PHOTO BY BRODIE WINKLER.
Taken during the '23 Northwest Formation Clinic flying over Hood Canal. 1966 Bonanza V35.

DECEMBER 2023-JANUARY 2024

WASHINGTON PILOTS ASSOCIATION

WINGS

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CITING VALVE DAMAGE, UND DROPS UNLEADED FUEL AND RETURNS TO 100LL (UPDATED)

By Paul Bertorelli
avweb.com

After an extensive trial, the University of North Dakota's flight school has dropped Swift UL94 fuel and resumed use of 100LL. The school said ongoing maintenance monitoring of aircraft using UL94—almost exclusively Lycoming-powered Piper Archers and Seminoles—resulted in measurable exhaust valve recession. The school made the switch back to 100LL on Oct. 27.

Partly because students were interested in a less-polluting fuel, the school switched to Swift Fuel's ASTM-spec UL94 in late June. In four months of flying totaling 46,000 hours, the school found evidence of significant valve recession in some of the Archers. The school's director of maintenance, Dan Kasowski, told AVweb Wednesday (Nov. 8) that the total number of aircraft impacted isn't known yet because the data is still being collected. The data is being forwarded to Lycoming for analysis. "The fuel is on-spec, so that's not a problem. I don't want to speculate on what it could be. We're waiting for Lycoming to tell us," Kasowski said.

Valve seat recession was a known problem when unleaded fuels were introduced in the automotive market starting in the 1970s. As explained in this AVweb video, the precise mechanism is

100LL UPDATED

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WASHINGTON PILOTS ASSOCIATION
1100 Bellevue Way NE, STE 8A (Box 397)
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LESGISLATIVE UPDATES...

TO ALL . . .

During our October WSAA Board Meeting we discussed our two most pressing subjects; Political pressure to minimize the use of 100LL fuels (HB1554). And the State's diversion of aviation funds (Est $14 million per year) through HST (Hazardous Substance Tax) and PPT (Petroleum Products Tax).

Last year Representative Doglio's bill to prohibit the sale of low lead fuel at Washington's airports (HB1554) passed the House, albeit with the prohibition removed, but failed to garner sufficient energy in the Senate. That said she may attempt to reintroduce her bill with the help of Senator Trudeau from the 27th Legislative District (Tacoma). Several airports across the state are preparing to be early adopters of 100UL and therefore, WSAA would prefer any legislation that is considered this year to focus on providing incentives for Washington State to lead in bringing 100UL to market in 2024. Should the bill be returned, the Alliance has assembled several talking points and will provide advocacy direction to all of you on how to proceed. Attached.

Also, ACRP 03-73 "Airport Guide for Transitioning to Unleaded Aviation Gasoline" was issued a $500,000 grant. "The objective of this research is to produce a primer, guide, tools, and resources to help airports conduct a safe and efficient transition to unleaded AvGas while maintaining continuity of service". This work, funded by the Transportation Research Board, should wrap up in early 2024.

Unfortunately, last week we received a copy of an article from Paul Bertorelli of AvWeb. Attached. "Citing Valve Damage, UND (University of North Dakota) Drops Unleaded Fuel and Returns to 100LL". The fuel in question was the UL94 (94 Octane Unleaded Fuel) produced by Swift Fuels. Multiple technical questions surround UND's decision, and the investigation has just begun.

The lesson from UND is clear. The removal of lead from aviation fuel is not going to be a simple process. Many equate lead removal with automotive products. Aviation operates in a unique environment with extremes of heat, cold and atmospheric pressures.

And finally, there is the diversion of aviation funds by the State of Washington. The State was notified in 2014 that HST and PPT taxes must be used for Aviation Purposes. The Department of Revenue confirmed in 2015 that several municipalities and special use districts were collecting up to $6 million from aviation fuels. There was no confirmation that said funds were being spent on aviation as required by Federal Law.

To resolve this diversion issue outside of the legislative process a coalition of airport sponsors has retained legal counsel. Note, "Alliance Board actions on . . . state policy issues shall be taken . . . only upon a unanimous vote of . . . Voting Members . . .". As we have Voting Member organizations that cannot participate is such actions, The Alliance as an organization must stand down. That said, should bills come before the legislature regarding funding for our airports we will continue to support such action.

In the meantime, our individual members are welcome to participate with coalition sponsors. Should you seek additional information contact the following individuals?

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A MESSAGE FROM TOM DENT...

STATE REP. TOM DENT
(R-Moses Lake)
represents the 13th Legislative District

As I write this, we are deep in the fall with Thanksgiving just days away, time really does fly by!! I hope you have/had an awesome Thanksgiving with family and friends.

The legislative session is just around the corner. It is scheduled to begin on Jan. 8, 2024, and will be here before you know it.

On top of the aviation-related legislative list will be searching for revenue to maintain our aviation infrastructure. This is a topic I have been passionate about since I was elected and will continue to be moving forward. It is not only important to aviation but our entire transportation infrastructure. House Bill (HB) 1395 is the current vehicle, but to move it through the legislative process we will all need to tell the story and promote the importance of aviation.

The Aviation Aerospace Advisory Committee (AAAC) legislation, HB 1531, is still alive but will need a little CPR if it is to move again. For that to happen I will need industry help and support.

There is nothing new to report on HB 1791, the commercial aviation work group, other than the committee is being formed, hopefully more to report next time.

December 13 is the date for the next Aviation Caucus meeting. The caucus will meet at the Boeing 737 plant in Renton. The meeting is scheduled to start at 9 a.m. but if you are attending in-person, please arrive no later than 8:30 a.m. to get checked through security. We will have a virtual option for those unable to make it in person.

I am still working on the agenda but tentatively we will have a presentation on Drones, an update on the 100LL issue, and remarks from a Boeing executive. That will be followed by a tour of the plant if you would like to participate. This promises to be an excellent caucus meeting. Hope to see you there!

A big shout out to the Boeing Company for opening their facility for this meeting and inviting us to tour the plant.

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.

WPA Wings
A Publication of the Washington Pilots Association
227 Bellevue Way NE, PMB 397
Bellevue, WA 98004

WPA Wings is published bi-monthly, (February, April, June, August, October and December).
Submissions are welcomed!

Please send articles via e-mail to: wings@wpaflys.org

Send typewritten or handwritten articles to:
PMB 397, 227 Bellevue Way NE
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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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PHOTO BY SKIP BROWN

Two pilots, with two Ukranian-built Aeroprakts, stand ready to depart Sequim Valley Airport. Bremerton member Rebecca Graham (left) joined Arty Trost of Sandy, Oregon (right), on the very last leg of her round-the-perimeter of the US flying adventure. Trost and a friend took seven weeks of the 2023 summer to complete the journey as a flight of two, including a 2-week stop for AirVenture. Their route spanned 19 sectionals, closely paralleling the US border and shorelines. She burned 462 gallons of fuel over 135 hours of flight.

VICE PRESIDENT'S MESSAGE...

I would like to wish everyone a safe, healthy, and happy holiday season. Go spend some quality time with loved ones and make this season special.

I would also like to emphasize the importance of staying current. As winter sets in with cold, wet, and possibly snowy weather it can be a challenge to find good flying weather. Even as a CFII, my biggest concern with winter flying in the Pacific Northwest is icing. When we do get good days, they are great; go fly and have some fun! And please send pictures with a short writeup to Michael Watkins for inclusion in Wing; so, that your fellow WPA pilots can enjoy your experiences too!

If you have trouble finding those good days, then I highly recommend some simulator time. Simulation flight www.simulationflight.com offers a 10% discount to WPA members. You can maintain your instrument currency on the simulator without an instructor if you have been instrument current within the last 12 months. Finally, there are lots of benefits Member Discounts | Wpaflys that your board, primarily Jerry Barkley, have negotiated with vendors to increase the value of the WPA to our members. I want to encourage everyone to make use of the discounts and support our sponsors!

Happy holidays everyone!

Richard Beckert

WPA VP West

AIRPORT AFFAIRS...

TOM JENSEN
Airport Affairs

The flying season is winding down as Fall approaches, so be prepared with winter flying gear and attitude. As of November, snow in our nearby mountains is 50% -193% above normal. Now is the time for winter survival gear. But do enjoy those sunny day opportunities where density altitude (better performance) will be your friend.

The nice weather (and pandemic fatigue?) has promoted a lot of use and enjoyment at YOUR Stuart Island cabin. WPA members showed it off to out of towners --- there were 17 separate reservations, with 20 ovenights and 7 day visits. Maintenance and "Missionary Work" was accomplished.

Rich Carlstad picked up some polycarbonate panels which WPA had purchased (with my best intentions) several years ago. He and Margarite Hargrave spent several days cleaning the roof and surrounds, weed whacking and raking and removal of construction materials. Rich replaced the fiberglass gables with the clear panels which he cut, installed and sealed, making for a remarkable improvement in appearance and interior lighting.

(Other cabin users did "spring cleaning" but my notes are lacking, sorry)

There is a paint job in the cabin's future. Please send me suggested type and color of finsh, including how to highlight the WPA logo over the door. The firewood bunker is empty, so a small work party will be needed to make firewood by clearing overgrowth to let more sunshine to the ground around the cabin.

Some important Missionary Work was accomplished by Don Goodman to address the NO TRESPASSING sign on the he trail to the Turn Point lighthouse *www.tplps.org* . More on that later.

AOPA RECOGNIZES ORGANIZATIONAL ADVOCACY IN THE NORTHWEST MOUNTAIN REGION

COURTESY AOPA

President of the Washington State Aviation Alliance John Dobson (left) receives the AOPA Advocacy Partnership Award for the Northwest Mountain Region from Brad Schuster, AOPA Northwest Mountain regional manager. Photo courtesy of Corley McFarland.

By Lillian Geil

aopa.org

The Washington State Aviation Alliance (WSAA) earned the first-ever AOPA Advocacy Partnership Award for the Northwest Mountain Region for exemplary commitment to protecting the freedom to fly.

The new award recognizes state and local aviation associations that worked closely with AOPA on issues facing their airport, state, or region, and achieved a common goal through effective airport or state advocacy. On October 25, the WSAA was presented with the inaugural award during the Washington State Community Airports Association annual conference in Leavenworth, Washington. Accepting the award on behalf of this collection of aviation associations was John Dobson, WSAA president. WSAA is composed of several state aviation organizations that are voting members including the Washington Airport Management Association; the Washington State Community Airport Association; the Washington Pilots Association; the Washington Public Ports Association; the Pacific Northwest Business Aviation Association; the Washington Seaplane Pilots Association; the Washington Aviation Association; and the Washington Department of Transportation, Aviation Division. WSAA was instrumental in the successful effort to protect the aviation community from potentially disastrous legislation in Washington state.

Most recently, a 2023 bill (H.B.1554) that would have banned distribution

AOPA
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GREEN RIVER CHRISTMAS PARTY 2023

Whoops and hollers boomed out as party goers rushed to claim their deserts at the recent Green River WPA Chapter Christmas Party.

Traditionally held at Bogie's at the Auburn Golf and Country Club, the annual event drew approximately 50 WPA Members and their families who enjoyed a sumptuous meal, great deserts and dancing to the tunes provided by the group, "One Bad Hat".

Terri Tederman, WPA Green River Chapter President, said the desert auction, a highlight of the gathering, raised approximately $1,000 for the organization which annually assists with the Ranger Creek Campground and airport clean-up as well as other activities in the area which promote general aviation and local airports.

WPA's Green River Chapter and PSAAC (Puget Sound Antique Aircraft Club), to which many of the local WPA members belong, have joined together to help promote a local organization named Teen Flight, which operates out of Pierce County Airport.

Teen Flight, the brain child of Kevin Behrent, allows high school students grade 9 through 12 to learn how build and fly airplanes. The group, which was organized under 501c3 rules, meets several hours a week to work on the airplane they are building, which is usually an RV-12. Eventually the airplane is completed and sold so that another kit can be purchased. When a student reaches 16 he/she can began flight lessons with one of the organization's flight instructors.

At the Christmas Party it was announced that this year Green River WPA donated $2,000 and PSAAC donated a whopping $5,000 to Teen Flight, a truly worthwhile cause.

COURTESY MARIAN JENSEN

Brenda Lawrence arranges her homemade desert on the auction table while Janielou Leng looks on.

COURTESY MARIAN JENSEN

Lee Dondlinger, long time Teen Flight advisor, admires Lyle Sindlinger's winning costume.

COURTESY MARIAN JENSEN

Terri Tederman talks to band, "One Bad Hat". at Green River Christmas Party.

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PHOTO BY GEORGE STEED
Photo of his Beechcraft Bonanza overlooking a twilight taxiway at Bremerton National Airport.

THIS COULD BE THE DAY . . .

by George Steed,
Bremerton Pilots Association

Giving a friend a ride recently, we were in the runup going through the preflight checklist. The last thing I said was, "And remember: This could be the day."

My friend looked at me and raised an eyebrow. "The day for what?" he asked, reasonably.

"The day the engine quits at 200 feet. You have to have a plan in place," I said.

"Do we?" he asked.

"Yes," I replied. And we did. "Yoke forward, maintain flying speed, look for a soft place to land, THEN all controls forward, check tank switch position, and boost pump if there's time." He nodded, seemed satisfied, and off we went.

It took me back to the 90s, though. I was taking lessons at APEX Airpark in Silverdale. Gary Don Graves was a retired KingAir pilot giving lessons at Don Brophy's shop at the end of the runway. I was a few hours in and it was the first time I'd gone out with Gary. We fired up the 152, got to the end of the runway, went through the checklist and at the end, he said, "And remember: This could be the day. . . "

I looked over, alarmed, he explained, and we went flying. Later, we had a longish ground lesson that basically said: There aren't too many things in aviation that will kill you, but mismanaging an engine out at low altitude and slow airspeed is one of them. If your engine quits, you don't have minutes or even seconds to diagnose the problem. You must maintain airspeed and your margins aren't great. When it gets quiet you shove the yoke forward, maintain flyable airspeed, and point at something soft. THEN you can push the mixture/throttle in, check the tank switch position, hit the boost if you have one, and maybe solve the problem.

Gary said that if you freeze, or worse, pull the yoke back hoping to get away from the ground, you waste time and airspeed, and you don't have much of either. You'll stall, descend, and hit something you weren't intending to. You need to be ready with a plan.

Engine-outs on takeoff aren't common, but they aren't unheard of, either. Why do they occur? Water or wrong fuel in the tanks, switch on an empty tank, fuel caps left off, catastrophic engine part failure. . . most problems can be prevented by thorough preflights and adherence to checklists, but many smart, prepared pilots have been surprised. And the real problem is the proximity of the ground. It's close and hard.

Gary's words have stayed with me and on my checklists for the last 25 years. With luck, I'll finish my flying years without ever having to act on them. But just in case . . .

AIRBORNE FLASHLIGHTS

by George Steed,
Bremerton Pilots Association

At an FAA Safety Seminar at Oshkosh a few years back there were maybe 200 people in the audience. The speaker asked, "How many of you have a flashlight in your aircraft or nav gear?" Most of the hands went up. "Please keep your hand up if you've checked the batteries within a year." After a little hesitation, about half the hands went down. "How many have two flashlights?" Again, about half of the remaining hands went down. "Three? . . . Four? . . . Five? One by one all the hands went down except mine. He took a minute, pointed at me, then said, "I'll bet there's a story there . . . " and there was. Shortly after getting my PPL, my wife asked if we could go for a ride. I excitedly said, "Yes!" and then very unadvisedly took her up in a 152 at noon. After some pointed questions about my aeronautical decision making, we decided to try again in a larger airplane at a time when the air might be smoother. A week later we rented a 172 in the early evening and set out. It was beautiful. A gorgeous 'pinky' with air like butter, lights twinkling on all over Puget Sound, and the two of us enjoying a lovely new pastime. Until I started looking for the instrument lights. I had my night time, was current, but hadn't flown this particular plane at night before. I looked for a likely switch in the waning light but found nothing. Then I made a comprehensive search touching every switch, instrument, dial, or bump in the panel, still nothing. Could they have made a 172 without instrument lights? Probably not, but that didn't help me here. In the last bit of light, I searched my nav bag, found the small flashlight, and handed it to my wife. In what I hoped was a very calm and confident voice, I explained that I couldn't find the switch but all I needed her to do was train the light on the airspeed indicator. Everything else was working and would probably continue to do so, but airspeed was critical. We easily navigated back over familiar territory, entered the pattern, made our calls, and landed without incident. Back in the FBO they informed me that the light and switch I had been looking for was located back above and behind my head, not on the panel. The lesson there was to get a thorough checkout in any strange aircraft. That was also when I resolved never to be airborne without sufficient auxiliary light sources and fresh batteries. They may not be the most expensive or glamorous pieces of equipment, but when you need them, there is no substitute. Have more than one and make sure your batteries are fresh.

TRANSITION TO UNLEADED FUELS . . . TALKING POINT

Airports in Washington take their role in facilitating a transition to cleaner fuels very seriously. The recent Endangerment Finding by the Environmental Protection Agency underscores the need to continue to advocate for more viable 100UL alternatives and a more aggressive timeline by which sufficient 100UL supply is available. Here are some actions Washington's airports are taking:

- Airports support a "West Coast First" 100UL adoption strategy. We are actively working to assist in the commercialization of the only existing fuel and are working to develop sufficient local and regional demand to support the cost-effective distribution here in Washington.
- Several airports are developing pilot programs that initially target large fuel users, including state agencies, for early adoption of 100UL. This includes infrastructure that may be needed to transport, store, and distribute 100UL.
- Airports have advocated to Washington's federal delegation to accelerate the timeline for both the adoption of additional 100UL alternatives as well as resources to assist in commercializing the approved 100UL fuel. FAA Reauthorization currently seeks full scale adoption by 2030. We must do better.
- The Washington Airport Managers Association (WAMA) is developing guidelines which include best practice operating procedures at airports in the effort to reduce the risk of lead exposure to airport users and the general public.

100LL UPDATED

continued from page 1

debatable, but hardened valve seats and cylinder heads tamped down recession damage. Lycoming addressed this issue in its cylinders during the 1990s and was believed to have valve seats and guides suited for unleaded fuels. Lycoming said it was "proactively evaluating" the data received from UND and would provide appropriate guidance based on its analysis. As of today's deadline, Swift's Chris D'Acosta confirmed that Lycoming is looking at materials, pilot operating methods, flight telemetry and additional data to understand the findings at UND. "The comment attributed to equivalent spark plug fouling and replacement vs. 100LL is generally not consistent with our own experience with UL94. This may be an indication of different operating methods at UND than elsewhere," D'Acosta said.

UND's Jeremy Roesler said when the school made the switch in June, it did so only after setting up a maintenance monitoring program to track potential issues with UL94. "We are overcautious," he said. "When we started finding these issues, we needed to ask ourselves how bad it has to get before we switch back to 100LL?" he said. With intense daily flight operations, aircraft down for maintenance were a worry for UND. "We're big on how it affects our students. It is causing some delays. So it's not in our best interest to accelerate back to UL94," he added.

To monitor cylinder wear, the school conducted regular compression checks on its fleet of Archers and also did the so-called "dry tappet" check. This involves removing and cleaning the tappets and reinstalling them with the pushrods in place. The clearance between the rocker arm and the valve stem is then checked. If the valve seat is recessing, this clearance will progressively diminish as the valve recedes farther into the cylinder head. Kasowski said the Lycoming specified minimum clearance is 0.028 inch and some of the cylinders exceeded this limit. If the recession is deep enough, the valve won't close against the seat and power loss or burned valves can result. Recession was measured only on exhaust valves, not intake valves.

In addition to data sent to Lycoming, UND is also sending both cylinders and engines for further analysis. Kasowski said after 46,000 flight hours, the school had about the same replacement rate for spark plugs as on 100LL, nor was spark plug fouling noticeably reduced.

Another operator we've been monitoring for more than two years is Rabbit Aviation Services in San Carlos, California. The company oversees maintenance and fueling of a pair of flying clubs totaling nearly 10,000 hours of flight per year. Rabbit CEO Dan DeMeo said experience with UL94 has been universally positive with less spark plug fouling and cleaner oil. Rabbit has been offering UL94 for two and a half years.

We'll update the story as more information becomes available.

AOPA

continued from page 3

and sale of 100LL in phases starting in 2026 was defeated thanks to an effective partnership with AOPA. Working closely with AOPA Northwest Mountain Regional Manager Brad Schuster, WSAA developed and helped deploy important messaging to educate pilots in Washington. This messaging was shared with member organizations and several thousand pilots to drive membership contact with legislators and legislative committees. Leaders of WSAA member organizations testified in committee hearings and supported a working group of state airport officials that led to a significant reduction in some of the most onerous and harmful language in the proposed bill before it stalled in committee. Moreover, and on a continuing basis, WSAA is also working hard to get millions of dollars of revenue diverted from airports to the state going back to the airports while simultaneously helping to outline aviation-supporting legislative priorities for its membership and the state aviation community.

During the presentation of this award to WSAA, Schuster emphasized the critical importance of partnerships like this: "It takes the entire aviation ecosystem taking active roles in protecting our freedom to fly to advance favorable GA legislation and defeat anti-aviation legislation," he said. "State and local aviation and pilot advocacy groups play a vital role in these efforts, offering valuable insights into their respective state and local community mindset."

AOPA's advocacy strategies are much better informed with state and local knowledge that organizations like WSAA and its member organizations contribute. Aviation advocates looking to support their community airports should get involved with local and state pilot and airport organizations and contact their AOPA regional manager for additional information about how to get involved.

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WPA CHAPTER UPDATES...

STORIES FROM THE SW. WPA CHAPTER

GARY MIRANDA
WPA Director at Large

Our last chapter meeting was held at the FlyIt FBO in Camas (1W1). Thank you FlyIt for use of their hangar for our seminar and meeting.

Note: It is worth nothing that FlyIt offers a 5% discount to WPA members, so stop by and see what they have to offer.

We began our Sat. meeting with a Safety Seminar "Running out of Runway" hosted by Matt Thurber, our chapter safety and training chairman. A vibrant discussion was had by all on both the causes and preventive actions for these type of aviation problems.

After the seminar, we began our SW Chapter meeting with a review of events for the 2023-24-time frame and nomination of Officers for 2024. Our members and seminar guests were treated to door prizes that were given out to those in attendance. One of our newest members, Russell Fredrickson won a new rope tie-down.

In addition, we also announced a giveaway of a Noise-cancelling Headset with our Raffle membership drive- Everyone had the chance to win a new noise cancelling headset by purchasing a $50 raffle ticket that also included a year's membership. The winner was Lucas English as the winner of the new headset.

It's been a good year for our chapter and next year promises to be even better.

METHOW VALLEY

As of November 2023, the Methow Valley chapter has 30 members. Meetings are the second Monday of each month, September through May. Summer fly-outs and Twisp Pancake Breakfast in early July are other occasions to meet up.

Flying in and around mountainous terrain to access any of our airports (S52 & 2S0), we tend to focus on mountain flying safety and aircraft preparation.

Methow Valley Chapter has adopted Stehekin State Airport(6S9) for work parties and improvements. We meet with WSDOT for an annual work day in June each year. Improvements including maintaining bicycles and airplane tie downs along with vegetation control in critical areas.

We are an active flying community with a variety of interests and uses for aviation.

COURTSEY GEORGE STEED

Photo taken at Bremerton National Airport 5/8/23. 1966 Bonanza V35.
"The pessimist complains about the wind; the optimist expects it to change; the realist adjusts the sails."

TREASURERS REPORT

With 2024 membership renewals going well, your WPA is in good financial shape with all our bills paid and a bright future supporting our mission of promoting and protecting General Aviation in Washington State. Behind the scenes we have been working to make the WPA website easier to use and more in tune with what members and prospective members want and need from the website – ease of use and an information resource.

To that end, look for an improved Events Calendar coming soon! You (or anyone from any Washington airport, WPA chapter or club) will be able to publicize your pancake breakfast, fundraiser, flyout, fly-in, seminar, airport work party or other aviation-related activity on the Events Calendar, available on the website and in the TeamUp app. We are getting things finalized now. Watch for a "Post Your Event" link coming in December!

And, don't forget to put this upcoming event on your calendar and to stop by the WPA booths (129 & 130) at the Northwest Aviation Conference and Tradeshow in Puyallup February 24 & 25, 2024. This is a can't miss event; and be sure to attend the WPA annual meeting and luncheon in the North Foyer on Saturday. Visit www.washingtonaviation.org for more details as there will be lots of interesting meetings, vendor booths and events going on.

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At the top of the Member Discounts page there is a link to access discount codes and print your membership card, which can be used to provide proof eligibility for discounts. Click that link to look up your Member ID then:

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