going for their certificates on August 11th. All three flew several legs of the trip in a variety of aircraft – mostly taildraggers.

Rich Alldredge flying his 1940 Stearman with wife Carol in the front seat. Picture taken from Frank Hoogkamer's 1941 Stearman.

The event started back in 1991 with two adventuresome pilots who thought they had a great idea for a group undertaking. Keith Littlefield and Tim Alentiev figured they would round up some pilot friends and families and go on a planned circuit of places they enjoyed visiting, camping one to two nights in each destination. The summer of 1991 Tim and Keith scoured the Northwest, primarily Washington, Oregon and Idaho, for places to camp which would have facilities nearby offering water, food and other amenities. Both gentlemen also participated in this

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Legislative Update

By Representative Tom Dent. District 13 GOP

State Rep. Tom Dent (R-Moses Lake) represents the 13th Legislative District

Well friends, summer has arrived in the great state of Washington. The week or so of extreme heat was challenging. Temperatures of 115+ degrees were plenty hot. Keeping the irrigation circles running was on the top of my priority list, but we made it through without any serious issues. The good news is now 100 degrees doesn't seem too bad, just another warm summer day.

Since the last article, the Aviation and Aerospace Advisory Committee (AAAC) is coming together. The AAAC is tasked with advising the Department of Commerce (DOC) director and the Washington State Department of Transportation (WSDOT) secretary on matters related to aviation and aerospace in the state, including recommendations regarding future operating and capital budget requests and strategies to enhance the safe and effective operation of Washington's public use airports and aerospace facilities. Prospective members of the committee are called out in the proviso and include individuals from across Washington state, reflecting the statewide importance of the aerospace industry. Commerce worked with the WSDOT aviation division to identify aviation and airport candidates for the committee. Once Commerce approves and appoints the members, the first meeting will be scheduled.

I am very excited to see this group come together and move our aerospace industry forward into the future. But

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Air Tour Continued

year's event.

Fast forward 30 years to the summer of 2021 and things have definitely changed. Each stop on the tour is now carefully planned by a club member or usually member and spouse. Prior to the actual event, the assigned member visits his/her particular location and plans the stop for activities, transportation, meals, briefings, etc. The member also contacts the local EAA Chapter, Rotary, airport association or other group to see if anyone might be interested in making the stop a fundraising event. Local newspapers are contacted so that city residents can be notified that antique aircraft will be visiting the area. No money is ever charged for viewing static display aircraft, only for meals organized by local groups. Rides were donated by several airplane owners. The logistics of planning for 45 airplanes and 75 people can be very complicated.

Air Tour 2021 saw PSAAC members meeting up in La Grande, Oregon on Sunday, July 11, where they were treated to a catered dinner at the airport hosted by the local EAA Chapter.

Monday and Tuesday were spent in Nampa, Idaho where members toured the Mission Aviation Fellowship facility at the airport and dined at the Tower Grill. Tuesday members were transported to the Indian Creek Winery for dinner. Tuesday's lunch included a fly-out to Emmett, Idaho and some very tasty pulled pork.

Wednesday's lunch was at the airport in Buhl, Idaho which was hosted by the local Rotary Club, and then on to Blackfoot, Idaho for overnight. Thursday morning's breakfast was hosted by the local EAA Chapter.

Thursday's lunch stop was at Jerome, Idaho where the club members enjoyed a tour of Airpower Unlimited, which specializes in warbird restoration and maintenance.

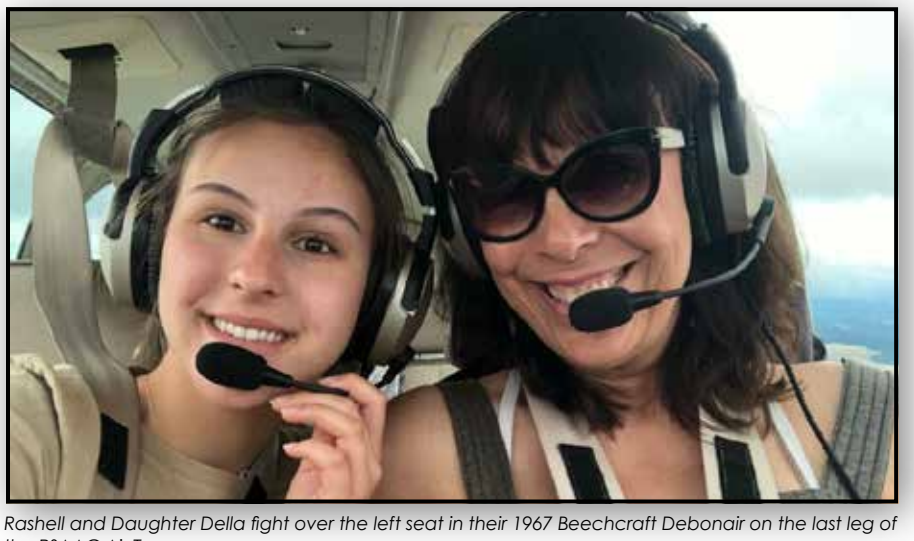
The final stop was Ontario, Oregon where members had their final banquet together and reminisced about the week's events. Club member Joe Gish entertained the group with guitar and songs. On Friday everyone departed for their home airport.

Although the word "Antique" is in the club name, not all airplanes which participated in this year's event fit that bill. The oldest aircraft on this year's tour was a 1940 Stearman owned by Carol and Rich Alldredge, and the most recently built was a 2020 RV-12 flown by John Mowat. All you need to join PSAAC is a love of aviation and a willingness to show off your aircraft.

Soon-to-be pilot Della Rosenkranz sits in beautiful 1941 Stearman. Soon-to-be pilot Sophia Hargan and Pilot Frank Hoogkamer stand in front of his aircraft.

Tom Jensen shows Buhl, Idaho teenager his N3N prior to taxing with him to parking. The young man would like to be a pilot.

PSAAC members enjoy dinner on the grounds of the Indian Creek Winery in Kuna, Idaho, not far from Nampa.



Rashell and Daughter Della fight over the left seat in their 1967 Beechcraft Debonair on the last leg of the PSAAC Air Tour.

WE WANT TO HEAR FROM YOU!

Tell us what you like, dislike, or just sound off about anything aviation. Please include your name and chapter association. Submit entries via e-mail to michaelwatkins1@icloud.com.

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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.

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.
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Download the WPA Teamup Calendar from the App Store today!

Don and June Fitzpatrick spend a great deal of time putting together the WPA "Fly-for Fun" Calendar. They send out an e-mail to as many friends as they can with hard copy attached. They also make sure the calendar gets posted to the WPA website. But what happens if you don't have access to a computer? You're at the pilots lounge or chatting with a friend on the phone . . . Where are we going this weekend? When is the Republic Fly in? When is Arlington?

This is simple . . . follow the links below
https://www.teamup.com/apps/
- *Teamup for Android (Samsung, Nexus, HTC, Huawei, …)*
- *Teamup for iOS (iPhone, iPad, …)*

When asked insert the following WPA Calendar Key: ks4fc9b1660c5f5af3

Legislative Continued

we still need to pass House Bill (HB) 1538 to make this committee permanent. Passing the bill next session is on my priority list.

I talked about the possibility of losing the Supertanker in my last column. We made a gallant effort to keep this Boeing 747 intact as an air tanker but in the end we were unsuccessful. The aircraft is no longer in Moses Lake, it has been relocated to a modification facility to remove the sophisticated fire suppression equipment and return to the sky hauling packages. I am truly sorry to see this come about; with the forest health situation and the extreme heat and drought conditions we are currently experiencing losing this aircraft as a tanker is definitely disappointing news.

The atmospheric conditions in the state are unfortunately ripe to fuel catastrophic wildfires. The aerial fleet of air tankers are paramount for initial attack. The sooner we can hit a fire with suppression efforts the smaller the fire will be. The smaller the fire the smaller the loss. Studies have shown that an airtanker arriving within one hour of reporting the fire limits the duration to less than four hours, arriving within six hours of reporting the duration extends to almost 24 hours and within 60 hours the duration goes out to a week or more. Fires are much more likely to "get out of control" when an airtanker does not arrive quickly. Currently, we have 31 aircraft at the ready in the state of Washington with other aircraft on the possibility list. An exclusive use contract keeps them here for our use and we can let them go help others states if we are not using them. We have the same agreement with other states as well. The 31 aircraft are a mixture of helicopters and fixed wing. Having this many aircraft for our exclusive use is great news and an increase from years past. I will continue to push for more aircraft for initial attack in the years to come. But we must also keep in mind that improving forest health is part of this equation as well. Protecting and saving our natural resources and reducing the smoke and carbon in the air lead to a healthier environment for all of us.

If you have comments or ideas for aviation-related legislation, or if you would like me to come to a chapter meeting please do not hesitate to get in touch with me. You may email me at tom.dent@leg.wa.gov or contact my Olympia office at 360-786-7932, or my district office at 509-941-2346. You may sign up for my email updates by visiting my website at tomdent.houserepublicans.wa.gov.

Until next time, BlueSky's and Tailwinds!!

Tom Dent is a lifelong resident of Washington and has been a professional pilot since 1976 accumulating more than 20,000-logged hours. He currently holds an Airline Transport Pilot Certificate multi-engine land with commercial privileges single engine land. Tom is also a Certificated Flight Instructor for both single and multi-engine airplane and instrument airplane. He lives on his ranch with his family, the Flying T, seven miles northeast of Moses Lake. Tom represents the 13th District and is currently serving his fourth term in the state House of Representatives.

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COMMITEE REPORTS

Airport

By Tom Jensen
Airport Affairs

Pilots! Report those fires which you may astutely observe; it can be a big deal.

I'm an arsonist…statistically speaking (I reported more than two fires as a volunteer firefighter in the 1970's, so Chief Foster kept a close eye on me…)

My point is that aviators are often meaningful reporters of wildfires. In 2006, John Townsley and I hiked into the historic Pasayten Airstrip as USFS volunteers (where we got to stay in a historic, well equipped cabin.)

Later that year, flying back from the Republic Fly-in, I overflew Pasayten and spotted two small smokers (fires caused by lightning.)

From TFR information on the nearby Tripod Complex fire, I radioed the IC (Incident Commander) and suggested it could be quenched with a "pee can" (classic back pack pump can) or an airdrop. This was acknowledged but I was advised there were just no resources available (2006 was a bad fire year.)

Remembering the cabin, it gnawed at me when the Tatoosh Buttes fire blew up to over 50,000 acres with little being done, so I kept pestering the IC. The good Lord stopped the fire across the natural firebreak of the airstrip itself, but my squawking did cause some meaningful action to protect the cabin.

In August 2016, I spotted a smoker between Moose Creek and Fish Lake, ID airstrips. There was no aviation radio contact available but we found a trail crew of young Granolas who seemed mildly miffed at the presence of the 180 in "their" wilderness. That changed when I asked if they had backcountry radio to report the fire coordinates and info, and we ended up delivering a sealed (love note, probably) to another trail crew member at Moose Creek.

This past May 30, returning direct from KSFF to home, we spotted what looked like a growing smoker in the hills north of Leavinworth. I called Flight Service and reported location based on a radial and distance from the Wenatchee VOR. The specialist seemed excited and said I was the first report.

About a week later, I got curious, so I explored the process by phone, as follows:

- Pilot reports possible wildfire to Flight Service.
- FSS specialist takes details and forwards to Supervisor...
- who calls Northwest Interagency Coordination Center (NWCC) in Portland, who have a map with various coordinate systems and VOR locations for plotting.
- NWCC uses their NW Dispatch Office Map to determine affected region; in the case on May 30, it was the Central Washington Interagency Coordination Center (CWICC). They determined the responsible agency which to task with investigation and/or suppression.

From speaking with dispatchers, I learned that it was a real wildfire and that the Dept. of Natural Resources (DNR) did take suppression action within hours of my report.

Finally, an Airports Report: Copalis Beach, Ranger Creek and other State airports are getting beneficially used for recreation, but work parties and some fly outs have been cancelled due to extreme heat and fire danger. I opted out of the work party at Stehekin on June 26 because of heat and density altitude concerns. Our Stuart Island cabin offers a respite from the heat, but usersmuist have to exercise extreme caution regarding fire risk. Just call me for a briefing and reservation.

President's Message...

Ken Davies
WPA President

EVERY LITTLE BIT COUNTS

Things are finally starting to look up, things are getting somewhat back to normal. More people are getting out of their houses and doing things. I think we still need to cautious but going out and flying and flying to a BBQ sounds exciting. I was already to do that on July 10th for our Tri-Cities-Pasco board meeting but as luck would have it, just as I was heading down Highway 20 towards I-5, I could see the low layer blowing to the north and by the time I had my preflight done and engines started I would be under the layer in a VFR aircraft. WX was not expecting to clear until 1030 not giving me enough time to be in Pasco by 1045. So drive I did and I saw lots of blue sky on the way there and back. Those that attended had a great time and a special thanks to Marjy and Bergstrom's for the set up and hosting. For those that have not heard, the Renton Airport finally won the battle and gets to stay "as is." This means the buffer zone is not needed for Boeing and the GA ramp gets to stay along with the Seaplanes. Many thanks to John Smutny, George Steed, and many others who helped in this great effort. Now we have another airport that needs help. Bower Field has an agricultural problem that is harboring birds feeding on after-birth. Birds that fly in and around the traffic pattern on airport property. Just ask Terry Larue. I will be heading off tomorrow on my very first EAA Air Adventure, flying to OSHKOSH. I am very much looking forward to the experience. Get out and fly more, ask around how you can help support GA and lend a hand even if its just a little. Every little bit counts. Fly safe.

Safety & Education

By Gary Miranda Safety & Education Director

VOLUNTEERISM

Volunteerism is a process where anyone analyzes their life's experiences and chooses to give their time to causes that are near and dear to your heart.

In aviation, many groups like WPA, EAA or the 99's foster the type of mission where people dedicate their time and energy to these worthy causes. WPA along with these groups accomplish great things at no financial costs to their organization because people dedicate their time.

I challenge you to rethink your contribution to activities and get involved for the greater good of aviation.

It's important to remember that if you enjoy activities from any of the above organizations but give little of your time, you overload those who have devoted their energy to helping make it happen. Something to think about when you attend the next event and indulge in everything, but contribute nothing but your presence.

It's been my experience that when we sponsor a social event, we are long on participants but short on Volunteers.

You would be surprised at how you can light up any organizer's face by asking if there is anything you might do to help.

And the Heat goes On. Wow, this has been record-breaking warm weather for the Pac. NW. Many of us are not used to these 100+F days. If you haven't already looked at your POH, it's time to review the numbers again with the Hot temperatures staying around for the next few days. For instance, the takeoff performance in the popular Cessna 172 looks like this:

WEIGHT LBS	TAKEOFF SPEED KIAS		PRESS ALT FT	0°C		10°C		20°C		30°C		40°C	
	LIFT OFF	AT 50 FT		GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS	GRND ROLL FT	TOTAL FT TO CLEAR 50 FT OBS
2550	48	57	S.L.	860	1520	925	1630	995	1750	1070	1880	1150	2015
			1000	940	1665	1015	1790	1090	1925	1175	2070	1260	2225
			2000	1030	1830	1110	1970	1195	2125	1290	2285	1385	2460
			3000	1130	2015	1220	2175	1315	2350	1415	2535	1520	2740
			4000	1245	2230	1345	2415	1450	2615	1560	2830	1675	3060
			5000	1370	2480	1480	2690	1595	2920	1720	3170	1850	3450

Take a closer look at the 30C-40C lines for SL and 4000.' These will definitely catch your attention if you are attempting a takeoff at Day Break or Sunriver. Not to mention the decreased climb performance during Go-arounds. In addition, takeoff performance calculations are required to be accomplished by the pilots under FAR 91. Because the manufacturer does not provide data above 40C, the pilot may violate the FAR's due to the inability to accurately calculate performance.

Stay safe and check the numbers before you fly. Just for fun watch how your airplane really performs on takeoffs or landings. The exercise will surprise you. If you don't make the POH numbers, then use that as a "Plus Factor" to the POH numbers that you have determined by actual experience. Note: Runway lights are spaced 200' apart, so just count them on takeoff or landing roll to come up with your Plus factor and realistic performance.

It is already July and the great flying days are still ahead of us. If we want to enjoy clear days without smoke from wild fires it is incumbent on us to be ambassadors of smart camping. The forecast for the month shows a warmer than normal temperatures. Plan your excursions wisely and make sure TFR's are in your purview.

Capt. Miranda is the current State WPA Safety & Ed. Chairman and the Pres. of the SW chapter. He has over 26600+ hrs. of flt. time and has flight instructed since 1979.

He is a retired Major Airline pilot who came up through the GA. Ranks.

He can be contacted at 360-281-0196, a320grm@aol.com or www.NWCloudbusters.com

Eastside

Roger Bertsch Vice President, East

Another day in the high 90's and regretfully my flight time post-Covid is well below where I would normally like to be. Maybe this drought and heat wave will run its course and we can get on with enjoying flying under more normal conditions. Last month I did take the Cessna 182G over to the Magee backcountry airstrip (S77) in the Idaho panhandle. We had three in the plane and about 70 gallons of fuel so the 182 was pretty heavy. If you have an older plane like mine, the POH minimal information about performance. Fortunately, I flew with the Civil Air Patrol (CAP) for three years and gained familiarity flying the Cessna 182T. What I learned is the 182T has a very thorough POH full of performance date. There is even a procedure to lean the mixture to obtain optimum fuel flow to maximize short field takeoffs. Having flown both aircraft, I know the 182G with its backcountry modifications has better takeoff, landing, and climb performance while the 182T enjoys an advantage with cruise climb. For the flight to Magee, I used the 182T performance data and added 15% for the Magee grass strip. If you are new to the backcountry, go with a CFI or experienced backcountry pilot. Adding 20-25% to performance numbers adds further safety. My calculations were very close to the performance experienced. I've flown into Magee may times before. Even with a "high" performance aircraft like the 182, such aircraft take plenty of the available runway and with the reduced climb performance in the backcountry necessitates some turning and climbing up the stream valley or canyon.

With the time I spend flying is less than I like, when I do fly, I try to do some practice. Today was touch and goes at Rosalia (72S), one of my favorite practice fields. On the runway 20 approach you are flying down one of the hills of the Palouse and on the 02 approach you fly over power lines. Rosalia's 2,800' x 45' runway is just right for practice. Willard Field at Tekoa (73S) is another local favorite. At 2,261' x 40' Tekoa is another great place for short field practice. Flying the Palouse is wide open. Very rare to see another airplane. Spokane Approach has good coverage in the area and always willing to provide flight following.

Back in May, WPA conducted its annual work day at Lower Granite Dam (00W). The runway is located below the dam and next to the Snake River and the Boyer Park Campground and Marina. The approach provides some time for canyon flying at the normal pattern altitude of 1,700' or some prefer to fly higher than pattern, avoid the canyon on fly a long final approach. This year was more trail maintenance and the installation of a new wind sock. The runway is gravel and can be hazardous to your airplane is you are not careful. No static high power runups! Taking off with gentle acceleration results in a happy, ding free airplane. Tom Morris has been the organizer of this event for several years. This year he was joined by Gray Van Roy, Craig Tideman, and myself. We treated ourselves to a great lunch campground restaurant. Their burgers are excellent and you can choose between local-ground Angus Beef or Wagyu.

Membership

Royce Civico, State WPA Membership Director

I hope it has been a fantastic and dry summer for all members! That said, please double check those checklists as the increased summer heat will change operating parameters, especially, when flying high and hot. Remember, during your flight planning, be sure you check out our Member-Only Discounts at wpaflys.org/member-discounts for discounted fuel, parts, or gear to make your trip even more enjoyable.

As the 2021 membership season ends, it will be time for us to start prepping for the next season. In the next couple of months, please make sure you keep a close eye on your inbox and check your mail regularly for the 2022 membership drive!

I am looking forward to continued growth as in-person meetings increase and chapter driven flying activities start to drive further interaction with our members. We have experienced a significant increase in membership, and I am proud to report that we have crossed the 1000 mark! As of this writing, we have increased our membership from 969 in May to 1012 in July. The chapters that have experienced the most growth (May 15 – July 10) includes Paine (11), Bremerton (10), and Spokane (7). If you are wondering why your chapter did not make the list, call your chapter leadership to ask them how you can support driving their membership numbers.

This will be the last writing before we transition to the 2022 season, and I want to thank EVERYONE for continuing to keep Washington State's airspace accessible to all pilots!

CFI CORNER

Is Embarassment in Your Flight Plan?

WPA Communications Director / Editor Michael Watkins

I am fairly certain I am speaking for all of us when I say there is not a pilot (or CFI) out there who has started up the plane with the utmost of confidence only to find out on taxi that your plane is not going anywhere. We all know immediately what the problem is and why it is happening. It's that moment of truth and you ask yourself…"Do I shut down or just add some extra power and play it off like nothing happened. I admit I have personally done both and I will tell you it usually happens in front of an airport diner where all the other pilots eating there $100 dollar hamburger are getting quite the entertainment. It is very embarrassing to say the least. But wait! Just like the saying goes "There is an app for that" Well it turns out there is an FAR for that as well. 14 CFR 91.103 Preflight Action.

91.103 states:

> *Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include--*
>
> *(a) For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATC;*
>
> *(b) For any flight, runway lengths at airports of intended use, and the following takeoff and landing distance information:*
>
> *(1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the takeoff and landing distance data contained therein; and*
>
> *(2) For civil aircraft other than those specified in paragraph (b) (1) of this section, other reliable information appropriate to the aircraft, relating to aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature.*

So this goes far beyond just the preflight of the airplane. It includes getting your NOTAMS as well. I am based under the Class C airspace of Naval Air Station Whidbey Island and right next door to the Outlying Field Coupeville where the Navy practices carrier landings. It is designated on the chart as R-6701. I have heard so many pilots call in to Whidbey Approach and ask them if it was active. While most of the time the controllers are very nice and accommodating, I have noticed an increase in the tone in their voice and response as being absolutely annoyed. In fact quite snippy. I have heard them answer the question to a pilot "It's published in the NOTAMS.

Over my 25 years of flying I have experienced my share of embarrassment. One of most memorable was when I was in the Navy bringing my plane back to San Diego from a long deployment. I had a friend that was going to pick me up at San Diego's Montgomery Field (Now Montgomery-Gibs) KMYF. I was nearing the end of about a ten hour flight when SoCal approach called me up as said "Uh Cherokee 8737N where did you say you were landing?" I proudly replied "Montgomery Field" his response… Cherokee 37N Not today you aren't, There is a presidential TFR in place in the whole area advise intentions…" Radio silence was deafening and the only sound I could here was me saying in my head "uhhhhhhhhhhhhhh…"

So the happy ending to the story was I had to land early in Oceanside (KOKB) and wait about three hours for my friend to slingshot back through the southern California traffic. Lesson learned…or so I thought because this was not the first nor the last this NOTAM TFR thing would bite me again.

It is a good thing to be a confident pilot but it is better to be a professional pilot. I don't mean that we all need to be airline captains but we are all operating in a professional environment regardless of whatever pleasure or joyride flight we might be undertaking. Being well prepared and knowledgeable pays huge dividends for all of us small guys flying the bug smashers. Having a well thought out plan will also help your radio communications as well and you won't sound like "that guy." Perhaps 91.103 should be renamed "Whole Flight Action" instead. Keep this in mind on your next flight and just for kicks and giggles, check your NOTAMS and don't forget the chalks. Stay safe and fly right.

Tri-Cities BBQ & the Pasco Aviation Museum

By Ken Davies

Saturday, July 10th saw us heading to the Tri-Cities Airport (KPSC) in Pasco for a much welcome Hamburger BBQ after finally being able to get out and socialize a bit. The day started with the WPA State Board meeting being held in the Bergstrom Aviation conference room with twelve people attending. Bergstrom Aircraft is a first class FBO I must say as they are celebrating their 50th Anniversary this year. They have an awesome pilot lounge and crew car! I met Kirsten Farris t the front desk who directed me to the conference room. Kirsten is a student pilot who just recently completed her first solo cross-country and now works part-time for Bergstrom's in addition to taking flying lessons. The Pasco Aviation Museum was originally an old Naval Air Station tower building which in years past almost did not survive, however through much fight of pilots and GA lobbying proved its purpose to survive. Bergstrom initially used that building as their FBO for years until building their new digs. After our meeting everyone headed over to the museum where we had Hamburgers fresh off the Snap-On BBQ grill. Yes, you heard me right a Snap-On BBQ grill, a grill only a few in high places have and boy were those burgers good! The museum was awesome as well. A special thanks to Marjy Legit for putting this all together. A great time was had by all.

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. ***Contact Chapter President Clifton Pierschbacher.***

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 ***For further information, 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 or contact the Chapter President Rashell Rosenkranz at 509-859-2994 or denningrashell@gmail.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 Louise Bighouse: (509) 449-0185***

MOSES LAKE - A new Moses Lake Chapter has been formed with 20 members. ***For further information contact chapter President Larry Wheat at 206-819-2352.***

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 Bill Post at 716-425-0121; wildbillpost@gmail.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 Lee Orr at 509-486-4502 or V.President Bob Ulrich at 509-429-2119. Chapter Treasurer is Lola Orr and Secretary is Ryan Christoph.***

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 Bud Smilanich at 425-891-8304.***

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 Bill Johnson at 206-495-1396.***

SOUTHWEST/VANCOUVER - ***For information on meetings and seminars call chapter President Gary Miranda at 360-281-0196 or e-mail at a320grm@aol.com.***

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 C.J Amestoy, 509-599-5229, N40825@gmail.com.***

TRI-CITIES - The Tri-Cities Chapter meets at 6:30 PM at Bergstrom Aircraft FBO, Tri-Cities Airport (KPSC), Pasco on the fourth Wednesday of each month. ***For information contact Chapter President Jim Hightower, hightower46325@yahoo.com or 541-720-4172.***

TWIN HARBORS - The Twin Harbors chapter meets the second Tuesday of the month at 6 PM in Ocean Shores, location TBD. ***For meeting details and more info, contact Fred Winge, fwinge@techline.com, 360-289-4186.***

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 klaus-marx@juno.com.***

YAKIMA VALLEY - The Yakima Valley chapter meets on the fourth Thursday of every month at 6:30 PM at Reno's on the Runway. 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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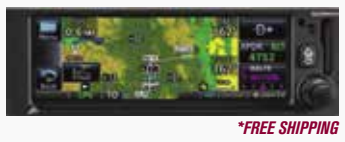

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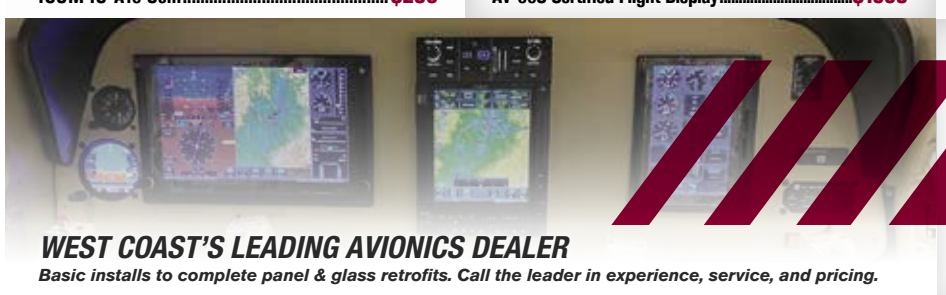

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