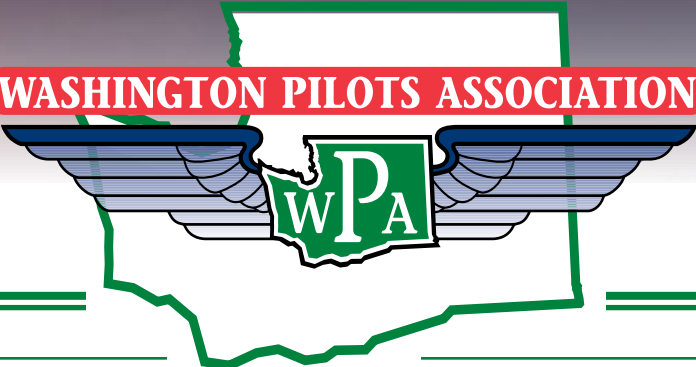




WASHINGTON PILOTS ASSOCIATION



JUNE – JULY 2026

WINGS

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PRESIDENT’S MESSAGE



ROBERT BISMUTH
WPA President

As summer approaches, flying activity across Washington is picking up. Chapters are organizing flyouts, type clubs are back in motion, and—finally—the weather is starting to cooperate with some spectacular VFR days. Before getting into state-level WPA activities, I want to focus on something that underpins everything we do as pilots: safety.

As we dust off the rust from the winter months, it’s important to take a moment to re-establish our operational discipline. For many of us, that means getting current again—not just legally, but practically. It means revisiting the fundamentals and making sure we are comfortable operating within our personal and aircraft limits.

Weather, of course, plays a central role. In Washington, that can mean everything from mountain winds to coastal visibility to high desert heat. For cross-country flights, I typically begin evaluating weather at least a day in advance—often earlier. And if I’m not completely comfortable with what I see developing, I make sure I have a non-flying Plan B. That mindset has served me well over the years.

When I flew competition aerobatics, I would start each season with extensive practice to ensure I was fully comfortable across the entire flight envelope. While I no longer fly aerobatics, I still approach the start of each season in much the same way—reacquainting myself with my aircraft’s performance, reviewing emergency procedures, and rebuilding confidence deliberately.

There is another factor affecting many of us right now: fuel cost. Avgas has never been inexpensive, but current prices are unusually high. I have heard of pilots intentionally departing with partial fuel loads to reach a less expensive airport. I

continued on page 5

LEGISLATIVE UPDATES



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

As I begin to relax and settle into the interim schedule, I am aware that now is the time to begin looking at next session’s legislation. Moving a piece of legislation is hard work and truly takes many hours and much support to be successful. I will run any ideas I have with some of my colleagues in the house and analyze what support I may or may not have.

I was honored to be on a legislative update panel along with Rep. Ed Orcutt at this year’s Washington Airport Management Association (WAMA) annual conference. The conference this year was held in Walla Walla at the Marcus Whitman conference center. The conversation centered around the repeal of the aircraft luxury tax and what the future funding for aviation infrastructure could look like.

I have always prioritized aviation infrastructure funding as we are way behind with airport maintenance. I have tried to increase the funds available with limited success. The aviation community is beginning to get behind this issue and that is extremely important if we want to see any increase in funding available for aviation.

Several years ago, we formed a task force, the Aviation/Aerospace Advisory Committee (AAAC) to study issues pertaining to aviation/aerospace and advise the legislature on possible remedies. This committee was a success but unfortunately was a victim of the pandemic and budget cuts. I would like to see this advisory group come back together again. I am working on legislation to do just that. Stay tuned!!

I am sure many of you have heard that Senator Judy Warnick is retiring after 20 years of outstanding service to the state. She has been an asset on many of the issues pertaining to aviation and has been someone I could count on for support in the senate. She will be missed. That being said, I have repeatedly been asked why I am not running for the open senate seat. At this writing I am number 3 in seniority in my caucus, and around number 15 (out of 98) or so in the entire house. I serve on committees that fit me, and I have great relationships on both sides; a prerequisite to moving legislation. Moving to the senate to start over did not appeal to me at all. I am honored to serve you in the Washington State House of Representatives!!

Stay safe my friends and until next time, BlueSky’s and Tailwinds!!

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ALLOW ME TO INTRODUCE MYSELF

TIM BEINERT
Legislative Affairs Director

It is truly an honor to serve as your new Director of Legislative Affairs. I understand I have some big shoes to fill and consider myself fortunate to have this opportunity. Like many of you, my passion for aviation started with a simple curiosity and dream. Over time it has grown into a lifelong commitment to learning, improving, and giving back to the aviation community.

For most of us, flying is a continuous learning process that challenges us to stay sharp, adapt, and respect the responsibility that comes with every takeoff. That same mindset carries into this role. I approach legislative affairs with the understanding that protecting and promoting general aviation requires constant attention, education, and collaboration.

My primary focus is communication. Legislative issues can sometimes feel distant or complex, but they directly

impact every pilot, aircraft owner, and aviation business in Washington. My goal is to help bridge that gap by keeping you informed, engaged, and empowered.

Just as importantly, I want you to know that I am here for you. I am committed to listening. If you are seeing issues at your local airport, have concerns about policy changes, or simply want to share your perspective, I want to hear from you. The strength of the WPA has always come from its members, and effective advocacy depends on all our voices.

We have already seen how impactful coordinated advocacy can be for general aviation in Washington.



Moving forward, I am excited to build on that momentum, strengthen relationships with policymakers, and do my part to ensure that general aviation continues to have a strong, unified voice.

I am looking forward to seeing

many of you at Young Eagles events this year. I'll be flying if fortune permits in Bremerton and Tacoma, maybe parking cars at Paine ... lots to do! Please don't hesitate to reach out to legislative@wpaflys.info. I look forward to working with all of you.

UNFAMILIAR AIRPORTS



KAREN MITCHELL
Safety & Education

Wow! What a wonderful spring! I hope you are all flying to amazing places too!

I was speaking with a good friend the other day. Tim Walsh is an ATP, CFI, CFII, MEI, and retired

from FedEx! Our conversation started with all the small and backcountry airports we have been to. We then started sharing the different resources available to plan and understand how to get into and out of unfamiliar airports. Below are just some of the items we discussed!

Pilots are mandated by FAR 91.103 to become familiar with all available information regarding the flight. This includes weather, fuel, alternatives, runway lengths as well as takeoff and landing distances.

Let's start with weather. If there is no approved weather available for the airport, look at surrounding airports. Also check the local city weather and forecasts. There are many sources available: Foreflight, Garmin, Jepps, Weather Underground, Windy, AirNav, Aeroweather, MyRadar. These are just a few available to us.

Take a look at yourself. Do you have personal minimums? Not only for weather, but also runway length, width, runway grades? Are you familiar with operating in mountainous areas?

Is your airplane appropriately dressed for the runway surface you will be operating on? If your destination is turf, has the grass been recently mowed? Or is it gravel? This could determine if you want to operate with wheel pants on your plane. Do you carry chocks? Are tie-downs available for use? If you haven't used it for a while, can you even find your control lock?

Always check NOTAMS and go through the whole agonizing list. I flew into Coeur d'Alene (KCOE) the other day. There is a temporary tower still operating there, and the NOTAM for it was the very last one on the list!

What kind of airspace surrounds your destination? If the weather is MVFR and possibly getting worse, will you need a special VFR to get in or out? A prime resource to use is the airport manager, or the FBO. Don't hesitate to call them. They can tell you where the windsock is located, local hazards, where to park, if there are fees or donations. Also check if facilities are available, as well as fuel. These days they could be out of fuel, which would be an unpleasant surprise! The manager can also tell you of a preferred traffic pattern.

Check the elevation of the airport, the runway gradient, and the temperatures! If density altitude is a problem, be prepared to leave early, late, or spend the night. If a mechanical event occurs, you may want some survival gear also. If there is an instrument approach available, reviewing approach plates can help with environmental and obstacle locations.

Finding airports on Google Earth is a great tool. This can help you see the bigger picture of runway environments. It is also a good place to get an idea of your go/no-go points. Those are the points that you should have mentally prepared for, where either a go-around occurs or an aborted takeoff if not airborne. Flying into just about any airport is also available if you have access to a sim! This tool could be very helpful also!

Once you have landed and are parked, walk the runway length. (Of course, watch for other traffic!!) You can gain a thorough picture of the runway surface as well as surrounding obstacles.

Some airports on Foreflight charts will say Objectional. One such airport is Reds

Horse Ranch USFS, 68D. This means that the FAA has determined that this airport's ops conflict with safe airspace use, often due to proximity to controlled airspace or traffic patterns of other airports.

Flying in for special events is also exciting! A lot of airports now have associated fees during these. It's not unusual for ramp fees, dropoff fees, and event fees to be tacked

onto your bill. There can also be parking restrictions/ reservations required for large and popular events. A quick call to the FBO can give advance notice of these requirements, avoiding an expensive surprise!

I hope you all have a lot of safe and happy flying days! Please feel free to let me know if this helps you out!

Washington Pilots Association

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WPA Website: <http://www.wpaflys.org>

WHEN THE CLOUDS COOPERATE, BUT THE COCKPIT DOESN'T

BY TIM NICHOLS

It was one of those “Goldilocks” days for an instrument pilot. The sky was filled with a mix of few and broken clouds: just enough to give you that satisfying feeling of popping in and out of the white stuff during a practice approach, but with plenty of gaps to go VFR if things got hairy. It was the perfect setup for a little sharpening of the skills.

Or so I thought.

The High Oil Mystery

The day started with a bit of a head-scratcher during the preflight. When I pulled the dipstick, the oil was over the full mark. Now usually, we’re worried about too little oil, but too much can be its own kind of mess. I gave my buddy Jason a call, since he’d flown the plane just a few days prior. He confirmed he’d seen the same thing and that the pressures and temps were totally fine during his flight.

After a thorough look for leaks (none found) and a good long warm-up, everything looked solid. I decided to head out. The first two approaches went exactly as planned. My needles were centered, the views were great, and I was feeling pretty good about my proficiency.

When the Lights Go Out

I was transitioning for my third approach, getting ready to intercept the final approach course, when a little orange light decided to join the party. The alternator light started flickering. Naturally, that was the exact second ATC decided they needed to vector me for a hold. “Of course,” I muttered to myself. Dealing with a mechanical issue is one thing; dealing with it while being told to fly in circles by a voice in your headset is another.

I started troubleshooting. If I kept the RPMs high, the light would stay off. But the moment I pulled back the power to slow down for the approach, that little light was back. I glanced down at my JPI volt meter.

10.9 Volts.

That’s a number no pilot wants to see. For those who aren’t electrical nerds, that means the battery isn’t being charged and is basically being drained by every light, radio, and gadget I have turned on.

The Gremlin Parade

As if the alternator wasn’t enough, the gremlins brought friends. A message popped up on the G5: **ARINC Fault**. Then, while I was sitting in the hold trying to figure out my power situation,

the autopilot decided it had seen enough. The roll control just gave up.

Suddenly, my relaxing practice day turned into a masterclass in single pilot resource management (SRM). I had a failing electrical system, a cranky GPS interface, and I was hand-flying a hold in the process.

Why I Didn’t Squawk 7700

People often ask when you should declare an emergency. In this case, I stayed calm and ran the math. I had those VFR gaps I mentioned earlier. I knew exactly where I was, I could see the ground through the breaks, and I had enough battery life to get the wheels on the pavement if I turned off the nonessential gear. I didn’t need to break out the “E-word” yet, but I was definitely on high alert.

I continued in the hold and monitored the situation. Soon enough, ATC called: “98 Golf, cross ZOLGI at or above 4000, cleared for the RNAV 2 at Bremerton.”

I flew the approach by hand (great practice if you’re an autopilot-equipped pilot anyway) and safely put rubber on asphalt.

The Final Kick

The ultimate irony? After I taxied to the pumps and fueled up, I went to start the engine to move back to the hangar. Click. Click. The battery was toasted. It didn’t even have enough juice to turn the prop over.

There I was, after a day of managing high-tech failures in the clouds, ended up doing the most low-tech thing possible: pulling the plane to the hangar by hand with a tow bar.

The Lessons Learned

1. **Stay Calm:** Panic is the only thing that makes a bad situation worse. Take a breath, fly the airplane first, then worry about the gadgets.

2. **Know Your Outs:** Having that VFR “safety net” below the clouds changed my stress level from a 10 to a 4. Always have a Plan B.

3. **Listen to the Plane:** If it’s giving you a flickering light or a weird voltage reading, believe it. Don’t wait for the screens to go black before you start heading home.

I texted my plane partners: “AOG” and told them the story. In the end, I learned, I practiced, and I put the plane back on the ground safely. Blue skies and stay safe out there!

ANGEL FLIGHT WEST: THE STORY OF VERONIKA

Meet Angel Flight West passenger Veronika from Spokane Valley. Since the spring of 2024, Veronika has relied on the support and generosity of AFW’s volunteer pilots to ensure she makes it to her appointments and has access to the essential care she needs at Seattle Integrative Cancer Center.

Command Pilot John Bartlett (pictured here) of Seattle completed his very first AFW mission back in September, helping Veronika fly home safely and comfortably — saving her from a four-hour, 300-mile drive. Thanks to the kindness of volunteer pilots like John,

Veronika has been gifted 52 Angel Flights to date, easing the burden of transportation costs and extensive travel plans. We’re deeply grateful to the volunteer pilots in our Washington Wing who grant the gift of flight to patients and passengers in need.

Want to get involved in the life-changing work taking place at Angel Flight West? You can learn more about our volunteer pilot and Earth Angel (ground transportation) opportunities at angelflightwest.org.





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WPA SOUTHWEST CHAPTER UPDATE

Gary Miranda

SW Communications Chairman

Our activities this year are vibrant as ever. Our first meeting of the year brought us a new slate of officers and chairpersons.

- Felipe Alves – President
- Natasha Voloshina – VP
- Membership & Activities – Kristi Herralá
- Legislative & Airport Affairs – Paul Lawson

We have also had two FAA Wings safety seminars put on by our Safety and Training Chairman Matt Thurber, and they were well attended.

Our flyouts are lined up for the year, with our first one traveling to Amelia's Hangar restaurant for lunch at Bremerton (KPWT). We have added a twist that we will do these flyouts IFR with certain restrictions. During the summer we hope to fly to Sunriver for breakfast and Nehalem Bay for a potluck lunch.

Capt. Miranda is a retired Major Airline pilot who came up through the GA ranks. Gary has over 27700+ hrs. of flt. time and has been a CFI since 1979. He is also the past Pres. of the SW. WPA chapter, State VP in Training and Safety. He previously owned a flight operation in the Spokane area during the 1980's specializing in Accelerated



WE WOULD ALSO LIKE TO CELEBRATE OUR BOARD DIRECTOR, SARA BAKER, IN GETTING HER CFI AIRPLANE RATING.

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PAINE FIELD PILOTS VOLUNTEER AT SKYKOMISH STATE AIRPORT TO PREPARE FOR 2026 FLYING SEASON

WSDOT Aviation

On, Saturday, May 2, 2026, 15 members of the Paine Field Chapter of the Washington Pilots Association (PAE WPA) traded a day off for work gloves and lawn equipment as they helped prepare Skykomish State Airport for the upcoming 2026 flying season.

The volunteer effort focused on essential maintenance tasks that help keep the small, state-managed airport safe and welcoming for pilots. Throughout the day, volunteers provided equipment to mow and clear brush around the airfield to improve visibility and reduce potential wildlife habitat near the runway environment.

In addition to groundskeeping, the group

wind direction and speed information, especially at non-towered airports like Skykomish.

WSDOT State Airports Manager said the workday reflects the aviation community’s ongoing commitment to supporting Washington’s public-use airports, particularly smaller facilities that serve recreational pilots, backcountry aviation enthusiasts, and emergency operations.

“Volunteer efforts like this make a real difference,” one participant noted. “It’s about preserving access to these airports and making sure they’re safe and ready when pilots arrive.”

Skykomish State Airport, located in



WORK PARTY - WSDOT

conducted a full Foreign Object Debris (FOD) walk of the runway. Volunteers systematically walked the turf runway, removing loose rocks, branches, and other debris that could pose a hazard to aircraft operations. They also identified and filled minor holes along the runway surface to help preserve integrity and reduce the risk of damage to aircraft tires. One volunteer reported walking 6 miles this day.

Another highly visible improvement included repainting the windsock pole, ensuring it remains clearly identifiable to approaching pilots. A properly maintained windsock installation provides critical

the scenic Skykomish River Valley, is a popular destination for general aviation pilots seeking mountain flying experiences and access to outdoor recreation. With the improvements completed, the airport is positioned for a strong and safe 2026 season.

The Washington Pilots Association regularly partners with airport sponsors and local aviation advocates to support airport maintenance, safety initiatives, and community engagement across the state.



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PRESIDENT’S MESSAGE

continued from page 1

would strongly caution against carrying that practice to extremes.

Recently, there was an accident involving a Twin Comanche making an emergency landing near Auburn. Fortunately, there were no life-threatening injuries, and the pilot did an exceptional job landing in a built-up area without harming bystanders or structures. While no official report has yet been released, the circumstances suggest a loss of power to both engines—something that, in this aircraft type, often points to fuel starvation.

In a Twin Comanche, the fuel systems for each engine are independent in normal operation. A dual engine power loss strongly suggests that both selected tanks were depleted. Whether due to extended operation on auxiliary tanks or incomplete fueling prior to departure, the takeaway is the same: fuel management matters.

What is the potential savings from operating with less than optimal fuel? A typical Twin Comanche holds 84 gallons of fuel. Even assuming a \$1.00–\$1.50 per gallon price difference for lower cost avgas at a distant airport, the total savings is relatively modest when weighed against the risk. Is that level of savings really worth the risk? In my view, the risk-reward balance is clearly in the wrong direction—especially in single-engine aircraft. As the flying season ramps up—and as we all feel the pressure of higher operating costs—I would encourage everyone to resist the temptation of false economy. Safety margins should never be traded for relatively small financial gains.

Let me turn now to state-level WPA activities. As many of you know, the Washington Legislature has now passed the amendment to HB 2711. This outcome reflects the collective effort of aviation organizations, operators, and airports across the state that engaged with legislators and advocated for a more balanced approach.

While the amendment includes modest increases—such as higher registration fees and an additional seven cents per gallon in fuel tax—it eliminates the more problematic provisions that would likely have driven aircraft and aviation activity out of the state. Thus, the final legislation incorporating this amendment will help preserve the broader economic ecosystem that supports aviation in Washington.

At the state level, the WPA will be working closely with all chapters this year to support local projects, activities, and scholarship programs. You will be hearing more about these efforts in upcoming issues of Wings.

We will also continue our engagement with the WSDOT Aviation Division as part of our ongoing advocacy work. In addition, we are coordinating with the Aircraft Owners and Pilots Association and, through them, with pilot organizations in neighboring states to ensure alignment on broader regional issues.

As always, I look forward to meeting many more of you at WPA events throughout the season. Until then—fly safely, stay current, and enjoy what promises to be an excellent summer of flying.

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GA FLY-IN & AWARDS INFO



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Additional details at:
<https://www.paineairport.com/CommunityDay>

WPA CHAPTERS AROUND THE STATE

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

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

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

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

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

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

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

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

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

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

MOSES LAKE: Chapter meetings are once a month. For information on time and place contact President Jeremy Davis at (509) 989-8095, VP Darrin Jackson at (509) 431-3145 or Secretary Larry Wheat (206) 819-2352.

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

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

PAINE FIELD: The Paine Field chapter meets the first Thursday of most months for dinner and an aviation related program. For detailed information on the monthly meeting and other chapter activities including group flyouts, maintenance seminars and special programs, email secretary@wpapainefield.org, visit <https://www.wpapainefield.org/>, or find us on Facebook at <https://www.facebook.com/groups/PFCWPA/>

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

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

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

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

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

TWIN HARBORS: The Chapter is looking to be rejuvenated.

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

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

GREAT GIFT IDEAS FOR THE PILOT ON YOUR LIST... FREE SHIPPING!

GARMIN.		AERA 760 PORTABLE GPS
		
AERA-760 7" Touchscreen GPS	~~\$1499~~	\$1549
AERA-660 5" Touchscreen GPS	~~\$899~~	\$849



GARMIN.

**GDL-50 SERIES ADS-B
& XM RECEIVERS**

GDL-50 ADS-B Receiver	\$875
GDL-51 XM Receiver	\$825
GDL-52 ADS-B/XM Combo	\$1340

GARMIN.

BFC 500 AUTOPILOTS

The image shows the Garmin BFC 500 autopilot control panel. It is a rectangular unit with a black face and silver trim. On the left is a large rotary knob for heading, with 'HDG TRK' above it and 'HOLD' below it. To the right of the knob are buttons for 'APPR', 'CRZ', 'CLB', 'DES', 'VNAV', 'FD', 'TO', 'VR', and 'ALT'. A central vertical slider is used for altitude selection, with 'ALT SEL' above it and 'CRZ' below it. A red callout bubble with a white outline and a red ribbon-like tail points to the 'APPR' button. Inside the bubble, the text reads 'CALL FOR INSTALL QUOTE'.

Cost-effective, with precise and smooth in-flight characteristics, underspeed/overspeed protection, dedicated “LEVEL” mode button, & coupled approaches.

GFC-500 2-Axis.....Installed from **\$15995***

GFC-500 2-Axis + Autotrim Installed from **\$20795***

** Not including GS/PFD (Required)*

GARMIN.

AUDIO PANELS



The image shows two Garmin audio panels. The top panel is the GMA-342, which features a large volume knob on the left, a central display with various function buttons (PWR, COM1, COM2, NAV, MISC, AUX1, AUX2, AUX3, MUTE, RECALL, and a 3.5mm AUX input), and a smaller knob on the right. The bottom panel is the GMA-345, which has a similar layout but includes a USB port and a different set of function buttons (PWR, COM1, COM2, NAV, MISC, AUX1, AUX2, AUX3, MUTE, RECALL, and a 3.5mm AUX input).

GMA-342.....\$1815
4-PL Stereo Intercom • 3D Audio
3.5mm Aux Input • Voice Recorder

GMA-345.....\$1995
Bluetooth • USB Port • 3D Audio
6-PL Stereo Intercom • Voice Recorder

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Parmertheus G3 Landing/Taxi Light.....	\$299
Orion 600 Nav/Strobe (Set)	\$1195
Orion 500 Tail Position Strobe.....	\$485
	
	
	
	
	
	
Sunspot 36 LX Landing/Taxi Light.....	\$349
Pulsar NS Nav/Strobe (Set)	\$1150
Suntuil Tail Position Strobe.....	\$495



YAESU



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FTA-750L \$379

FTA-850L \$449

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 **ICOM**

 **David Clark**

A horizontal banner advertisement for Pacific Coast Avionics. The background is a collage of various avionics equipment, including multi-screen displays showing maps and data, and control panels with numerous buttons and knobs. Christmas-themed decorations are overlaid on the image, including pine branches with snow, a gold bell, and a red ornament on the left, and a string of warm white lights on the right. The company logo, "Pacific Coast Avionics" with a stylized airplane icon and "SINCE 1991", is prominently displayed in the center-right. Below the logo, the website "www.PCA.aero" and phone number "800.353.0370" are listed. At the bottom left, the text "WEST COAST'S LEADING AVIONICS DEALER" is followed by a tagline. A disclaimer at the bottom right states "Prices may be changed at any time without notice".



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1. Enter your member ID.
2. Enter your password (click Forgot my Password? if you want it sent to your email address on file).

3. Once logged in, you will see (among other things) Aircraft Spruce discount codes, and a link to print your membership card.
4. Use the discount codes when you contact Aircraft Spruce. Print and keep the membership card to show the businesses offering WPA Members-Only discounts.

 Aircraft Spruce SINCE 1965 & Specialty Co.	Lowest Tier Pricing! Access the WPA Members-Only
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 NATIONAL AVIATION	5% discount in store nationalav.aero
 LEFT SEAT Pilot Medical Solutions, Inc. The Fastest, Most Trusted Aeromedical Service.	15% OFF Services. leftseat.com
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 RAINIER FLIGHT SERVICE	Discounts on membership, rentals & retail items. (425) 610-6293, rainierflightservice.com
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