June 2016, V5.2

Sign Up for 2016 Long Lake Splash In NOW

WASHINGTON SEAPLANE PILOTS ASSOCIATION

Promoting Safe Flying

Protecting Washington Waters

www.wa-spa.org

WSPA NEWS June 2016

CONTENTS

PICTURE OF THE MONTH

Are You Enjoying a Scenic Seaplane Ride Today?

2016 UPCOMING EVENTS

See our calendar at → https://wspa.wildapricot.org/eventcalendar

- Jun 24 Lake Amphibian Fly-In
- Aug 19 AOPA Bremerton Fly-In and Long Lake Splash-In **SIGN UP NOW**
- Sep 9 Priest Lake Splash-In
- Board Meetings – Third Thursday Every Month, at ACE Aviation, Renton, WA

NEWS

KIRKLAND SHUTS DOWN SEAPLANE SCENICS

The City of Kirkland posted a notice of violation at Carillon Point on Tuesday, June 21, ordering a float plane tourism company to stop operation or risk fines.

Seaplane Scenics has been operating in front of the Woodmark Hotel since May 2015, and did not begin to secure a Shoreline Conditional Use Permit until November of the same year.
Eric Shields, Kirkland Planning Director, said there had been some discourse between the city and Carillon Point over whether the pilot needed the city's permission to taxi to and from and dock. The City of Kirkland has no jurisdiction over the lake surface.

Sue Gemmill, property manager for Carillon Properties and the named applicant for the permit, said she had "no idea" a permit was needed until Carillon Properties checked in with the city's planning department following the first summer of operation.

But in an email obtained by the *Reporter* through a public records request, dated Dec. 5, 2014 from Kirkland Economic Development Manager Ellen Miller-Wolfe, Gemmill was notified of a city permit analysis. Seaplane Scenics pilot James Young was carbon copied in the email and listed as someone who could transfer permit information to Carillon Point.

Gemmill also said the resort location hadn't received any complaints in the first summer of operation without a permit. Just prior to the second summer of operation, a public notice of permit application was posted along Lake Washington boulevard on May 31.

As of Monday, June 20, the city received 108 public comments on the project — 90 of which were in opposition.

"[Carillon Point is] not complying, and there's a lot of public concern about that," Shields said. "We felt that, because of the level of concern, it seemed appropriate to ask [Carillon Point] to stop."

Unless the issue can be resolved between Carillon Properties and the city, the case will go before the hearing examiner on July 7. The hearing examiner, should the city recommend a fine, can impose a penalty of $100 per day of operation dating back to the date a violation notice was posted.

Shields said that, until the hearing examiner agrees to impose a fine, the city does not collect money. The city issues a notice of violation about four times per month, Shields said. Gemmill and Young could not be reached for comment.

JOHN WILLIAM HOWARD, Kirkland Reporter jhoward@kirklandreporter.com or 425-242-4361

NOTE: WSPA Board and AOPA wrote letters of support to City of Kirkland. Several of our members did as well. Thank you. The fight continues. Stand by for further news. [ed]

AVIATION DISASTER RESPONSE / GET INVOLVED

By Bruce Hinds

As many of you may recall, over 7 years ago a friend of WSPA came to us with a request to help him create a plan that could save lives in the event of a major disaster. Sky Terry, a nurse who has studied geology was very aware of the potential energy that can be unleashed during an earthquake. Our very own fault lying underneath us just happens to be much much larger than the San Andreas fault in California.

Over the past several years some of you have volunteered your aircraft and your time to help us in an effort to promote what seaplanes can do. The plan has taken root and it has gone beyond our imagination. With the "Ring of Fire" at high in recent activity the Cascadia Subduction Zone has become a focal point in disaster planning among many agencies.

The notice below is in regard to the recent exercise conducted that you may be aware of if you've seen the recent new coverage. Unfortunately, seaplanes were not a part of the event, but we can be involved in the next one or part of the effort in the case of a real disaster. The reason we did not participate is basically one of control, organization and certification.

At recent board meeting discussions we've acknowledged the complexity of the operation and realize that if any of us are going to participate there are three things that each of us must do to be qualified to fly in such a situation. Perhaps I should say participate or fly. Reality is that if we have the "big one" airspace will be closed and most communications as we know them will be severely impacted. One of us had said, "I don't care about being certification or airspace, nothing is going to stop me from flying my family out." Be that as it may, even if you don't get in trouble, you probably won't be able to get fuel.

Being legal to fly and/or able to participate is a simple process. Before you can register you must complete a CPR course and there are two on-line courses to qualify as a "first responder." Once those are completed you can register with WSDOT. The details are laid out for us on www.evac.org that was done in conjunction and following the guidelines of the Air Care Alliance. When you go to the website scroll down the left side menu to Northwest Evac. There are links there to our past exercises as well as the instructions on how to qualify. It seems pretty simple. Our board members are going to give it a go and hope many of you will too.

Washington State Department of Transportation

AVIATION TEAMS RISE TO MEET CHALLENGES DURING DISASTER RESPONSE EXERCISE

OLYMPIA - Aviation teams from across the nation joined forces June 7-10 in Olympia to participate in "Cas disaster response exercise in preparation for a major earthquake to hit the Pacific Northwest. The exercise magnitude 9.0 earthquake rupturing the 800-mile Cascadia Subduction Zone fault line, followed by aftersho The Washington State Department of Transportation's Aviation Emergency Coordination Center (AECC) se hub for the Air Operations Branch responding to the mock disaster. Aviation personnel from various organiz closely to assess damage to Washington's airports, mobilize assets and identify areas for follow up and imp "Cascadia Rising gave us opportunities to grow and be challenged," said Tristan Atkins, WSDOT director of build on the strengths and lessons learned from this exercise to better equip us and our airports for when th

Agencies that staffed the AECC included:
Civil Air Patrol
Joint Incident Site Communications Capability, Kansas Air National Guard
194th Air Support Operations Group, Washington Air National Guard
Washington State Guard
United States Northern Command
Washington Military Department
66th Theater Aviation Command, Washington Army National Guard
Northwest Regional Aviation / law enforcement aviation
Federal Aviation Administration
Joint Forces Headquarters, Washington National Guard

One aviation team – the Joint Incident Site Communications Capability (JISSC) - traveled all the way from K the exercise. Their primary role was to provide personnel in the AECC with Internet, radio and phone acces particularly challenging during a real disaster.

"We tried to make this exercise as close to real life as possible," said JISSC Chief Master Sergeant James holding back communication resources from crews to simulate what conditions would really be like in this ty Aviation teams also emerged from the three-day exercise with strengthened partnerships.
"It was a great experience to be in Olympia and work in WSDOT's AECC," added CMSgt Helms. "WSDOT and provided a wonderful experience. We look forward to our growing partnership."

Washington State Department of Transportation

GOVERNOR ANNOUNCES JUNE AS "GENERAL AVIATION APPRECIATION MONTH" IN WASHINGTON

OLYMPIA – Aviation enthusiasts in Washington state have reason to celebrate: for the fourth year in a row, named June as General Aviation Appreciation Month.

Gov. Inslee recently signed a proclamation naming June 2016 as a time to recognize general aviation's imp He noted that aviation plays a critical role in the lives of Washingtonians, as well as the operation of busine and farms – and is vital to the state's economy, and transportation system.
Read the full proclamation.

"We thank Gov. Inslee for continuously recognizing just how much our state relies on general aviation," saic Washington State Department of Transportation director of aviation. "June signifies the start of summer, an flying weather. We encourage people to get out and experience all that our state's airports have to offer."

Washington is home to a diverse aviation system, with 135 public-use airports ranging in size and purpose. highlights how general aviation, aerospace, aircraft manufacturing and other aviation activities contribute to economic health and vitality.

"We join the many aviation organizations in Washington state in thanking Gov. Inslee for signing this procla Ketchum, president of the Washington State Aviation Alliance. "This serves as a good reminder of how imp to promote and protect our great airport assets."

More details about the aviation economic statistics cited in the governor's proclamation are available in the Aviation Economic Impact Study, completed by the WSDOT Aviation Division.

SEAPLANE PILOTS TO HELP MONITOR INVASIVE SPECIES

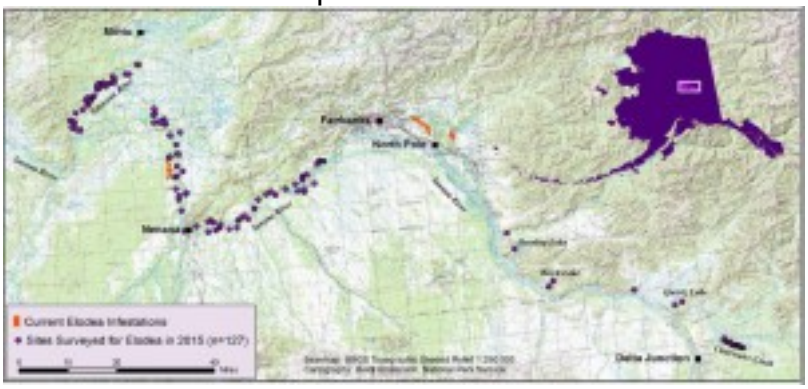
JUNE 2, 2016 / TOM GEORGE / 0 COMMENTS
Elodea is the first invasive species to threaten the waters of Alaska. While seaplanes have the potential to spread this plant which damages fish habitat, their pilots may also be part of the solution by helping monitor lakes and water bodies to determine its distribution. Toward this end a small group of float plane pilots recently attended a training session, organized by the Fairbanks General Aviation Association, to learn about this threat, and how to respond. The training included both lecture and hands-on sampling experience. Plans are being made to distribute sampling kits to pilots that attended, providing the means for them to sample lakes and rivers they use, and report findings back to the team actively working to eradicate this threat to Alaskan waters.

Background
Thought to have been transported originally as a component of aquariums, this hearty aquatic plant was first identified in Cordova in 1982. More recently, it has been found in water bodies in south

central Alaska, and in 2010 was identified in the Chena Slough and Chena Lakes near Fairbanks. Last year an infestation was discovered in Totchaket Slough, off the Tanana River downstream from Nenana.

Elodea grows beneath the water surface, and unfortunately seems to flourish under lake ice in the winter.

Elodea has proven to be a robust plant that can grow under lake ice in the winter months, when most native vegetation is dormant. A statewide inter-agency task force has been established, led by the Alaska Department of Natural Resources, to eradicate this threat to Alaskan waters. An herbicide is available which effectively starves the aquatic plants at very low concentrations (less than 8 parts per billion) without imposing restrictions on fishing, swimming or potable water during treatment. A public process is currently underway to obtain the permits to treat the three interior Alaska infestations. Treatment programs area already underway in other parts of the state. It is expected that after treating the water bodies for three seasons, Elodea should be eradicated. In the meantime, we need to determine if it has spread to other locations.



Surveys conducted in 2015 did not find any infestations outside the three known locations. We hope to extend the extent of the surveys to other areas.

Training

The training session in Fairbanks covered monitoring and assessment. Aditi Shenoy, the Invasive Plant Specialist for the Fairbanks Soil and Water Conservation District, provided the background on Elodea, where it is known to exist today and how to identify it. She also outlined the plans for eradication in the three interior water bodies where it is known to exist. The plant reproduces vegetatively, so if broken fragments of Elodea are transported to another water body, they may take

root. Adam White, Government Affairs with the Alaska Airmen's Association, covered ways to minimize risk of spreading Elodea by checking your float plane, and cycling water rudders soon after take-off to dislodge anything that might have been hitching a ride. Shenoy also shared with the group the locations that had been surveyed without finding Elodea. This is where local float pilots come into play. We can help extend the network of surveys to make sure we are keeping ahead of this situation. The final component of the training session was held at the Float Pond at Fairbanks International Airport. A number of sampling kits were distributed among the attendees, and sampling procedures demonstrated, which involve throwing a two-headed rake attached to a rope into the water, pulling it out and looking to see what types of vegetation are present. Teams then used these procedures to sample at seventeen spots around the float pond, adding to our confidence that Elodea is NOT present in those locations.

Elodea sampling kit–primarily a double sided rake tied to a piece of rope to pull samples of aquatic vegetation from the water.

Extending the Survey

The kits will be shared with the pilots that went through the training, and used this summer to extend the number of water bodies sampled for Elodea. This a trial program to involve the aviation community in the effort to monitor and eventually eradicate this threat to fish habitat. It is currently limited to pilots who have undergone the training which includes survey techniques and reporting methods. If successful, I hope to see similar projects in other places. Thanks to the Fairbanks Soil & Water Conservation District, Fairbanks International Airport's Operations Staff, the Alaska Airmen's Association, Interior Alaska Flight Instructors Association and the Fairbanks General Aviation Association for their work to address this issue!

STUDENTS PITCH BUILDING AIRPORTS ON RIVERS FOR AVIATION TO SAVE SPACE, MONEY

A team of Moscow high school students take a moment after winning the grand prize of Boeing's annual Aviation A to Z contest, which challenged students to come up with ways that aviation can compete with the high-speed rail industry for passengers. The winners pitched building airports on rivers as a way for aviation to save space and money. (Boeing photo)

Imagine a day in which airports are constructed in the middle of cities — on rivers, no less — and that airplanes use water as a runway in an effort to save space and money.

That's an idea from a class of Moscow high school students who won the grand prize of Boeing's annual Aviation A to Z contest, which the company offers with help from Junior Achievement Worldwide, a nonprofit organization based in Colorado. The contest challenged 26 student teams to come up with ways that aviation can compete with the high-speed rail industry for passengers at a time in which traveling by train is faster and more comfortable.

The winning team, which also suggested using ice-breaking ships to clear water "runways" of ice in colder weather, won a trip to Seattle to visit Boeing sites as well as the Museum of Flight. Team member Marina Golubeva said Boeing volunteers helped them out a great deal, pointing out defects in their suggestions and offering technological assistance.

"We really appreciate the opportunity to participate in the contest," she said. "The task gave us a good run for the money and we spent a lot of time brainstorming and creating a realistic plan."

Tatiana Lebedeva, manager of industry and government relations for Boeing in Russia and the Commonwealth of Independent States, credited the students for coming up with "really interesting, innovative and reasonable solutions." For example, one team suggested that airports use a catapult that helps airplanes take off to save fuel and space.

Another team recommended building airplanes with folding wings. These airplanes would take off from a runway with their wings extended, then the wings would fold up as the airplane sailed into a tunnel and traveled from a city center to an airport in the country.

"Each year [the] students surprise us more and more," Lebedeva said.

BOEING-BUILT B&W, MAKES MAIDEN FLIGHT FROM SEATTLE'S LAKE UNION ON JUNE 15, 1916.

On June 15, 1916, William E. Boeing (1881-1956) pilots the B&W Bluebill, the first plane he helped to build, into the air above Lake Union. "B&W" reflected the initials of Boeing and his partner Navy Lt. Conrad Westervelt. Herb Munter (1897-1970) also helped to design and construct the two-seat, single-engine float plane in the Pacific Aero Club's hangar-boathouse at the foot of Roanoke Street in Seattle.

The plane made its second, longer test flight two weeks later. A second B&W, the Mallard was flown in November 1916 from the same location.

Boeing founded the Pacific Aero Club in 1915 and studied flying with Glenn Martin (1886-1955) in Los Angeles. He purchased one of Martin's TA seaplanes and built the Aero Club hangar for it. Anticipating U.S. entry into World War I, Boeing and Navy Lt. Conrad Westervelt hired Herb Munter, one of the first men to build and fly airplanes in Seattle, to assist them in adapting Martin's design to compete for a Naval aircraft contract.

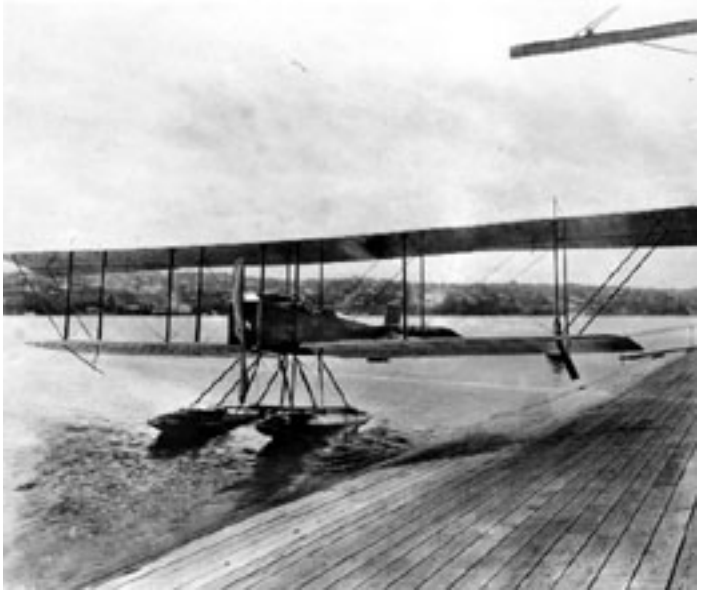
On July 15, 1916, shortly after the B&W's first flight, Boeing incorporated the Pacific Aero-Products Co. Westervelt was assigned to other duties before the B&W flew, and the Navy rejected the B&W design. Following U.S. entry into World War I, Pacific Aero-Products secured a Navy contract for a new float plane, the Model C, and changed its name to the Boeing Airplane Co.

Boeing sold the B&Ws in 1918 to the government of New Zealand, where they were used for training and for that country's first airmail service.

Sources:

Peter M. Bowers, Boeing Aircraft Since 1916 (London: Putnam Aeronautical Books, 1993; N.B. Bowers misnames the first B&W as the Bluebird and cites the plane's second and longer test flight on June 29, 1916.), 33-39; Harold Mansfield, Vision, The Story of Boeing (New York: Popular Press, 1966), 13-16; Robert Serling, Legend & Legacy, The Story of Boeing and Its People (New York: St. Martin's Press, 1992), 2-3; Boeing Historical Archives, Year By Year, 75 Years of Boeing History, 1916-1991 (Seattle: Boeing Co., 1991).

Note: Munter's claim to have built Seattle's first "native" airplane is doubted by many historians, but he was a pioneer in the local skies. By Walt Crowley, November 23, 1998



Boeing's first plane, a B&W Bluebill, tested in 1916
Courtesy Boeing Archive

Boeing B&W Bluebill, Roanoke Hanger, Lake Union, Seattle, 1916
Courtesy Boeing Archive

LAKE WHATCOM / SAMISH LAKE

Status Quo this month. Fly nice at Whatcom / Samish. Keep your floats clean. Brush your teeth. Smile.

EVENTS

KENMORE FLY IN, MAY 14

It was a good event. Lots of people got first scenic rides. Several WSPA members were there including most of the board. We hope Kenmore Air does it again!

LAKE AMPHIBIAN FLY-IN – TANGLEFOOT-JUNE 24-26, 2016

Join us for a Lake Amphibian Splash-In and seminar on beautiful Priest Lake, hosted by the Tanglefoot SPB (D28). This three-day fly-in will include guest speakers, great food, and awesome destinations! Camping is available at the SPB base or local airport and there are several local resorts available as well. All those interested in Lake aircraft are invited and welcome to attend this event, via plane, car or airline (GEG). This Splash-In and seminar will be held regardless of weather, and destinations are planned to accommodate both splashing in and driving.

A minimum fee will be required to attend to cover the cost of provided meals and a t-shirt. Any funds left over will be donated to support the new Lake Flyers Club. More details will be coming soon. Accommodations range from camping at Tanglefoot SPB or the Cavanaugh Bay airport, staying in a guest bunk cabin, to renting a room at one of the local Priest Lake resorts.

There is room for approximately 30 Lakes to park at the Tanglefoot SPB and the Cavanaugh Bay airport is just a mile away. The nearest airport served by airlines is Spokane (GEG).

Located on beautiful Priest Lake in northern Idaho, Tanglefoot provides an idyllic setting with its pristine waters and surrounding mountains. This is Pacific NW flying at its finest.

Learn more at: http://tanglefoot2016.com

LONG LAKE SPLASH IN / AOPA BREMERTON FLY-IN , AUGUST 19-21

Sign Up Now at:
https://wspa.wildapricot.org/Sys/Login?ReturnUrl=%2fevent-2251404

By now most pilots are aware of the Regional Fly-ins hosted by AOPA at numerous locations around the country. I was able to attend my first Fly-in in Spokane, WA in 2014 and was, if not the only, then one of two or three straight float aircraft able to attend the event. So it is with great pleasure that I announce the seaplane component to this year's AOPA Regional Fly-in at Bremerton National Airport (KPWT). Washington Seaplane Pilots Association is hosting a Fly-in on Long Lake in Port Orchard that will be at my house on the Southeast end of the Lake. I have 1.25-acre yard and a number of my neighbors are also making space available.

We have made arrangements with the Port of Bremerton to provide a shuttle to and from the event from my house with VIP entry through a back gate that will eliminate traffic issues at the main gate. There is a dinner Friday night at the airport and the main event is Saturday from 7:30AM – 4PM. AOPA is hosting breakfast and lunch at the airport on Saturday.

So the plan is, bring your camping gear. Arrivals begin Friday and we have plenty of room for tents as we have had previous events here of over 150 people for three days. Friday night dinner is on your own or head to PWT for their shindig. We have barbecues, refrigerator and will have some iced coolers. Saturday breakfast and lunch will be at the AOPA event but we will host a BBQ here on Saturday night and feed you before Sunday departures. We will have water & soft drinks but anything stronger you will have to pack in.

Parking will be a myriad of beaches, docks and mooring buoys so be sure to bring adequate ropes and tie-downs to keep things simple.

Keep in mind that Bremerton will also have camping with your plane at the airport so we would like to try to accommodate as many straight float drivers as we can before opening up to those able to fly into the event itself.

We have agreed to reimburse the Port for transportation costs and although WSPA is underwriting the event once we get a head count we will have a better idea of the suggested donation per person to offset costs. Look for the signup sheets in your email on June 1st.

Greg Corrado

PRIEST LAKE FLY-IN SEPTEMBER 9-11TH, 2016

Priest Lake, Idaho's Crown Jewel will once again be the destination for our second annual fly-in. Situated on lovely Cavanaugh Bay, Tanglefoot Seaplane Base (D28) the home of Loel and Olson Fenwick, proved to be a very unique location last year. Highlights from last year included a wonderful Saturday afternoon fly-out, evening reception and dinner and a world-class lecture from famed aeronautical engineer, Burt Rutan. This year's event is starting to take shape with several planned events including assistance to a local Boy Scout troop in qualifying for the aviation merit badge, safety and invasive species clinics, as well as a guest speaker Saturday evening. Accommodations include camping and various meals throughout the weekend. To accommodate everyone we will be asking you to pre-register with us by a date to be announced in the near future. Last years event was funded strictly on a volunteer basis, which greatly helped defray the cost. This year we will be asking for a donation with your registration.

LEARNING

ANSWERS TO COMMON MAINTENANCE QUESTIONS – GALVANIC CORROSION

By: Eric Ellison, Kenmore Air

Corrosion is an unfortunate part of life in the seaplane world. There are many types of corrosion, but there are four main ones we deal with: Surface and Filiform, which are mostly cosmetic, and Intergranular and galvanic, which are the most serious. Often galvanic corrosion leads to intergranular corrosion in aluminum alloys. In this picture you can see the aluminum fitting failing along it's grain structure in the presence of steel. It's gone far enough to reach the stage known as "exfoliation" in which parts of the corroding material flake off. When this stage is reached the

structural integrity of the part is greatly compromised.
Galvanic corrosion is caused by the difference in the electric potential of metals. Two different metals in the presence of an electrolyte (salt or acid) forms a battery. The more reactive metal becomes anodic, giving up electrons to the less reactive metal, which acts as the cathode. The further apart the metals are on the galvanic chart, the more potential and the greater likelihood of corrosion. This is the reason for Zinc or magnesium blocks installed on floats. The zinc, being more reactive than aluminum, becomes the anode and protects the aluminum from corrosion. Ever wondered why we don't use all stainless hardware on aircraft? Stainless steel is further from aluminum on the galvanic chart than mild steel or 4130 steel. When stainless is used, the aluminum around it will become anodic and corrode. You may notice the stainless screw in the lower right of the picture above. It is being isolated from the aluminum skin by a plastic washer.

How do we prevent galvanic corrosion?

- The best defense is to wash, wash, wash. Removing the electrolyte (usually salt water) helps to slow the process immensely. Every time an aircraft is exposed to salt water it should be washed with soap and lots of fresh water. Also, aircraft that sit outside for extended periods of time can collect contaminates and should be periodically washed
- Aluminum parts should be isolated as much as possible by surface coatings such as anodize, alodine, primer, and paint. If steel and aluminum fittings are bolted together we often install polyurethane tape between them to isolate them electrically. Where steel or stainless steel screws are used, they should have a plastic or aluminum washer under the head.
- The use of an aluminum washer with a stainless screw is common practice on floats and known as a "sacrificial" washer. The aluminum washer, which is unpainted, will corrode and protect the aluminum skin around it. This is why we use steel hardware that is plated with cadmium. The cad plating is less reactive than aluminum and more reactive than steel, so it provides a sacrificial barrier.
- Isolate the metals from each other by making sure coatings are intact. All exposed steel fasteners should be painted – it keeps the salt off of them. In addition to paint, water resistant grease or Par-Al-Ketone can be used.
- When inspecting your aircraft pay close attention to places where steel fasteners are in contact with aluminum. These are the trouble spots.

Further Reading:
Google Image: Galvanic Chart, Anodic Chart
FAA Advisory Circular 43-4a: *www.faa.gov/.../Advisory_Circular/AC_43-4a_.pdf*
Eric Ellison is an A&P and the Chief Inspector at Kenmore Air Harbor.

WSPA

MEMBERSHIP REPORT

We have 205 Active Members as of June 25, 2016. Thank you for supporting our mission.

WSPA ON SOCIAL MEDIA

Visit us at washingtonseaplanepilots.org, and stay in touch. You can communicate directly with WSPA board members via email links on the website. We look forward to hearing from you.. If there is missing information, or things you'd like to see added, changed, or removed, please let us know by sending email to admin@washingtonseaplanepilots.org

Like us on facebook. We have over 200 likes so far. Search for WashingtonSeaplanePilots. Post your questions, thoughts and pictures there.

BOARD MEMBERS

Thank you to our board volunteers for keeping WSPA going and keeping our waters open and safe in 2015.

President	Stephen Ratzlaff	(206) 250-1625
VP	Greg Corrado	(206) 383-7560
Treasurer	Jack Jacobson	(206) 769-7436
Secretary	Don Goodman	((360) 303-7076
Communication	Austin Watson	(206) 979-4654
At Large	Bruce Hinds	(360) 710-5793
At Large (East)	Kevin Wyman	(206) 419-0349

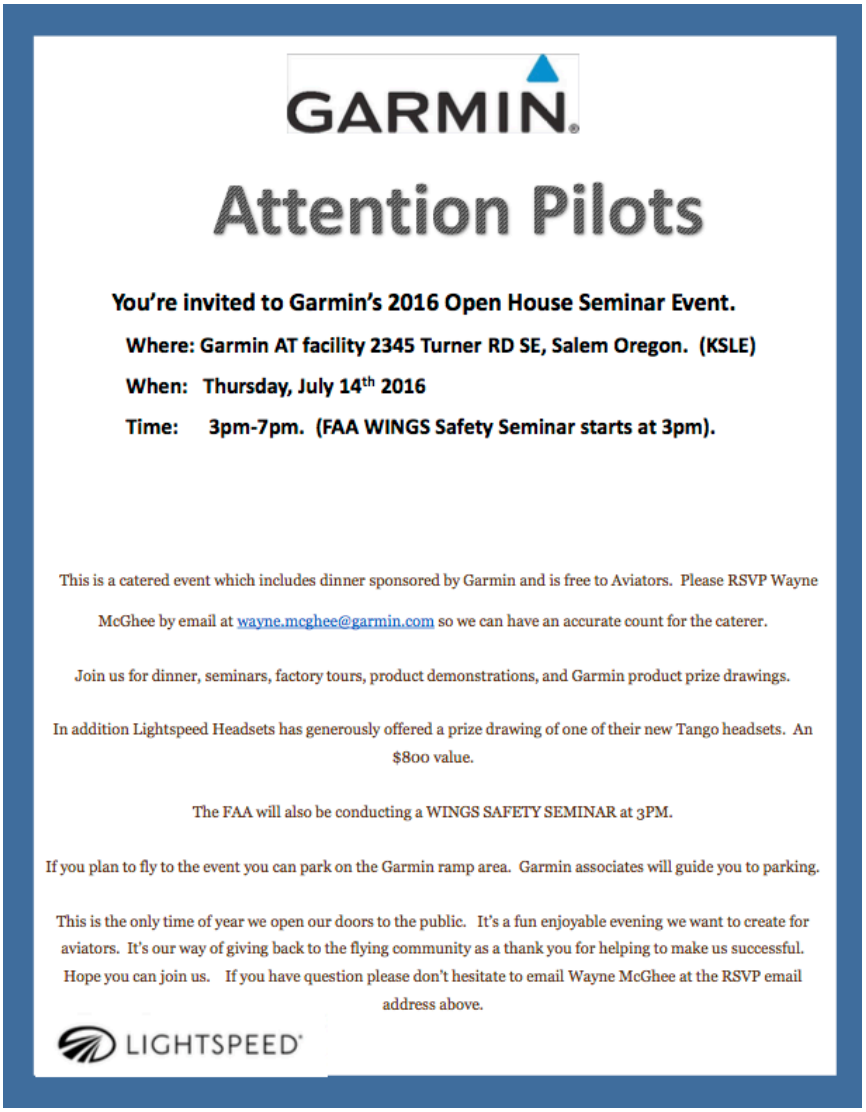
For General Information contact us at: admin@washingtonseaplanepilots.org

ADVERTISING

Free Advertising for Members, Friends and Sponsors

GARMIN

GARMIN gives generously to WSPA Grounded Hogs every year. Thank You GARMIN.



GARMIN

Attention Pilots

You're invited to Garmin's 2016 Open House Seminar Event.

Where: Garmin AT facility 2345 Turner RD SE, Salem Oregon. (KSLE)

When: Thursday, July 14th 2016

Time: 3pm-7pm. (FAA WINGS Safety Seminar starts at 3pm).

This is a catered event which includes dinner sponsored by Garmin and is free to Aviators. Please RSVP Wayne McGhee by email at wayne.mcghee@garmin.com so we can have an accurate count for the caterer.

Join us for dinner, seminars, factory tours, product demonstrations, and Garmin product prize drawings.

In addition Lightspeed Headsets has generously offered a prize drawing of one of their new Tango headsets. An $800 value.

The FAA will also be conducting a WINGS SAFETY SEMINAR at 3PM.

If you plan to fly to the event you can park on the Garmin ramp area. Garmin associates will guide you to parking.

This is the only time of year we open our doors to the public. It's a fun enjoyable evening we want to create for aviators. It's our way of giving back to the flying community as a thank you for helping to make us successful. Hope you can join us. If you have question please don't hesitate to email Wayne McGhee at the RSVP email address above.

LIGHTSPEED

T-HANGAR AVAILABLE FOR RENT

Skagit Regional – BVS
July 1 – October 31
$275/mo.
Contact: Don Goodman
360-303-7076 – donaldjg56@gmail.com