

WASHINGTON PILOTS ASSOCIATION



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**NEXT  
NEWSLETTER  
DEADLINE  
April 11th**

## President's Message

*by John Dobson*

A first . . . I'm speechless! At the Board meeting last February I was hell bent for leather to get the Paine Chapter out of the State WPA or get someone to step up and volunteer to run for office. I had all kinds of reasons . . . financial and political. Think about all of that wasted energy. Kirk Kleinholz steps up to the plate and is now the State WPA President. So what happens now? What is there to talk about?

Kirk called me the other day and told me about a group in Anacortes that was thinking about forming their own WPA Chapter. (There is also a group in Port Angeles and in Bremerton). He asked if I had an electronic copy of the by-laws. Sure . . . just go to our website. We have the Chapter and the State bylaws in a PDF file. (Thanks again to Kevin Kelly, our webmaster.).

That got me to thinking about our future . . . as a Chapter and as a member of the State WPA. We have a communications system and venues second to none . . . email, website, newsletters, monthly programs, and great dinners at Sno-Isle, fly outs, Aviation Academy, WINGS, hangar parties, GA days, Skykomish . . . Not bad for a bunch of volunteers!

The challenge . . . how do we extend our energy level to the other Chapters? Sometime back I wrote an article about "the book". Basically, each of the committee chairs understands what tasks are required to produce an event. If you break the event down to a series of tasks it makes climbing the mountain, one step at a time, a whole lot easier. It also makes it easier for others to copy your work.

Our new President knows us too well and what we are capable of doing. Don't be surprised if he asks for copies of our "books". Just think what we can accomplish statewide when all of the Chapters have the same capabilities as PAE?

On a lighter note, I hope each and every one of you makes plans to join us in Portland / Hillsboro for our shopping and dining adventure. Please read Dave and Kelly Van Horne's article.

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## Hillsboro Getaway

*by Dave VanHorn*

Join us Saturday, May 1, 2004 for a fun weekend getaway to Portland, Oregon.

We will fly to the Hillsboro Airport and catch the MAX light rail direct to downtown Portland.

We'll start with lunch and shopping at Portland Saturday Market arts and crafts fair, right next to the Waterfront Park that extends along the river. Options from there include the Washington Park Zoo, the Portland Art Museum or the Pearl District to check out some of the art galleries - or more shopping (did I hear someone say there's no sales tax in Oregon?). Whatever you choose, we'll all reconvene for cocktails and dinner in the evening.

We've selected a few good hotels for those wishing to stay the night, all right near the MAX line. You may choose to be in the heart of downtown (more expensive) or just across the river (less expensive) near Portland's largest mall. For those just wanting to go for a day trip, we'll see you get back on MAX to return to the Hillsboro Airport.

If you are interested, please RSVP as soon as possible to Dave or Kelly Van Horn at 425-820-7279 or [Dave@VanHorn.com](mailto:Dave@VanHorn.com). Hotel information will be provided - let's book before they fill up!

# General Meeting Minutes - March 5, 2004

Submitted by Rich Jones

John Dobson introduced Kirk Kleinholtz, our new State President of WPA. John also thanked our membership for their outstanding support in electing Kirk. Kirk has posted an initial message regarding his goals for the State WPA.

We have 25 eager students registered for Aviation Academy. May 8 will be the graduation for Aviation Academy and we need some pilots to take them on their graduation ride.

Wings program registration will be via the web this year. Cut off for registration will be on April 9, 2004.

We are planning a fly out to Pierson Airpark some time this spring.

Portland Flyout will be the first Weekend in May (5/1-2, 2004). There will be an opportunity to stay overnight for those who want to.

Toys for Tots was a very successful program again this year. Larry Steele is looking for someone to take over the Toys for Tots program this year as he has another commitment during this time period.

Last weekend in June - Jackpot flyout. Check the newsletter.

East Sound barbeque will be July 17, 2004.

Flyout to Republic Aug 28-29.

Victoria - Jim Smith Sept 18-19th

September Hanger Party on 9-10-04.

The legislature - No bad things are happening this year so far.

We had an airplane go down leaving Diamond Point going to Auburn. 15 WASR airplanes and 5 SAP airplanes. Not found yet.

Web site - Go there if you have not been lately. There is a form for updating our personal information on line now. (No need to send a letter to the secretary).

June 5 - Skykomish - Too much snow to tell what is going on up there yet.

GA Days, May 22, 2004. Russ in working on inviting a car club to add to the display. Young Eagles, Pancake Breakfast, etc.

Larry Steele is looking for someone to take over the Toys for Tots due to a schedule conflict he will have this next year. It is a fairly easy program to coordinate. Ask Larry for details.

The last aircraft maintenance seminar on Spark Plug maintenance and Aircraft Wiring was on March 6, 2004. We plan on scheduling more programs beginning next fall.

EAA B-17 Aluminum Overcast will be coming to Boeing Field on June 3-7 and will be offering rides for sale. They will be operating out of the Museum of Flight.

Stephanie announced the Women Fly program at the Museum of Flight \$35 for lunch with Julie Clark as the guest speaker. This event will be on March 20, 2004.

Our program was on Angel Flight. 18,000 people die each year in the US because they do not have access to a medical facility. Angel Flight can not help them all but they have been operating for more than 20 years and have expanded their service significantly over the past few years. Angel Flight moved 15 people their first year of operation but in 2003 they flew over 3,400 missions.

## 2004 OFFICERS

President	John Dobson	425-337-2319 president@wpa-painefield.org
Vice President	Robert Hamilton	425-742-6962 vice-president@wpa-painefield.org
Secretary	Rich Jones	secretary@wpa-painefield.org
Treasurer	Jim Davidson	425-486-3166 treasurer@wpa-painefield.org
2002 Director	Kirk Kleinholtz	425-418-9119 board2@wpa-painefield.org
2003 Director	Rebecca Lohman	360-659-1031 board3@wpa-painefield.org
2004 Director	Eric Allais	425-788-0955 board1@wpa-painefield.org
Past President	Chip Davidson	425-488-9661 past-president@wpa-painefield.org

## 2004 COMMITTEES

### Safety & Education

Jim Faustina (Chair)		425-568-2135 safety-edu@wpa-painefield.org
Rebecca Lohman (Director)		360-659-1031
Aviation Academy	Kevin Kelly	425-353-7810 aa@wpa-painefield.org
Wings	Eric Allais	425-338-3141

### Promotions

Stephanie Allen (Chair)		425-349-9802
Kirk Kleinholtz (Director)		425-418-9119
Fly-outs	Rebecca Lohman	360-659-1031 ldypilot.1@juno.com
Jackpot	Larry Steele	425-481-0278 seaflyr@aol.com
Christmas Party	Carolyn Luck	425-337-2128
Hanger Party	Russ Keyes	425-513-5633 mossbayco@aol.com
GA Days	Russ Keyes	425-513-5633 mossbayco@aol.com
Skykomish	Chip Davidson	425-488-9661 chipandjoan@aol.com
Gen'l Meeting Programs		All Members

### Legislative Affairs

Chip Davidson (Chair)		425-488-9661
Choate Budd (Director)		425-788-0955
Legislation	Chip Davidson	425-488-9661 chipandjoan@aol.com
AOPA Airprt Watch	Chip Davidson	425-488-9661 chipandjoan@aol.com
Community Council	Russ Keyes	425-513-5633 mossbayco@aol.com
PAE Master Plan	Dick Kinnier	425-546-3634 djinnier@juno.com
Search & Rescue	Jerry Sorenson	425-338-1754

### Membership

Dick Kinnier (Chair)		425-546-3634
Chip Davidson (Director)		425-488-9661
Facilities	OPEN	
Newsletter	Mitch Mitchell	206-890-6367 newsletter@wpa-painefield.org
Website	Kevin Kelly	425-353-7810 webmaster@wpa-painefield.org

## Would you like to submit an article?

Please email to:

newsletter@wpa-painefield.org

You will receive a positive response

that your article has been received

- if not - call Mitch at 206-890-6367

# Board Meeting Minutes - March 11, 2004

Get Eric's report on WINGS report via email

Kirk Kleinholtz reported on a meeting in Arlington about race track for International Speedway Corporation in the Arlington area. They are looking at areas south of the airport. They need 60-100 acres of developable land. This would create a TFR very close to the Arlington airport. The implications to operations at the Arlington airport could be very significant. Kirk suggested that this might be best approached by talking about the compatible land use. We need to stay on top of this issue.

The next WPA State Board Meeting will be Saturday, March 27, 2004 at Wenatchee Pangborn field. Kirk was still working on the time and meeting place.

Aviation Academy has 29 students enrolled. (There is room for only one more.) Instructors have been scheduled for all the class lessons.

Jim Davidson reported that are solvent and a more detailed report will follow after tax season.

WINGS - Applicants are going to our web site to sign up for the wings program. This is working very well this year.

Promotions - Stephanie is working on a "Fly Friendly" program. We discussed a number of ideas that we will be providing more details on soon. We have programs scheduled for our general membership meetings through January 2005.

We are investigating moving our web site under the State WPA web site. The Seattle chapter is piloting this now.

GA Days - We need to get Russ Keyes to identify this committee members and let us know what help he is missing.

Kirk Kleinholtz wants us all to coordinate at least 5 events with other WPA chapters so that we all get to know each other better. We all agreed that this is a very good idea. We have coordinated events with other chapters in the past but we need to do more of this. We should also try to export some of our programs to the other chapters who are interested.

Several people approached the WPA booth about how to start a chapter from Bremerton, Anacortes, and Olympia. This is very good news and we should do what we can to encourage them.

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## Flyouts and "Hangar Flying"

by Rebecca Lohman



Spring is finally here, signs of life are everywhere. Many plants are loaded with buds and some trees are in full bloom. There is lots of activity at "The Airport of Choice", Paine Field. On a recent Saturday morning fly-out, our plans for a trip down to Vancouver, WA and the museum were changed due to fog in the southern part of the state. Since, of course, we all needed to "get in the air", we headed down to Thun Field, Puyallup. It was so nice that we ate outside on the deck. It was warmer down there than at PAE. This also gave us a chance browse Spencer Aircraft, right across the parking lot from the restaurant. Mt Rainier was "out" and we could see Mt. St. Helens. What a beautiful area of the country we live in!

We have so many events coming up and places to go, that I feel like we are at the "starting gate", just anxious to enjoy flying that is go great here in the Northwest. Speaking of events, I hope you have all registered to do WINGS April 24<sup>th</sup> or 25<sup>th</sup>. This is a great way to start the "flying season" by sharpening our skills and refreshing our memories about things like stalls, turns around a point, short field landings, etc. Plus, many insurance companies will give you a discount for doing this every year.

I am trying to set up a trip to Tillamook again this summer. Many of you will remember we tried that last year and once again the fog kept us from our destination. However, McMinnville, and the Evergreen Museum, was a great alternate. I would encourage you to put either of these places on your list of things to do this year.

One of my goals this summer is to have some of the other chapters join us on Saturdays, whether they come to PAE, or we all converge on an airport in the middle of the state. I renewed some friendships and made new ones at the NW Aviation Conference in February, and I hope we can really broaden our contacts with "fellow pilots".

see FLYOUTS on page 6

## State President's Introduction

by Kirk Kleinholz

March 04, 2004

Greetings to WPA members, aircraft owners, pilots and aviation enthusiasts.

As some of you know by now, I was elected President at the general meeting on Saturday, 21 February, at the Northwest Aviation Conference in Puyallup. H. Smith withdrew his name from the ballot in a gesture to make way for my bid for the job. We all must thank H. for his hard work over several years on behalf of WPA. Volunteers for the hardest working positions in our organization are all too hard to come by, and those who step forward are always worthy of our gratitude.

By way of a brief introduction, I am a member and past president of the Paine Field chapter. In 1995 I earned my private pilot certificate at Regal Aviation at Paine Field and have since acquired a bit over 1,000 hours. I'm also a fairly new convert to tail-wheel flying, with about 300 hours in a Maule. Like most of you, I dreamed all my life of being a pilot. And like many of you, I achieved that goal only after having set it aside for many years.

This year, I volunteered to run for State President of WPA because I recognize aviation in Washington state – and across our nation – is facing unprecedented threats in the aftermath of 9/11. While there are many in our organization more informed and perhaps even more passionate about our most pressing issues, I am convinced there is a need for WPA to become more effective as a champion for general aviation in Washington. I hope to lead that effort by bringing more order to the conduct of business by the State WPA and by inspiring more participation by WPA members statewide in both chapter and state affairs.

It is my goal during the next year to revitalize the relationship between the State WPA and all our chapters. Specifically, I intend to cultivate increased participation at the state level by chapter members, especially by chapter presidents and other officers. I will be making a few specific requests of chapter officers to assist in achieving this goal. In this message, I want to outline just a few initial steps I plan to set in motion over the next month or two.

### Regular Board Meetings

For too long, I believe the perception among many chapters has been that the State WPA has tended to do its work removed from the scrutiny and participation of the very members we serve. To change that perception I am calling on the Board of Directors – the entire board – to meet regularly, a minimum of 6 times each year while I am President.

At our first board meeting in March, I will be proposing a schedule of meetings generally in each of the odd numbered months, with the locations alternating east and west of the Cascades. An additional goal would be to co-locate several of the board meetings with specific chapter events on the calendar, such as General Aviation Day at Paine Field in May, or the Republic fly out in August. In this way I hope the business of WPA will be combined with the freedom, adventure and camaraderie that are the very reason we are working to improve this organization.

The State WPA Board of Directors is comprised not only of the state officers, but also by designated representatives from each chapter. Most frequently, the chapter presidents serve as the chapters' representatives. I am challenging each chapter president to attend every board meeting and to bring at least one other member to each meeting; more would be always be welcome. Any state officer, chapter president or appointee who is unable to attend a scheduled board meeting should find another member to attend on their behalf.

### Visibility of State Board of Directors and Chapter Officers

The effectiveness of WPA in our role as the steward of general aviation in Washington depends on the credibility of our standing as the mouthpiece for pilots in the state. To solidify that credibility, we must do many things. First, all the officers at the state and chapter levels must make themselves known to as many Washington pilots as possible, but especially to our own members. Second, we must communicate the thoughts and will of our membership to the state

*see State President page 5*

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## Invitation to Join WBS on Canada Cruise

The WPA is invited to join the World Beechcraft Society cruise to Canada/New England. The cruise will depart New York on Oct. 1st aboard the 1600 passenger Regal Princess for an 11-day, 10-night cruise to Montreal, Quebec. Other ports-of-call include Newport, RI.; Boston, Mass.; Bar Harbor, Maine; St. John, NB; Halifax, NS, cruising the Saguenay River; and Quebec City. The WBS travel agent for the cruise is Ron Moore of La Mesa, CA, phone # 1-800-714-4007 and E-mail [sdfestvl@aol.com](mailto:sdfestvl@aol.com) . If you have any questions, you may also call Carolyn and George Luck at 425-337-2128.

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# State President

*from page 4 Page 5*

board – and the mind and actions of the board to our membership – through effective representation. Third, we must hone the input of our membership into cohesive and concise positions and actions on the key issues facing general aviation in our state and across the nation (TFRs come to mind). Fourth, we must continually recruit new pilots and aviation enthusiasts to join our organization, not just as dues paying members, but as active participants in our chapter activities and in voicing our concerns. Fifth, we must all work every day at flying safe and friendly, paying special attention to noise reduction procedures and the public's perception of security risks.

I am calling on each state and chapter officer to attend as many chapter meetings as possible – other than those of your home chapter – throughout the year. Each chapter's meeting schedule may be found on the State WPA website. You will see me spearhead this effort, starting with visits to Bremerton, Olympia and Anacortes, from where we have received inquiries from groups looking to start new WPA chapters.

## Interaction between Chapters

Every WPA chapter has numerous formal and informal flyout events through the year. At Paine Field, for example, a varying group of members meets each Saturday at 10:00am with a destination either determined on the spot or sometimes planned in advance. They also have several "big" flyouts each year to various destinations, all of which would be suitable for members of any chapter to join in.

I am challenging every chapter to conduct at least 5 flyout events each year, big or small, in cooperation with other chapters. These might be as simple as one of the Saturday morning flyouts heading to another chapter's home field, with a phone call a day or week ahead of time to the destination chapter to arrange a meet and greet or hangar flying session. Or they might be more organized and planned in advance, such as when other chapters' members have accompanied the Paine Field group on their annual trek to Jackpot, Nevada.

We will also be working hard at improving the State and Chapter web sites as tools for communicating news items, for calls to action when new threats loom to our freedom to fly, and to facilitate spontaneous communications among chapters and members. I will be looking for eager, energetic and tech savvy volunteers to assist our web master and others in this effort.

## Annual General Meeting

For better or worse, the Northwest Aviation Conference in Puyallup has become perhaps the best known annual aviation event in Washington, other than the Northwest EAA Fly in at Arlington. It has also become the location of our one and only annual general membership meeting. While I would love to see two or more general meetings during the year, that may be a bit ambitious for my first year in office. Instead, I challenge all of you to help make the Puyallup general meeting the biggest WPA gathering of the year.

I have already started a dialogue with John Sibold of the Aviation Division toward this end. My goal is that our general meeting no longer be relegated to the farthest back corner of Building B at the end of a long day after Phil Boyer has spoken. Certainly I applaud all that AOPA and other groups do for our common cause. But if WPA is to be the voice of general aviation in Washington, then I expect our voice to be prominent at the Puyallup conference, and I expect WPA to be on stage to welcome Phil into our flying neighborhood.

At the next board meeting I will propose a committee be formed for the express purpose of increasing the visibility and viability of our annual general meeting at the Northwest Aviation Conference. Every WPA member who is able should mark their calendar now and plan to attend the WPA general meeting at the 2005 Aviation Conference. I am setting an attendance goal of at least 30% of our recorded membership for that meeting – about 300 people.

## Invitation

I thank every WPA member who has given me their vote of confidence for this job, either in advance of the election or since then in the many welcome messages I have received. Over the next year, I promise to dedicate myself to achieving the goals I have set forth here. In return, I invite every WPA member to consider what they are currently doing to help to keep aviation strong and free in Washington and America and to look for ways they can do just a little more. I look forward to seeing you all regularly around the airport and around the state.

Regards and safe flying,

Kirk Kleinholz

15309 48<sup>th</sup> Avenue W

Edmonds, WA 98026

[President@wpaflys.org](mailto:President@wpaflys.org)

425-418-9119 (cell)

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**FLYOUTS***from page 3*

Just a reminder that the trip to Hillsboro, OR and taking the Max into Portland is coming up in May. In June there is Skykomish, and at the end of June, the longest fly-out of the year, Jackpot, NV.

I am still working some on Saturdays and I need your help to get the group airborne. Please let me know some of the places you would like to see the group go—your suggestions are needed.

As always, you don't have to be a member of WPA, nor a pilot to join us for the Saturday morning fly-outs. We meet at Regal Air, Paine Field, 10:00 am, and take off. If you fly with someone, it is a courtesy to either help pay for fuel (it's in the \$3.00 per gal range now), or buy your pilot's breakfast/lunch. I hope to see you there.

Fly Safely,

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**MARCH PROGRAM***by Stephanie Allen*

60 members attended another wonderful meal by the culinary school and a moving program on Angel Flight. Fred Jossy and Doug Owens presented a moving program and video on Angel Flight Operations. The mission of Angel Flight West is to arrange free non-emergency air transportation in response to medical and other compelling human needs. There are opportunities for pilots and non pilots to participate in this volunteer program. For more information go to [www.angelflight.org](http://www.angelflight.org).

**FLAPS & MICROSWITCHES***by Peter Jarvis*

When returning from two different trips for a landing at Paine Field, I found I could not put the flaps down on my Cessna 172M, So I made the standard no-flap landing per training. I had made the appropriate flap check before takeoff and they had worked fine. After the second occurrence I decided to remove the microswitch responsible for lowering the flaps. I ruled out the motor and its associated connections for the time being. On making continuity checks I found the switch was either not contacting or contacting erratically. The contacts inside were dirty, probably with some corrosion and/or old lubricant that can make the contacts “gummy” and stop working.

Microswitches are not designed to be serviced, but because of my electrical/mechanical background I found a way to spray in some contact cleaner and make it work properly. On re-installation in the airplane the switch and flap motor have worked perfectly ever since.

Why did the contacts get resistive and stop working? Low use and high humidity in the Winter months. I am in an all-steel hangar that sweats in Winter and I had not been flying the plane very often. Switches, especially ones with contact lubricant on them, can get resistive and intermittent with low use. This is especially true with low voltage circuits like the airplane's 12 volt system. Switches that switch higher voltage circuits tend to “punch” through film that would tend to build up on the contacts and stay working longer and more reliably.

I still don't fly very often, so how do I keep the same thing from happening again? On testing the flaps, (after the engine is started), I lower them only a few degrees and then put them back up. I do this at least twice at the retracted position and then put them down all the way to the deployed position and do the same thing. That is, when they are all the way down, I raise them a few degrees and then back down and then raise them all the way up. This extra action on the microswitches helps to “wipe” the microswitch contacts and keep them clean enough to switch the 12 volt motor on more reliably. However I do plan to install a new microswitch in the future since this is an original one and it has failed in the past.

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**APRIL PROGRAM***by Stephanie Allen*

An event attracting over 700,000 people ... the size of the site and the rows and rows of magnificent aircraft are simply overwhelming. If you were to walk past ... not down ... each row of airplanes, you would cover 5.2 miles - a total of about 12,000 airplanes! Typically about 2,800 show aircraft participate, including homebuilts, antiques, classics, warbirds, ultralights and rotorcraft. More than 40,000 people camp at Camp Scholler, with an additional 5,000 in Transient Aircraft and Showplane Camping areas. More than 4,500 volunteers contribute to AirVenture each year (contributing more than 250,000 hours.)



**WASHINGTON PILOTS ASSOCIATION**  
**Paine Field Chapter Member Application**

*ATTENTION STUDENT PILOTS: First year's membership dues are FREE to student pilots who have performed their first solo flight. If you qualify, enter "SOLO" below for the dues amount.*

Pilot Yes  No

Name \_\_\_\_\_ (Last) \_\_\_\_\_ (First) \_\_\_\_\_ (MI) \_\_\_\_\_ (Rating)\*  
 Spouse \_\_\_\_\_ (Last) \_\_\_\_\_ (First) \_\_\_\_\_ (MI) \_\_\_\_\_ (Rating)\*  
 ADDRESS \_\_\_\_\_ (Street or P.O. Box) \_\_\_\_\_  
 CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_  
 HOME PHONE \_\_\_\_\_  
 WORK PHONE \_\_\_\_\_  
 EMAIL \_\_\_\_\_  
 FAX \_\_\_\_\_

Rent  Own  A/C Type \_\_\_\_\_ N# \_\_\_\_\_  
 Tie-Down  Hangar  # \_\_\_\_\_  
 Primary Airport \_\_\_\_\_

**ANNUAL MEMBERSHIP DUES**

Regular Membership .....  \$40  
 Full-Time Students .....  \$23\*\*  
 "First Solo" Student Pilot .....  N/C  
 Corporate Membership .....  \$200  
 General Aviation Newest Flyer (optional) .....  \$25\*\*\*

**Total Enclosed** \_\_\_\_\_

*(Make checks payable to WPA - PAE Chapter)*

WPA dues are not deductible as a charitable contribution for federal income tax purposes; however, dues payments by members may be deductible as an ordinary and necessary business expense.

\* (Ratings: Student, Private, Commercial, CF(I), ATP, Other)

\*\* Students Under 21  over 21

Name of School \_\_\_\_\_

\*\*\* The General Aviation News and Flyer is optional and available at a reduced price, about half the regular price, to WPA members. If you are currently receiving the G.A. News and Flyer and want to extend your subscription, please attach a mailing label.

Sponsor Name \_\_\_\_\_

Phone Number \_\_\_\_\_

MAIL TO:  
 WPA Paine Field Chapter  
 c/o Paine Field Airport  
 3220 100th St. S.W.  
 Everett, WA 98204

April 2004						
S	M	T	W	T	F	S
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June 2004						
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27	28	29	30			

**April**

- 2 - General Meeting
- 8 - Board of Directors
- 12 - Aviation Academy begins
- 24/25 - WINGS

**May**

- 1/2 - Hillsboro Portland "Shopping" trip
- 6 - Board of Directors
- 7 - General Meeting
- 8 - Aviation Academy graduation
- 22 - GA Days

**June**

- 4 - General Meeting
- 5 - Skykomish
- 10 - Board of Directors
- 25-27 - Jackpot

**July**

- 4 - Independence Day
- 8 - Board of Directors
- 9 - Tent Revival /Swap Meet
- 17 - East Sound BBQ
- 27-Aug 2 - Oshkosh

**August**

- 6 - Goodrich Trip
- 12 - Board of Directors
- 27-29 - Republic

**September**

- 6 - Labor Day
- 9 - Board of Directors
- 10 - Hangar Party
- 18-19 - Victoria BC

**October**

- 1 - General Meeting
- 7 - Board of Directors

**WPA STORE**

Have our WPA logo put on anything – blankets, jackets, shirts, etc. Computer controlled machine stitching of the WPA logo is made available to the Paine Field Chapter by Don's Group Attire.. The approximate cost for a garment is \$42.00 for front and back logo and your name.

**Don's Group Attire**  
 5216 1st Ave. S.  
 Seattle, WA 98101  
 (206) 767-0366



Name Badges \$5.00

e-mail: [store@wpa-paineairport.org](mailto:store@wpa-paineairport.org)

**NEXT MEETING**  
**FRIDAY Apr 2, 2004**  
**Sno-Isle Tech Tng Ctr**  
 9001 Airport Rd  
 Everett, WA

The Paine Flyer  
 23227 49th Ave SE  
 Bothell, WA 98021-9025  
 ADDRESS SERVICE REQUESTED

PRSRT STD  
 U.S. POSTAGE PAID  
 EVERETT, WA  
 PERMIT NO. 336

**UPCOMING PROGRAMS**

Apr 2nd	Oshkosh
May 7th	Land Use Issues
Jun 4th	Flying in Canada
Jul 9th	Tent Revival
Aug 6th	Goodrich tour
Sept 10th	Hanger Party
Oct 1st	Flying in Alaska
Nov 5th	Year in Review
Dec 3rd	Christmas Party

**CLASSIFIED ADS**

**FOR SALE** 1983 C-152 II; 50 hour progressive maint. program since new; 385A Nav/Com; RT359A transponder w/mode C; Fightcom intercom w/PTT; EGT; extended tanks; pitot heat; pulse landing light; strobes. Interior/ exterior = 8. Exceptionally clean. Tight rigging. TTAF: 12,050; 900 SMOH; \$25,000. Contact Gary: 360-629-2005 or [AB7RK@aol.com](mailto:AB7RK@aol.com); or Tom at 425-681-4316

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