



Contents

President's Message	1
Flyouts	2
Save the Date	2
Jackpot Flyout	3
Aviation Academy	3
Classified	4

**NEXT
NEWSLETTER
DEADLINE
June 13th**

President's Message

by John Dobson

Does General Aviation have a future in Puget Sound?

I recall a time in 1979 when the interest rates for car loans had reached 20%. At that time I was the District Sales Manager for Toyota Motor Sales USA in Spokane Washington. To say that car sales in the area were bad is an understatement. One evening my boss came to town. We had a meeting with some of the local bankers. They were trying to say that the slowdown in sales was not a function of rate . . . the problem was product and price. My boss leaned over to me and said, "When business is bad, bankers are out to prove it".

I am looking at the history of operations (takeoffs and landings) for Paine Field. We peaked in 2000 with 213,291. For 2001 (even with September 11th) PAE completed 207,323 ops. In 2003 we flew 172,513 ops. That is 16.8% decrease in traffic. But it gets worse. Factor in the increase (about 20%) for aircraft based at Paine Field and the picture gets even darker. More airplanes should mean more operations (true?). What has me worried . . . operations in the first four months of 2004 are off by 42.9% for the same period in 2001.

When general aviation is in a tailspin the politicians are there to make sure they mark the spot for the "smoking hole".

Remember the old adage, "So goes General Motors so goes the economy"? Fact is automobile industry has always been the early warning sign of economic slowdown or recovery. Ask Dave Waggoner about the reduction in operations at PAE and he will point to the economy. There is no statistical evidence of a major economic downturn for consumer spending in Snohomish County! Car sales grew from 134,830 in 2001 to 171,913 in 2003. In other words the economic development from the automobile industry shows a rate of growth of +27.5% just in Snohomish County. That doesn't sound like economic trouble to me.

So what is the problem? Is it the cost of aviation fuel? Is it the lack of competition for fuel service at PAE? Is it the cost of maintenance at PAE? Is it the cost of insurance for you bird? Is it airport minimum standards? Is it the fact that we are just getting older and have started slowing down? Is it the lack of a quality restaurant at PAE? Why are we not a destination airport? Is it because we only have three transient tiedowns? Do the Puget Sound TFR's have any impact on why we have slowed down? Is it the thought of NASCAR coming to Arlington that has us concerned? Oh, and what about the state required pilot and aircraft fees?

What I do know is this. WPA members have mentioned every one of the above issues more than once to me in the past 30 days. What I do know is that businesses in Snohomish County have had a tougher battle making profits in 2003. But the economy has not slowed like some would like us to believe.

So why have we slowed our activity? Over the next several weeks I will assemble as much factual data as I can. I will research fuel prices, flowage, other airports, operations taxes etc. What I need from you are your comments on why you have slowed down your flying. It might be as simple as wanting to spend more time with the family. Please send me an email and let me know what you think. (president@wpa-painefield.org)

Flyouts and "Hangar Flying"

by Rebecca Lohman



I can sense with the smiles I've been seeing that this "flying season" everyone seems excited about the months of more frequent flying (GA style) ahead. We started things off with a successful "WINGS 2004", the weather was great for both days. My personal "Thank You" to Regal Air for providing the use of their facilities, and the assistance of their staff. A special "Thank You" to the CFIs and CFIs, without their participation we would not have the Wings program.

So now that we have gotten ourselves reminded of the safety issues and practiced maneuvers we sometimes only do once a year (we shouldn't wait for Wings to do so), let's go flying!!

The first major flying event of the calendar year was the trip to Portland. Those of us that went, decided that next year we should go on Friday, even late afternoon would work, as it's only about one hour flight time for some—slightly longer for others, then we could have a full day on Saturday. There really is a lot to do down there, we only scratched the surface. Our thanks to Kelly and Dave Van Horn for all the research for places to stay, etc. Good Job!

Now we have the Skykomish Airport work party, fly or drive, June 5th and 6th. We have our regular monthly meeting on Friday night, with part one of a two part program on flying to Canada, and part two the next morning from 10-12:00 at Regal Air, and then up to Sky following the class. For those who don't attend the Saturday morning class you can head on up to Skykomish, our adopted airport. There is plenty of clean-up for us to do. If a good number of us go, then it takes less time with more sharing the tasks, and it's always fun! It's fun just to take a picnic lunch and go up there. It you haven't been, make a point this year to go.

Then June 25-27 is our annual trip to Jackpot, NV, (some of us leave on Thursday). Remember, it's a fun flight, and you don't have to be a gambler. Also, this year in addition to the golfing that is available, Twin Falls, ID, has their Air Show on Saturday the 26th. It's a short flight up there, and a good alternative for Saturday if you are not a golfing, or "pool person". There should be more information elsewhere in this newsletter.

On a personal note, I truly hope that my "overtime Saturday s" will slow down a lot. I miss seeing everyone for our Saturday morning fly-outs.

If you haven't joined us, the Saturday fly-outs, for the most part, there are to impromptu destinations, and the weather always dictates our decisions. We meet every Saturday morning around 10:00 at Regal Air, Paine Field. You need to check the calendar on the Web page or in the newsletter, to see if something is happening that would keep us from showing up on Saturday morning, like the event at Skykomish, etc. All are welcome. We do our best to get everyone that wants to go a seat, depending on the number of planes to people, of course, and head out for breakfast or lunch. If you don't have a plane, come on out, the tradition is only that you offer to buy the pilots lunch or help with fuel. We all are experiencing the high costs of auto fuel, well Av gas is up there too. What a great way to experience flying and get to meet new people who share the love of aviation.

Fly Safely

Save the Date

Save Tuesday, June 29, for a fun evening at the Airport. There will be a Social Hour from 5:00-8:00 with a B-17 and a B-24 (plus other cool aircraft like a Beech Starship). More details to follow. Check the June issue of Paine Field Happenings.

2004 OFFICERS

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Chip Davidson (Director)		425-488-9661
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Website	Kevin Kelly	425-353-7810
	webmaster@wpa-paineifield.org	

Would you like to submit an article?

Please email to:

newsletter@wpa-paineifield.org

You will receive a positive response that your article has been received
- if not - call Mitch at 206-890-6367

Jackpot Flyout 2004

Page 3

Mark your Calendars for June 25th 2004. The Paine Chapter of WPA will be migrating south to Cactus Petes Resort Casino for a weekend of fun and relaxation. For those of you that have joined us in the past, you know the drill. If you have not joined us for an easy cross country flight, this is what you need to do.

Just start by picking up the phone and make room reservations. Most people will be arriving Friday June 25th, but some (including myself) will arrive on Thursday the 24th.

- Thur June 24th, 2004 rooms at the rate of \$49.00 plus 8% hotel tax.
- Fri – Sat June 25-26, 2004 room rates of \$69.00 plus hotel tax.
- To make reservations call 1-800-821-1103 and ask for Washington Pilots or WAS0604.

One note, this year Cactus Petes is back tracking the play our group. Please make sure you sign up and use your PPC cards while on the property. This will help determine their sponsorship for future years.

I have golf reservations for Saturday at 1pm for those that want to have an afternoon of fun. Please let me know sometime in the near future.

The entertainment this year is LITTLE ANTHONY & THE IMPERIALS. It might be a good idea to make reservations, there is a dinner show, or a dessert / cocktail show. A lot of us like to make the late show on Friday night.

Finally, Cactus Petes will sponsor a no host reception on Saturday evening.

Please come join us - Larry and Leanne Steele 206-963-7301



Aviation Academy 2004 Wrap-up

This year's Aviation Academy classes had 28 enthusiastic students, five of which were Boy Scouts using the classes to also earn their Aviation merit badge.

I had incredible support from everyone involved during my first year as Academy director. I would like to thank our great instructors: Dave Wheeler, Jim Faustina, Carolyn Moeller, Sheri Kasen, Robert Hamilton and Dan Strohl, plus our extra classroom helpers. Dave Waggoner and the Paine Field staff went above and beyond in their support for the program. We had educational materials donated by a number of aviation organizations, as well as the local FBOs.

We had an unbelievable showing of 11 aviation professionals who came out to speak to our students on Career Night. NAS Whidbey Island also showed great support by not only having two pilots come to speak, but also sent along a P-3 Orion for us to tour prior to our class!

The Graduation Fly-out actually occurred on the day we scheduled it, with the weather cooperating long enough for us to get the students up for a ride. Thanks to all of our participating pilots who spent their time on that Saturday morning to show the kids what it's all about!

NEXT MEETING
FRIDAY June 4, 2004
Sno-Isle Tech Tng Ctr
 9001 Airport Rd
 Everett, WA

The Paine Flyer
 PO Box 14001
 Mill Creek, WA 98082-2001
 ADDRESS SERVICE REQUESTED

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UPCOMING PROGRAMS

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 50% of T210 hangared at Boeing Field. \$62,500. Call Gary 206-932-2306

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-painefield.org

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; or Tom at 425-681-4316

FOR SALE 1991 Challenger 1 Ultralight, Single Seater, 42 horsepower Rotax 447 Engine, 90 mph. Top Speed, 344.7 Total Tach. Time. Hangared in Port Townsend, WA. \$6,000. Call 425-745-3412.

FOR SALE: 1978 Skylane, leather interior, 2869 TT, 748.9 SMOH, dual collins digital audio & vor. ILS, ADF, Trimble GPS, LR Tanks, fresh annual. Hangared last 13 years. asking 98K. (206)365-1343 or (206) 819-8151

WANTED Partner(2), Looking to join or form partnership in 5-6 seat plane. 1/2 or 1/3 share, Contact Todd at Todd@Echelbarger.com or (425)741-3535

WANTED Students and renter pilots. Private and instrument ratings in Piper Cherokee airplanes. Check our website for details and rates. FAA and airport approved instructor. Hella Hernandez & David Wheeler dba H & D Enterprises. Website: www.NorthwestSchoolOfAviation.com. Phone 425-238-7696