

Washington State Department of Transportation
Aviation Division Monthly Update –August 2003

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Aviation Division Director gets the bug on an ultra light flight

John Sibold, Washington State Department of Transportation Aviation Division Director, and experienced general aviation pilot, recently experienced for the first time the joys of flying aboard a powered hang glider at the Northwest Experimental Aircraft Association's airfield in Arlington.

After the journey, Sibold said he "got the bug," the ultra light bug that is. He's definitely not alone. Since 1953, when the EAA organization was founded, it is estimated that millions of people have taken up the sport.

In Washington State, more and more people are turning to alternatives in flight like hang gliders, ultra lights, sailplanes and soon Sport Light aircraft. These types of aircraft provide a less expensive means of flight with fewer restrictions for the potential aviator who doesn't need as much training to fly them. Sport Light is seen as the most significant growth sector of general aviation for the next five years, according to national aviation associations.

That is good news to the pilots who build and fly these aircraft, potential pilots who would like to be part of the adventure and the WSDOT Aviation Division, which is always looking for new avenues to keep general aviation airports vital to the state's transportation system.

However, Sport Light enthusiasts have found the road to their dreams sometimes rocky as evidenced by problems the Ephrata Airport – home to the Northwest Region Sailplane Soaring Championships each year and headquarters for the Seattle Sailplane Association – is experiencing. The airport is considered the premiere destination for sailplane enthusiasts in the U.S.

Presently, Ephrata is updating its airport master plan through a Federal Aviation Administration (FAA) grant. Changes to the airfield are being proposed by the FAA that may restrict sailplane activity. The Sailplane Association opposes the changes and has asked WSDOT to help.

A similar problem came to light recently at the Davenport Airport. In July, an ultra light operator contacted the Aviation Division with an alert and a request for help. The problem was that the City of Davenport had learned that its insurance carrier might not provide coverage for alternative aircraft at the city-owned airfield.

A City Council meeting was held to discuss ultra light and experimental aircraft from operations at Davenport Airport.

Fortunately, the incident had a happy ending when the City learned that its insurance does indeed cover ultra lights at the airport as long as operations do not exceed 75 percent of the airfield's total business.

"This is not a new problem," Aviation Division Director John Sibold, noted.

"The Division continues to hear from pilots who are finding it increasingly unfriendly to operate ultra lights and other alternative aircraft at general aviation airports. These operations, like the sailplanes at Ephrata are the fastest growing segment of recreational general aviation," he said.

In an effort to help the aviation community overcome these hurdles to flight, WSDOT is considering recommendations to state and federal policies to accommodate these types of aircraft safely at state airports.

According to Sibold, “the Division supports all new forms of aviation that could lay the foundation for the future of general aviation. Changes now could affect how airports in the future are designed or operated to meet the needs of alternative aircraft.”

In the meantime, the Davenport Airport problem has been solved. As for the Ephrata sailplane concerns, WSDOT Aviation Division is working with FAA officials to resolve any issues that would deny aviators their sport at the airfield.

According to Sibold: “Every aspect of general aviation is important to the strength of the aviation community and the thrill of flight is our common bond and heritage. We need to find ways to adjust to the changes in technology so that access to aviation is available to everyone of every background who gets the bug to fly.”

FAA agrees to extend use of San Juan Island frequency thanks to the efforts of Congressman Rick Larson, WSDOT, and FAA regional office.

Congressman Rick Larsen (D- 12th District) recently received a letter from the FAA agreeing to extend the use of 128.25 MHz for a five-year period to aid in aircraft traffic control. The dedicated FAA tower frequency was due to expire in December.

The story begins April 1989, when the San Juan Pilots Association petitioned both the FAA and the Federal Communications Commission (FCC) for a second common advisory frequency for the airports within Island County. At the time, Friday Harbor shared 122.8 MHz with nine other users within a 120 nautical mile radius. Three of the other users were within San Juan/Island counties.

The FAA responded by creating the frequency assignment now used for the Uniform Communication Frequency (UNICOM) services in Island County.

The intent of the action was to provide a temporary solution to the problem while the San Juan Pilots Association or the Port of Friday Harbor petitioned the FCC for a permanent license on the new frequency or worked with the FCC for a permanent UNICOM assignment. The issue was never resolved.

In January 2003, the assignment came up for its 10-year review. The FAA Frequency Management Office (FMO) verified that the it had no facility in Friday Harbor to justify the government assignment, invalidating the original agreement.

Demands for frequency usage in the last 10 years, both by Air Traffic and by local airport authorities, have put a tremendous strain on the VHF aircraft communications band.

Adding to the problem are predictions that in the next 10 years, the FAA will run out frequencies, a scenario that has already proved true in some parts of the U.S.

The frequency shortage is so severe that the FAA has initiated a plan to replace all of the current amplitude modulated (AM) radios with digital radios by the year 2015. The new radios would allow multiple users on the same frequency without interference, as each channel would be split into four time slots. It is hoped by the time these new radios become obsolete, technology advances or more bandwidth will provide a permanent solution.

In the meantime, San Juan County pilots can continue to use the current FAA frequency for another five years, but there is no guarantee another extension will be granted after that.

WSDOT Aviation proud to be part of happy ending story

Although the Farewell Creek fire has now been contained north of Winthrop, in Okanogan County, the Aviation Division of the Washington State Department of Transportation (WSDOT) remains proud that its state airfield in the Methow Valley was available to provide support to the 1,400 fire fighters who fought it. The fire's relentless 80,000-mile trek through the area began June 29 when a lightning strike turned dry timber into an inferno. It was finally put out on August 14.

Jim Scott, WSDOT Aviation Division employee, is in charge of maintenance for the 16 state-owned airfields like the Methow airport. It is his job to make sure the airport is always in pristine condition not only for the smoke jumpers but also for the many private pilots who journey to the airfield each year. Maintenance and preservation of airports like Methow, includes making sure all equipment is in top-notch order and that the runways are in good condition and free of debris –including everything from overgrown grass and weeds to in some cases recreational vehicles and roaming livestock.

While the fire is out for now, the fire jumpers located at Methow, continue to be on alert for the possibility of another fire during a summer that has tested resources throughout the state due to very warm, dry weather.

All temporary flight restrictions have been lifted in the area. However, campers and visitors to national forests in the area of the fire are warned that the Forest Service made campfires illegal on the entire Okanogan

National Forest and most of the Wenatchee National Forest as of July 25. The restriction remains in effect.

Arlington Fly-In 2003

Customer service key to participation in event

While planes buzzed overhead performing aerobatic feats, the Washington State Department of Transportation's (WSDOT) Aviation Division staff was busy answering questions, processing pilot registrations and greeting Washington state pilots attending the five-day Arlington Fly-In.

The Northwest Experimental Airplane Association (NWEAA) sponsored the annual Fly-In in July. It is the third largest in the U.S. More than 50,000 people and 1,210 planes were there. The WSDOT Aviation Division was one of the 143 exhibitors at the event.

Customer service was key to the Aviation Division's participation in the event, a goal that was achieved with great success, according to staff members who were there and satisfied customers who walked away from the WSDOT booth with the answers they needed to airport and pilot registration questions.

Customer service also was paramount to the Division during several events attended by members of the Washington State Transportation Commission, WSDOT executives and other community stakeholders.

Attending a special reception and air show during the event were: Commissioners Aubrey Davis, Edward Barns and Connie Niva. Joining them were Paula Hammond, WSDOT Chief of Staff, State Senator Mary Margaret Haugen, Doug Smith, Port of Bellingham Commissioner and members of the Arlington Airport Commission.

U.S. Congressman Rick Larson, (D-12th District, Washington state) a member of the House Aviation Subcommittee, and a strong advocate for general aviation here, also attended the Fly-In to participate in an informal roundtable discussion where he met with NWEAA and WSDOT Aviation Division representatives.

Three educational forums were presented at the Fly-In by the WSDOT Aviation Division including backcountry airports, airport security and managing errors in the cockpit. All were very well received and plans already are being made to repeat the presentations at next year's Fly-In.

All WSDOT Aviation Division staff participated in the event, taking turns at a new information and registration booth that was created specifically for the Arlington event. The Aviation Division also participated in a special Centennial of Flight exhibition along with the Museum of Flight and Microsoft, which set up its flight simulator. The Aviation Division display

included vintage photos and descriptive copy about the first 100 years of general aviation airports in Washington State.

Hundreds of Aviation customers, who visited the registration booth, got a chance to meet Director John Sibold during the five-day event. They told him that among the new services provided by the Division, they liked the aviation news advisories the best because the e-mailed information allowed them to keep informed about state aviation issues

For additional information about the Arlington Fly-In, visit www.nweaa.org.

Essential Air Service program threatened

Congress is considering language to eliminate funding of the Essential Air Service (EAS) program as part of the Aviation Investment and Reform Act for the 21st Century (AIR 21), reauthorization bill.

EAS benefits more than 30 communities in the country including Moses Lake in Washington State. Big Sky Airlines operates four flights a day from Grant County International Airport carrying about 10,000 passengers a year and is subsidized through the EAS program. Loss of the service could jeopardize a \$1 million annually in Airport Improvement Program (AIP) funding for airport maintenance.

The National Association of State Aviation Officials (NASAO) continues to endorse the EAS program. It is important to maintain air service to isolated communities across the country to help preserve local economies.

Registration draws attention from U.S. Customs

A U.S. Customs inspector detained the flight crew of an international arrival of a personal jet because it lacked a WSDOT registration sticker. The chief pilot indicated that inspector was not aware that registration stickers are no longer required on general aviation aircraft. WSDOT staff, in coordination with Fran Dyer of the U.S. Attorney's Office, contacted U.S. Customs with the updated information.

While no role exists for U.S. Customs in the state aviation registration program, apparently agents occasionally request the registration information.

City of Renton's proposed land use program reviewed

Review and comment was presented on the City of Renton's proposed land use compatibility program objectives for addressing incompatible development adjacent to the Renton Municipal Airport pursuant to RCW 36.70A.510. The compatibility program will also address a proposal by The Boeing Company to rezone the property from industrial to a mixed-

use district, east of the airport. The City of Renton is preparing to issue a draft environmental impact statement (DEIS) for the proposed Boeing application.

Land use comprehensive plans submitted for review

Several jurisdictions have submitted comprehensive plans and development regulations for review and comment in regards to the Aviation Division Land Use Compatibility Program. They include:

Pierce County – Proposed amendment to county development regulations requiring compatible land use planning for airports not located within sub-area plans, i.e. Ranger Creek State Airport and Swanson Airport near Eatonville area. Also, requiring updates and periodical review of sub-area community plans to ensure continued long term land use compatibility in the Spanaway Community with the Spanaway Airport, the Gig Harbor Community with Tacoma Narrows Airport and the South Hill Community, Thun Field Airport.

City of Yakima – Final review of draft development regulations to protect the Yakima Airport. The proposed draft strengthens the existing regulations, providing more predictability to the city, public and aviation community.

Pacific County – Proposed amendments to development code. Two public use airports are located within this county. The airports are located adjacent to urban areas.

City of Colville – Proposed amendment to development regulations to protect the airport from incompatible land uses and height hazards. The Planning Commission will be meeting in August. Additionally, the City will be discussing land use compatibility with Stevens County, as most of the open land is located in the unincorporated areas north of the airport.

City of Renton – The City has released an EIS on a proposed project located east of the Renton Municipal Airport. The City will be conducting a land use compatibility assessment adjacent to the airport to prepare for the December 1, 2004 Growth Management Act deadline.

Benton County – The County is proposing several amendments to expand existing urban growth areas for the City of Prosser and the City of Richland. The City of Prosser urban growth boundary amendments are adjacent to the Prosser Airport and may directly affect the airport due to proposed incompatible residential development. The City of Richland has proposed amendments that might impact navigable airspace adjacent to the Richland Municipal Airport. Both proposals are under review.

Grant County – Proposed minor amendments to the comprehensive plan and development regulations.

City of Kennewick – Several applications have been submitted to the City for development near Vista Field. They include a convention center approximately 900 feet from the airport, parallel with the runway and a medical facility near the runway approach/departure area. These applications are currently under review.

City of Forks and Clallam County – The City of Forks has submitted proposed comprehensive plan and development regulation amendments to Clallam County for review and adoption. Proposed amendments include land use compatibility goals and regulations on, and adjacent to, the Quillayute Airport. The airport is owned by the City and is located in the unincorporated area of Clallam County.

City of Waterville – Comprehensive plan and development regulations amendments. The airport is located within the City's urban growth area, however, much of the adjacent land uses and critical flight paths are located within Douglas County. Douglas County has adopted height restrictions at the ends of the runway.

City of Mansfield – Comprehensive plan and development regulations amendments. The airport is located within the City's urban growth area, however, much of the adjacent land uses and critical flight paths are located within Douglas County. Douglas County has adopted height restrictions at the ends of the runway.

City of Chehalis – Development Code amendments. The City is proposing revisions to its critical area and wetland ordinance.

The Columbia Gorge Regional/Dalles Municipal Airport is currently updating its Airport Master Plan and has submitted a draft for review. Klickitat County and the City of the Dalles, Oregon, jointly administer the Airport.

Republic Fly-In honors Rudy Ohland

A memorial for Rudy Ohland, former Ferry County Airport manager who died in May during an air search and rescue mission. The event is planned during the fourth annual Wings Over Republic Fly-In, August 23.

Ohland's best friend and flying buddy, Justin Smith, has been named new manager for the airport. Smith decided to apply for the position to fulfill the dreams he and Ohland had envisioned for the airport.

Web Cam up and running at Olympia Airport

The Airport Web Camera at the Olympia Airport is up and running. The camera is installed on the Washington State Patrol hangar building and

the phone line has been activated. The Division expects to soon have images of the Olympia Airport broadcast on its web site.

Three aircraft down alerts in one day

Friday, July 19 was a busy day for WSDOT Air Search and Rescue Coordinator Tom Peterson who was alerted to three potential accidents in Marysville, Monroe and Coupeville.

The first involved the now reported crash at 10:16 a.m. of a Cessna Citation business jet in the water near Oak Harbor. Two persons were on board but were able to swim to safety.

The second, a helicopter crash in Marysville, was reported soon after at 11:20 a.m. on the Tulalip Reservation near Marine Drive and Shoreline roads. The pilot was killed and a brush fire had to be contained.

Later, the same day a person driving near Monroe thought he saw an airplane crash after it disappeared over a hill and smoke shot into the air. It turned out the pilot was simply practicing safety maneuvers, flying low to the ground.

State general aviation security plan implementation efforts move forward

The consulting firm of Reid Middleton Inc. has been hired by the Aviation Division to implement a plan for state wide general aviation security that will include security plans for each general aviation airport in Washington State. This is the second step in the Division's initiative to address security issues at general aviation airports currently not regulated by Transportation Security Agency. The purpose of this ongoing initiative is to demonstrate Washington's commitment to maintain a safe general aviation system of airports through best management security practices.

On July 17 2002, the Transportation Commission adopted Resolution 635 that called for the creation of a general aviation security task force under the direction of the Aviation Division to develop best security practices for general aviation airports. The task force under the leadership of Director John Sibold was made up of airports, pilot representatives as well as state and federal agencies, including the federal Transportation Security Administration. The task force identified key issue areas at general aviation airports and the General Aviation Airport Security Program was developed.

The first part of the program asks airport sponsors to perform a Security Vulnerability Assessment checklist of their facilities to identify areas where security problems may exist. The second is to develop a security plan that identifies specific hazards, response agencies, potential threats to the

local community, and a list of security improvement projects to implement the plan.

One of the main goals for Reid Middleton will be to ensure that the security assessments are completed for all the designated airports and to assist the airport sponsors in developing their security plans by holding regional meetings.

The entire project is funded by a grant the Aviation Division received from the Federal Emergency Management Agency, through the Washington Emergency Management Division, to prepare and improve the state's ability to respond to all-hazard emergencies. It is anticipated that the project will be completed by December 1.

Reid Middleton has provided airport engineering, planning, and project management services for airport facilities since the early 1970s. The firm's airport experience spans 32 years and more than 350 airport projects.

Reno airport wants to use WSDOT general aviation security guidebook

The manager of the airport in Reno, Nevada, has asked to use the WSDOT General Aviation Security Guideline book as a model to distribute to other airports across Nevada. He had originally received the book from the federal Transportation Security Administration (TSA).

"It is encouraging that TSA is validating WSDOT Aviation Division's approach to general aviation security by promoting the material for wider distribution to other states," Director John Sibold said.

Get Internet weather briefings, file flight plans online

Thanks to the installation of a new phone line at the Jefferson County International Airport, pilots can now access current weather briefings on the Internet and file flight plans online with the FAA's Flight Service Station. And soon, images from the airport's web camera can be accessed from the Aviation Division's web site as part of its airport web camera program.

PAVCO Aviation begins work on floatplane dock in Tacoma

PAVCO Aviation, based at the Tacoma Narrows Airport, is working with the City of Tacoma to build a floatplane dock in the mouth of the Foss Waterway in downtown Tacoma. For years floatplanes have landed in the channel and used a less convenient dock that has now fallen to disrepair.

WSDOT would consider providing the City of Tacoma grant assistance for the construction of a public float if the dock would support an additional transportation connection to Tacoma. WSDOT would also assist the City in seeking approval from the FAA to establish a designated seaplane landing area.

LaConner may seek grant for seaplane dock

LaConner is a prime tourist destination for both the boating and RVing crowd. Soon it also may be a destination point for seaplanes. The City has talked with Kenmore Air Service about providing charter service there. However, the City lacks the resources to develop a facility. A grant might be the solution to this and WSDOT Aviation Division will assist if the City decides to move forward.

New signs for state-owned airports

New signs for the 16 state-owned airports are being installed as part of an Aviation Division program to replace old and vandalized signage.

The signs provide information on each airport's elevation and length as well as how the facilities are funded.

Aviation System Plan, Air Search and Rescue and Education study groups meet

With the goal of producing a targeted business plan, the Aviation Division has formed three study groups to formulate policy to assist the Division in its mission to provide the aviation community readily identifiable performance measurements on the programs WSDOT administers.

The three study groups include community, city, state and federal representatives who are experts in aviation system planning, aviation education and air search and rescue resources.

The Aviation System Plan study group met for the first time in July. Attendees included staff representatives from Legislative Transportation Committee, Port of Seattle, City of Yakima, City of Ocean Shores and the Economic Development Department. The group's purpose is to recommend what factors should be used to define the WSDOT Aviation System in Washington.

The Air Search and Rescue study group met for the first time in August. Attendees included representatives from the Washington State Patrol's Aviation Division, Emergency Management, the Washington Air Search and Rescue arm of the Washington Pilots Association, the Civil Air Patrol, and federal, military and county search and rescue organizations. The

group will help the Division inventory how WSDOT administers its search and rescue program compared to how other state aviation agencies do. The group will also focus on improvements to the program.

The Education study group also will meet for the first time in August. Its members were drawn from local aviation associations, university's state and federal policy makers and community representatives in the fields of aviation education. Their mission is to help decide the Aviation Division's future role in aviation education outreach.

The three study teams will meet several times in the coming months. Their suggestions will then go to the WSDOT Aviation Advisory Committee. The Advisory Committee will finalize the business plan

Alaska trip will be remembered a lifetime

Mix a bit of trepidation with a lot of excitement and very good planning and you've got yourself the trip of a lifetime, according to Marilee Jensen, Executive Assistant to Aviation Director John Sibold, who recently spent a two week adventure flying to Alaska with her companion Mitch Pribble.

The couple flew their Cessna 172 up the Alaska Highway to Anchorage and from Anchorage they spent about 40 hours in the air traveling throughout state and the Yukon Territory. A complete story, with photos, detailing the "once in a lifetime" adventure will be posted soon on the Division's Internet site and to customer distribution lists.

Attention September CFI registrants

The location for the September 13 and 14 CFI course has been changed from the Ramada Inn to the Hilton Garden Inn near the Spokane Airport, 9015 West State Route Highway 2. Call (509) 244-5866 to make overnight reservations at the reduced rate of \$63.

To register for the course, visit http://www.wsdot.wa.gov/aviation/CFI_Renewal.htm on the Internet.

The course includes 16 hours of instruction and is open only to Washington State Registered Pilots.

WSDOT Aviation Division sponsors November CFI Renewal Course

Persons wishing to enroll in the November WSDOT Aviation Division certified flight instructor renewal course can now do so online at http://www.wsdot.wa.gov/aviation/CFI_Renewal_November.htm The two-day class will be held: Saturday, and Sunday, November 8 & 9, in the Jackson Center at Everett Community College, 2000 Tower Street in

Everett. Out-of-town attendees are asked to make their own hotel/motel reservations at local inns in the surrounding area.

The course includes 16 hours of instruction and is open to the first 100 who pre-register only. All registrants must be Washington State Registered Pilots. For other information, contact Marilee Jensen, WSDOT Aviation Division, (360) 651-6302

A creek runs through it

The WSDOT Aviation Division is helping the National Park Service with a project on the Stehekin Airfield.

The Park Service recently received a \$17,000 matching fund grant for non-native weed control at the airport. Volunteers will install the system in late September utilizing an existing wood water pipe built in the 1930s. The Aviation Division will reseed the airport after the irrigation system is completed.

Good news

More than 4,500 pilots registered and renewed during June and July compared to last year's total of 1,400. And many of them registered online. According to Aviation Division registration staff, more than 50 percent of the pilot population registered online.

Calendar

WSDOT Aviation Training

Sept. 13-14 – Certified Flight Instructor Renewal, Spokane

Sept. 27-28 - ASARCO 101 orientation, Western Washington.

Nov. 8-9 – Certified Flight Instructor Renewal, Everett

Nov. 8-9 - ASAROC 101 orientation, Eastern Washington.

Jan. 10-11, 2004 – Certified Flight Instructor Renewal, Tacoma.

March 13, 2004 – Inspector Authorization Renewal, Spokane.

March 20, 2004 – Inspector Authorization Renewal, Tacoma.

All training is by pre-registration. To sign up, call (360) 651-6300 or in-state call 1-800-552-0666. Pilots must be registered with the state in order to participate.

Training in the Community

Aug. 27 – Wings program, 7 p.m., Snohomish PUD Auditorium, Lynnwood. For information, call Scott Gardiner, (425) 277-2880.

Aug. 28 – Wings program, 7 p.m., Seattle Museum of Flight. For information, call Scott Gardiner, (425) 227-2880.

Sept. 24 – Wings program, 7 p.m., Clover Park College, Thun Field. For information, call Scott Gardiner, (425) 227-2880.

Sept. 25 – Wings program, 7 p.m. Seattle Museum of Flight. For information, call Scott Gardiner, (425) 227-2880.

Oct. 22 – Wings program, 7 p.m., Snohomish PUD Auditorium, Lynnwood. For information, call Scott Gardiner, (425) 277-2880

Community Events



Aug. 23 – Build Your Own Podracer, Family Fun Workshop, 11:15 a.m to 1:15 p.m., Seattle Museum of Flight. Free with Museum admission.

Aug. 23 through Feb. 1, 2004 – The Birth of Aviation, A Centennial of Flight Exhibit, Seattle Museum of Flight. Free with Museum admission. For information, visit www.museumofflight.org.

Aug 23 through Sept. 1 – EAA's Countdown to Kitty Hawk Traveling Exhibition, 10 a.m. to 5 p.m. Seattle Museum of Flight. Free with Museum admission. For information, visit www.museumofflight.org.

Aug. 23 – P-51 Mustang Aircraft Display, 10 a.m. to 5 p.m., Seattle Museum of Flight. Outdoor exhibit is free. For information, visit www.museumofflight.org.

Aviation Special Events

Aug. 23 – Fifty-First Annual Corn Roast and Fly-In, Snohomish.

Aug. 23 and 24 – Wings Over Republic Fly-In, Ferry County Airport. For information, call Justin Smith, (509) 775-3011 or e-mail him at clsmith@televar.com

Aug 30 – Prosser Airport, Prosser. 20th Annual Labor Day Fly-in. Sponsored by EAA Chapter 391. For information, call (509) 735-1664.

Aug. 30 – Bremerton Blackberry Festival Fly-In, Bremerton National Airport, Bremerton, Wash. For information, call Fred Salisbury, 1-800-462-3793, Ext. 17; fase@charter.net or visit www.bremertonmainstreet.org

Sept. 5 & 6 – Fifth Annual Airport Day Fly-In and Show, William Fairchild Airport, Port Angeles. For information, call Jerry, (360) 417-3363 or visit www.flyins.com on the Internet.

Sept. 6 – Hangar 15 Monthly Weenie Burn and Pilot debrief, Bellingham Intl. Airport, Bellingham, Wash.

Sept. 6 – Alex Pearson Day, Pearson Airfield, Vancouver, Wash.

Sept. 7 – Veterans Hangar Day, Pearson Airfield, Vancouver, Wash.

Sept 27 & 28 – Classic Wings over Olympia, 9 a.m.-5 p.m., Olympia Region Airport. For information, call Olympia Flight Museum, (360) 705-3925 or visit www.olympicflightmuseum.com on the Internet.

Oct. 4 – Hangar 15 monthly Weenie Burn and Pilot debrief, Bellingham Intl. Airport, Bellingham, Wash. For information, call (360) 671-2250

Oct. 4 and 5 – Wings and Wheels Festival, Pangborn Airport, East Wenatchee, Wash. For information, call (509) 884-2494

Nov. 1 – Hangar 15 Monthly Weenie Burn and Pilot debrief, Bellingham Intl. Airport, Bellingham, Wash.

Nov. 8 – Veterans Hangar Dance, Pearson Air Museum, Vancouver, Wash. For information, visit www.pearsonairmuseum.org.

Dec. 7 – Pearl Harbor Ceremony, Pierson Air Field, Vancouver. For information, call (360) 694-7026 or visit www.pearsonairmuseum.org on the Internet.

Dec. 13 – Santa Welcome and Helicopter Show, Olympic Flight Museum. For information, call (360) 705-3925 or visit www.olympicflightmuseum.com on the Internet.

**Born of Dreams – Inspired by Freedom
Centennial of Flight
1903 - 2003**