



James W. Watson

August 29, 1936 - May 23, 2024

James W. Watson, born August 29, 1936, died May 23, 2024. He is survived by his wife, Geziena; one sister, Pat Boone (husband, Bill); son, Nile (wife, Lori McKibben); daughters, Daine (Richard) and Darlene; seven grandchildren; and eight great-grandchildren; and numerous nieces and nephews. His love of planes led him to a career in flying. He retired from Executive Flight. Jim was active in Civil Airl Patrol. He was active in church until he suffered a stroke in 2012.

Cemetery Details

Wenatchee City Cemetery

1804 N. Western
Wenatchee, WA 98801

Tribute Wall

RA

“ Jim was my flight instructor in 1976. I was fortunate to have him teach me to fly. Jim wanted his students to be good pilots. He taught us well. He gave me more time "under the hood" than was required. I enjoyed the challenge of instrument flight. Jim said, "If one of my students gets into a situation where they are lost in the clouds, I want them to have the ability to be talked down safely." He always said, "We can argue about whether you should or should not have been up there in that weather after you are safely on the ground." I remember a cross country flight EAT to PSC to YKM to EAT. We just got airborne at YKM and Jim said, "Put the hood on." I put on the hood and he continued. "I will give you instructions as if I am on the ground and you just fly the airplane." Right hand departure to Wenatchee and about 50 minutes later, Jim said "Reduce speed to 120." Turn left to 290 degrees and begin descent at 500 feet per minute." Jim then said, when I tell you to, take the hood off and land the plane. Do not be startled at what you see, look at the runway and land the plane. I noticed the altimeter was at 1800 ft and descending. This was well below Mission Ridge elevation. Jim said, "turn left 330 degrees continue descent." I knew Pangborn elevation was 1250 ft. and we had just crossed 1700 ft. when Jim said, "turn right to 290 and maintain descent." As we were crossing 1500 ft. Jim said, "Remove the hood, relax and land the plane." I took the hood off, tossed it onto the backseat, saw pavement, threshold bars and big numbers 2 and 9 in the middle of the windshield. A flare, reduced throttle and a gentle bump-bump of landing gear and I was on the runway at Wenatchee. I loved those challenges. I was so lucky to have Jim as my flight instructor. God-speed my friend.

Randy Andrews - November 27, 2024 at 02:46 AM

CG

“ I always loved to visit with James each time I came to visit my son at Cashere Post Acute. I just found out that he passed away and that makes me so sad. Such a sweet, precious man. So very glad he belongs to Jesus and is now with his Lord. I will miss him.
Carmen Gamble

Carmen Gamble - June 06, 2024 at 12:34 PM

JJ

“ While being a flight dispatcher at Executive Flight, I had the opportunity and pleasure of seeing our pilots in all sorts of medical and charter situations. Jim was always ready to do his part. I loved his work ethic and enjoyed his willingness to share his knowledge. He loved his family deeply and will be missed by all who knew him. Prayers to the family as they go through this difficult time.

Janet Johnson - June 02, 2024 at 01:23 PM

VR

“ Jim was a great pilot and I learned a lot from him in the many years I flew with him. It didn't matter if we were flying a single engine plane or the Lear Jet, he was always professional. Condolences to his family..

Vicki Rich - May 31, 2024 at 08:18 PM

DF

“ I spent many hours with Jim as I was acquiring my pilot's license in the 70's. Always gentle and methodical in his approach which is critical when instructing.

Thanks Jim.

Dennis Friedrich

Dennis Friedrich - May 31, 2024 at 12:08 PM

SB

“ So sorry to hear about Jim. I flew dozens of times with Jim around the state and a couple of places across the country flying sick and injured patients. Jim was a great pilot and an even better man. So kind and professional. He had a great presence in the aircraft and we always enjoyed some good conversation on the trips back. Great memories of him and profound sadness to hear that he passed. I always felt safe flying with Jim - except for one time we were flying a critical ill patient over to Seattle and dodging thunder storms the whole way. At one point we couldn't get around one and had to fly thru. The lightning was flashing around us and we were getting tossed around like a rag doll. All of a sudden he put down the landing gear and I said in a high pitch what are you doing? He turned around and with the first worried face I had ever seen on him said - I am trying to keep this thing from coming apart. A minute later we were out of it and back on track. God bless you Jim.

Shawn Ballard

Shawn Ballard - May 30, 2024 at 07:05 PM

RR

“ My dear friend Jim, may you fly high in heaven. We only knew each other a few years, it was back in the late 70's when I was with CAP. We flew together more than a few times, and Jim even helped me arrange a surprise flight to dinner for my Prom date. Such a loving man that many will miss. He made a lasting impression on me, as I'm sure many many others. I hope that the Wenatchee squadron provides color guard and maybe a fly over. I'm living in Montana now as we moved from Cashmere in 97. Our love and prayers go out to Jim and his many friends and family.

Jim would always tell us as we took off, are you looking for a safe place to land? Then you'd see all us young cadet's start looking towards the ground. That lesson has always stuck with me. We should all be looking for a safe place to land.

Randy Russ
Superior MT

Randy Russ - May 30, 2024 at 08:40 AM