

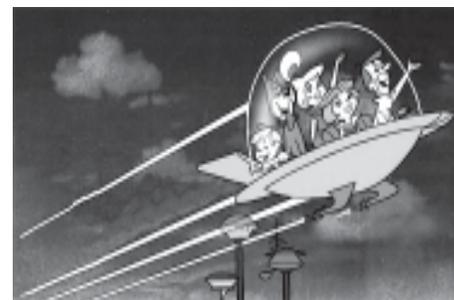


President's Message

by Robert Hamilton

Back to the Future?

I always wanted an excuse to include an image of the *Jetsons* in a newsletter (my dog's name was Astro.) In mid-June I attended the SATS conference in Danville, Virginia, and saw a glimpse of the future of aviation. George would feel right at home.



SATS stands for *Small Aircraft Transportation System*, and this conference was the culmination of a five year research project funded by the FAA and NASA. The actual work was done in six east coast "labs" which included participation by both universities and private businesses. 1/3 of what I saw was futuristic *Jetsons* stuff, and 1/3 was near term technologies already in the early stages of implementation. (The other 1/3 was pure government pork-barrel. Not a bad ratio compared to many government projects!)

The futuristic stuff included cockpit demonstrations of aircraft that emulated the family car: your family walks to the garage, hops inside, chooses a destination, and off you go. As I sit in my morning commute over to Bellevue, down I-405, I'm thinking that the future can't come soon enough! On the nearer-term side, the main purpose of SATS was to encourage technologies that would get people out of the major airports and out into the smaller airports closer to home. Right now 90% of the commercial traffic is concentrated in just 40 U.S. airports. Yet almost all of the U.S. population lives within 20 miles of one of over 4,000 airports that are way underutilized. It's an idea that we should all be in favor of.... **start funding, supporting and using our small airports.**



In the very near term, I saw technologies that will be showing up in the pages of *AOPA Pilot* and *Flying* magazines during the next year. How about a low cost Web server that flies in your plane, and links you to the Internet by connecting to other airborne servers? Just a few ground based transceivers could support all the planes in the air, providing low-cost access to weather and ATC data including aircraft avoidance. The beauty of this it is that it reduces hardware and bandwidth requirements compared to current solutions like satellite links, giving us all access to good current data. And imagine if all aircraft carried cheap temperature, pressure, and winds aloft sensors and reported data continuously. The National Weather Service would have a huge new source of real-time information

for making weather predictions. Also exciting were new "virtual VFR" cockpits, with low-light/infrared sensors and massive cockpit displays to make flying in IMC as easy as CAVU.

I suppose the down-side is that aviation will grow up. We won't be hand-cranking our Model-Ts anymore (oops, I meant to say "using a VOR needle to fly blind anymore.") Imagine a world in which flying was as safe, easy, and comfortable as driving. I can see it happening, and the first fifty years would even be fun..... until the skies ended up like I-5. But I'll let my kids worry about that.

-Robert

Contents

President's Message	1
Hangar Flying	2
Alaska	3
Your Friends at PAE	3
June Program	3
August Swap Meet	4
Instructors Corner	5
Orcas BBQ	5
Portland Flyout	5
Aviation Academy	8
Membership	9
GA Days Photo	9
Classified	10

**NEXT
NEWSLETTER
DEADLINE
July 17th**

Flyouts and "Hangar Flying"

by Rebecca Lohman



Well, I know the calendar says that it is summer, but at the time I'm writing this it doesn't feel like summer. July is when things really get going in the aviation world.

In July we have our monthly meeting-tour at the "Future of Flight Museum", then the Arlington Fly-In, at the same time, well actually only Friday night might be a conflict for some.

We have a fly-out to the Hamilton's at East Sound in July (remember to bring a dish and more to share).

The biggest of fly-outs is to Oshkosh, WS July 25-31. If you haven't been to this one you should at least look to next year.

For those who won't be going to Oshkosh, there is the Mason County Fair, right next to Sanderson Fld (Shelton) Jul 29-31 (transportation via shuttle is provided for a small donation).

I also want to put a plug in for the Diamond Point Airport Days, coming up on August 6th, from 9:00 to 3:00. You get to meet a lot of folks, see some nice airplanes and of course there is food.

You need to check out our website as well as the state WPA calendar. We could certainly fly somewhere every weekend and we should!! Sometimes the yard work just has to wait.

If you know of some activities that would be good to fly to, please send that information to our website calendar.

I hope to be flying myself in July (I have been in a self-imposed "grounded position"), so if I'm back flying, clear the air space for me!

I would like to extend an invitation to all chapters of WPA to feel free to join us on our Saturday morning fly-outs, we would really like to share our adventures with you. We always welcome non-WPA members and non-pilots too. "Usually" we try to meet Saturday mornings around 10:00 at Regal Air, Paine Field and take to the skies. You may want to check our calendar for scheduled events as some pre-scheduled event might keep us from being there... Or you can send me an e-mail. Be sure to mention "fly-outs" in the subject line, or something so that I know it's "safe" to open. Our website and calendar are listed elsewhere in this newsletter.

-Fly safely

Saturday Morning Fly-outs

We meet around 10:00 AM at Regal Air, Paine Field, nearly every Saturday morning (consult our calendar on the web for special events).

All are welcome (Non-pilots as well as non-members of WPA). No "charge" - Just please help your pilot with fuel!

Well, I know the calendar says that it is summer, but at the time I'm writing this it doesn't feel like summer. July is when

2005 OFFICERS

President	Robert Hamilton	425-742-6962
	president@wpa-paineifield.org	
Vice President		
	vice-president@wpa-paineifield.org	
Secretary	Diane Mitchell	425-481-5045
	secretary@wpa-paineifield.org	
Treasurer	Dave Van Horn	425-820-7279
	treasurer@wpa-paineifield.org	
2003 Director	Rebecca Lohman	360-659-1031
	board3@wpa-paineifield.org	
2004 Director	Eric Allais	425-338-3141
	board1@wpa-paineifield.org	
2005 Director	Sandy Allen	425-357-8775
	board2@wpa-paineifield.org	
Past President	John Dobson	425-337-2319
	past-president@wpa-paineifield.org	

2005 COMMITTEES

Safety & Education

Jim Faustina (Chair)		425-568-2135
	safety-edu@wpa-paineifield.org	
Rebecca Lohman (Director)		360-659-1031
Aviation Academy	Kevin Kelly	425-353-7810
	aa@wpa-paineifield.org	
Wings	Dave Wheeler	425-252-5414

Promotions

Stephanie Allen (Chair)		425-349-9802
Kirk Kleinholz (Director)		425-418-9119
Fly-outs	Rebecca Lohman	360-659-1031
	ldypilot.1@juno.com	
Jackpot	Dave Strand	425-235-3155
	vtails35@comcast.com	
Christmas Party	Sherry Smith	425-774-8497
Hangar 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 Airport 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
	djkinnier@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-paineifield.org	
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

Reporters Wanted!

Intrigue!
Romance!
Adventure!



For a new monthly column!
The Paine Flyer is looking for reporters (that's you) to write short article(s) about fellow WPA pilot(s) here at Paine Field.



For more information email:

newsdesk@wpa-paineifield.org

Alaska Trip - May '05

by Alan Negrin

I will make a meaningful attempt to describe what I consider a flying trip of a lifetime, but no matter how well I do, it just can't do justice to the real thing.

Ever since the Glasair Aviation Sportsman 2+2 was introduced at Oshkosh 2003, one of the main focuses has been the heavy hauling capacity of the airplane. On the way to Oshkosh that year, the two pilots stopped at Cabela's, one of the nation's largest camping gear manufacturers in Sydney, Nebraska. They loaded up on 300 lbs camping gear as a way to not only illustrate the heavy hauling capacity, but also to demonstrate the airplane as a great back country, adventure machine, while still delivering an impressive cross country cruising speed of 135 to 140 knots.



When they took off from the 4000-foot elevation airport it was 90 degrees and very high humidity. The estimated density altitude was near 9000 feet. They were airborne in 400 feet and climbed out and impressive 1000 feet per minute. That was the first real test of the airplane under those kinds of conditions. From that point on, the airplane has been flown to all air shows and fly-ins, stuffed to the gills with the Cabela's gear to emphasize what the Sportsman is capable of.

When the Alaska Airman Show came up in 2004, company President, Mikael Via and VP of Development, Ted Setzer decided to not only fly the Sportsman to Alaska, carrying all the gear but to stop along the way, camping out on remote strips and river bars to fully demonstrate what many pilots only dream of and talk about doing during their flying careers. The airplane was also fitted with large 31 inch Bush Wheels, other wise known as

See Alaska - Page 6

YOUR FRIENDS AT WPA-PAE

By Freddy Flyboy

LIFESTYLES of the RICH and FAMOUS! This month Freddy picks on the one and only Richard P. Jones! Rich is an instrument rated pilot, past Director and Secretary of the PAE WPA, and loving husband of Stephanie Allen. Rich takes great pride in maintaining and restoring his J35 Bonanza and his wife's C172K (the pink one). A tool collector and aircraft restoration artist, Rich has been written up in Vintage Aircraft Magazine as **Mr. Perfection** for his 1958 J35 Bonanza winning the *1996 Grand Champion Contemporary* at Oshkosh. He had no intention of entering it for judging since it was not yet finished (are airplanes ever really finished, Freddy wonders?), but his brother twisted his arm and made him mark the "Judge Me" box. Other awards include "Most Authentic" at Sun-N-Fun and "Best Contemporary" at Arlington. Rich is an engineer at Boeing, which makes Freddy feel much better about flying the heavy iron with Mr. Perfection working on them!



Rich donates a significant amount of his time not only to WPA but also to *Big World Flight for Education* (BWF), where he is an instructor and Vice President. Using aviation as a tool through the BWF program has given him a forum to inspire students of all ages to learn. Closer to home, Rich owns a West condo hangar and helped get that construction started. He was WPA pilot of

the year for his volunteer contributions in 1998, mostly because of organizing the Young Eagle events and BWF. Last month Rich was recruited by Stephanie to lead the very successful Young Eagles flights at the GADAY.

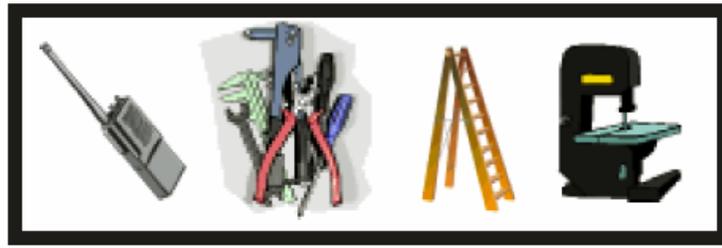
Which all goes to prove, behind every successful male pilot is a woman pilot!
-Freddy



June Program Follow-up

by stephanie Allen

Jim Scott, State Airports Maintenance Supervisor, gave our June General Meeting Program on State Recreational Airports. The Aviation Division has over the years developed or acquired 16 airports for use by general aviation. Many of these airports are used in a community service role. Further, the airports serve as wonderful recreation sites. Jim covered the recreational opportunities of each of these airports. Handouts include the Washington Aeronautical Chart put out by WSDOT. This chart has aerial photos of the state airports. If you do not have one and would like a chart, I have some available. Call me at 425-349-9802 or email Red.skyhawk@gte.net for a chart. Then get your camping and fishing gear ready or check out the resorts located next to a few of these airports.



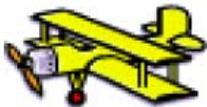
August 5th, 2004
2nd Annual Swap Meet & BBQ
@ PAE Inner Terminal Ramp
look for the tent

Swap meet starts at 5 pm
ends at 7:30 pm
Silent Auction Tags available or stay and barter

Fly or drive in
Ramp access will be available next to Everett Jet Center to unload your items
Aircraft parking available on the Inner Terminal Ramp

Seller is not obligated to accept any offer
WPA and PAE not responsible for items, change or exchange of monies

BBQ at 7 pm
Business meeting at 8
check our PAE WPA web site for details
wpa-paine-field.org



WPA



The Instructor's Corner

by *Richard Newman*

Being a Chief Instructor for a flight school, you see a lot of good techniques and habits developed by the students. Unfortunately, I do see some ... (less than good) habits and techniques. One item has become my pet peeve and I cringe when I hear it, from new student to old hands. I am talking about radio telecommunications.

Maybe it is the age of the cell phone and the mike button is but an inconvenient cell phone item. However, poor wording and the rambling on employed by aviators drives me nuts. Maybe it is my military background and the need to keep radio transmissions short (enemy likes to home in on radio transmissions and shoot artillery at you.) Getting students, as well as the experienced to use three word when they are used to using twenty five makes me feel like Teddy Roosevelt at the bottom of that hill.

Many of you will remember the heyday of CB radios (BREAKER 19 FOR THE BANDIT). That made some inroads to aviation communications: TWR-Cessna 3526J cleared to land. RESPONSE- ROGER, I GOT THE AIRFIELD IN THE WINDSHIELD GOOD BUDDY! Well, not a proper read back of a clearance, but probably will work.....

A few days ago I flew with an Instrument student for a stage check. We actually flew to Boeing Field to pick up a part at Galvin. ATC vectored us for the ILS 13 approach with instruction to contact tower at NOLLA inbound. Upon reaching the Final Approach Fix, the student, doing everything just great, switches to tower frequency and announces "24529 RITTS INBOUND". Stone silence, then the controller regains composure and gives the clearance to land. Seems our students are so ingrained at calling the Outer Marker the LOM handle that every OM is RITTS. I am trying to get students to say "OUTER MARKER INBOUND", that Enroute and Tower both know which approach you are on. Further, I am making my instructors and students lead each response with their tail numbers. Now the controller instantly knows who is responding to his/her clearance.

Radio phraseology is covered in the Airman's (OOOOPS! Dating myself!) Aeronautical Information Manual. Controllers, and, other pilots would love for pilots to use proper and brief phraseology. I know that most pilots would love to fly and talk like Errol Flynn, but controllers would appreciate your proper terminology, and save the conversations for the telephone.

ORCAS Bar-B-Q

3rd Annual

ORCAS BAR-B-Q

Saturday, July 16

11:00am - 3:00pm

SPECIAL SALMON BAR-B-Q!

Chef Extraordinaire John Rutter, President of Seattle Avionics Software, will be preparing his special grilled Salmon. Don't miss this gastronomical delight!

The fly-in bar-b-q will be from 11:00am to 3:00pm at the waterfront cabin of Robert & Carrie Hamilton, close to the Orcas/Eastsound Airport. Seattle Avionics Software will provide the salmon. A \$5 contribution is requested to cover the cost of side dishes and drinks. Look for more information on the WPA Website at www.wpa-paine.org, and please email Robert at roberth@seattleavionics.com if you are coming or maybe coming, and how many, so he can get an approximate count. Regrets not necessary.

Portland/Hillsboro Fly-out

by *Dave Van Horn*

This year the Portland/Hillsboro fly-out was over Memorial Day weekend. Friday was clearly VFR, maybe too much so as the cloudless skies brought record-breaking highs in the low 90s as we tied down at the Hillsboro airport. Fortunately the light-rail is air-conditioned, as is the lounge on the 30th floor of Portland's tallest building where we met to enjoy the view and to socialize. Some of our group flew down during the afternoon, some later in the evening and some came in on Amtrak.

Thankfully, Saturday dawned cooler and our band of eight gathered for breakfast before walking to Saturday Market, just a few blocks away. After perusing the thousands of arts and crafts on offer there, some headed off to museums, some for more shopping and some to just relax back at their hotels. We reconvened for a progressive dinner through some of Portland's favorite eateries – appetizers in Old Town, then a relaxed walk along the waterfront and through Chinatown before catching a shuttle to dessert in NW Portland. We ended the evening at Portland's oldest restaurant, where the flaming signature drink is mixed at your table in a show that is almost as spectacular as the taste. A magician astounded us all with his amazing card tricks at our table before we separated for the short walk back to our hotels.

We met again for breakfast the next morning before checking out of our hotels and beginning our journey back home. Sunday was overcast but high enough that it was easily VFR for those flying back that day. Others returned on Amtrak while still others chose to stay in Portland through Memorial Day. Perhaps they just didn't want this wonderful fly-out weekend to end!

“Gumby Tires”. I am not sure how they have gotten that name but perhaps because they are so large, they look like tires you might see in a cartoon. Those large tires give up some speed, but Gumby was still making a very respectable 115 to 120 knots instead of the 135-140 that one can usually expect with smaller tires. In fact I flew the newer Sportsman back to Arlington from Sun and Fun in Florida when Gumby was on tricycle gear and wheel pants. Even though I was on 8.50 X 6 tires, with no wheel pants, I often times was as fast or faster than the trike with wheel pants.

When the show came around this year, Mikael contacted Dave Prizio, President of the Glastar International builders and owners organization to suggest that other Glastar owners come along and enjoy the adventure with their airplanes too. Dave Prizio along with two other Glastar owners decided to make the

I had the fantastic opportunity to fly the Alaska from Arlington, Washington along our factory prototype demonstrator and a of San Mateo, California. The outbound leg of the Glasair Aviation sales team. Ted Setzer, factory Sportsman. His co-pilot was Dave Assocation. Mikael Via, president of the Dave Amenti’s Glastar and I had Brian Clark, with me.

The factory prototype was again the time I got to Anchorage, it already had the flew was the second of the factory Sportsman Sun and Fun. That airplane was also set up on tail dragger gear with 8.50 tires on six-inch wheels.



trip.

return leg of the roundtrip to Anchorage, with our other factory Sportsman, which is GlaStar, owned and piloted by Dave Amenti, was flown by Harry Delong, the other half our VP of development, piloted the other Prizio, president of the international Glastar Glasair Aviation was in the right seat of senior editor of Kit Planes Magazine flying

outfitted with the large bush wheels and by nickname of just “Gumby”. The airplane I that had only been flying since just before

The relatively new Sportsman 2+2 is a follow on design and “Big Brother” to the Glastar, a long-standing proven design that has been available for over 10 years with about 1000 kits sold and some 400+ flying. The Glastar is known for it’s heavy hauling capacity, great slow flight characteristics, folding wing, convertible gear and many other unique features. The Sportsman has all those and more, including but not limited to 400 lb higher gross weight, large rear door and the option to have a small jump seat in the rear.

The main event was really the trip but the supposed main event and pretty important to boot was the annual Alaska Airman Show, held each year during the middle of May in Anchorage. After spending the weekend in Anchorage and working the show, we departed Monday morning at about 10 am from the Lake Hood Seaplane Base, gravel strip.

As we broke ground and started our climb out, we had an immediate impression of the kind of spectacular and rugged territory we would fly over and the absolutely stunning scenery we would see. During the next four and a one half hours, we cruised past miles and miles of wilderness forest, snow capped mountains, glaciers, lakes and rivers. I was reminded of the early Alaskan Bush Pilots and the stories I have read about them. Aviation pioneers, flying unreliable aircraft in hostile territory with poor maps and none of the modern gps and other electronic gizmos modern pilots enjoy today.

From Anchorage we made our way to our first stop at Whitehorse, Yukon Territory, via a northeast easterly route toward Northway Alaska, but then we “cut the corner” when we were within about 50 miles and went direct to Whitehorse to clear customs and take on fuel. The route we took, like many in this country is dictated as much by terrain as weather. Unless you want to fly very high and miss much of the beauty of the scenery, you will find yourself following river valleys and skirting around mountain ranges. But who cares? We were in no hurry to fly straight lines. This was the great Alaskan Flying Adventure and we want to drink all the scenery possible and follow the common routes.

Our plan was to make it to Terminus Mountain Lodge, B.C. that day, but weather ahead near Watson Lake, Yukon Territory was a problem. We spent several hours sitting around a table at the NavCanada Flight Service Station trying to do what we could to alter our reality. We cajoled the briefer. We had him continuously check the weather on the chance that it would change. We told stories and visited with each other and then checked the weather again. But no matter what kind of rituals or hocus-pocus we tried, we finally came to accept we would be spending the night in Whitehorse.

The next day we got moving again and made it to Watson Lake Airport, just on the north side of the Yukon, British Columbia border. That leg was just under two hours. We mostly followed the highway between Whitehorse and Watson Lake. When we got the airport there was a flurry of activity. We spoke to several other pilots who had spent a couple days there having gotten weathered in. We heard more than once that they were anxious to leave and had seen all there was to see there. We borrowed a car from one of fuel vendors there and drove into town for lunch. On her recommendation, we went to a place that was a combination grocery store, hamburger joint, laundry and showers.

Directly across the street from this place and one of the first things we noticed, was a forest of road signs from all over the world. A post card on the rack in the store told the story. A lonely soldier in 1945 started putting up signs and then the tradition continued until now there are some 40,000 or 50,000 in number (depending on which postcard you read).



We did not take the time to go across the street and really walk around, but from what I could see; the area was a couple acres in size with all these signs mounted on posts from all over the world.

We had lunch and went back to the airport. We took off for Terminus Mountain Lodge about 100 miles and 1 hour flight south along a route that is known as the "trench". The trench is one of the three main routes to and from Alaska. It is about 350 miles long with Watson Lake at the north end and Mackenzie, B.C. at the south end. The weather got nicer as we flew south from Watson Lake and was partly sunny when we got to Terminus Mountain by midday.

When we got to Terminus Mountain, we found a scale sitting on the porch of a storage building very nearby the airplanes, so we decided to weigh all the gear in each airplane. We knew that we were pretty heavy but until we weighed the gear, we did not know exactly how heavy we were. The gear in Gumby weighed out at 346 lbs and the airplane I was in the weight of the gear came in at 320 lbs. I could not help but notice how well the airplanes flew, with no adverse handling characteristics at that weight. We were still able to fly over 4.5 hours and could have comfortably flown up to about 5 hour legs and still had reserve fuel. The pilots in both airplanes were not lightweights either. Additionally, we were landing and taking off from altitudes of between 2500 and 4000 feet MSL.

We spent our second night at the lodge, which is only open during hunting season, so we were the only people there. The airstrip is about 3000 feet of gravel, somewhat rough on one end with an elevation roughly 2500. There are no roads in this area so the only way in or out is by air or by river barge.

Late in the day a three of us took a walk and spotted a large mule deer and also some Moose scat. The next morning we got up and took another walk and spotted a heard of Stone Sheep on a hillside behind the lodge. All along the trench we saw Moose and Elk, but almost no sign of human activity except for one or two trapper cabins in this 350 miles stretch of river valley that lies between two snow-capped mountain ranges. The floor of the valley is covered with freshly budding aspen trees and very thin and spindly alpine firs. About half way through the flight between Terminus Mountain and Mackenzie we flew along Williston Lake; certainly one of the longest lakes in North America, (my opinion only) it is a 116 miles long. Only when we were within a few miles of Mackenzie did we see any boat traffic on the lake.

We made a quick fuel stop at Mackenzie and then went on to Prince George another short 1-hour flight farther south. It was late in the afternoon, but we still had plenty of daylight left as we still close to the 60-degree north parallel. Mikael and Ted started looking for next overnight stopping place so they started perusing some tourist brochures.

Elkin Creek Guest Ranch stood out among all the listings because it noted a 4300-foot airstrip at 4000 feet elevation. We called them up and while they said they were not quite open for the season, they welcomed us to come spend the night with them. That flight was about an hour and half from Prince George and we arrived just as the sun was setting. However there was a long twilight and the sun shown brightly on the surrounding Chilcotin Mountains. One of the most prominent in that ranges is one the locals call Tatlow.

After we settled in our cabins we adjourned to the main lodge for some liquid refreshment. We made introductions all around and met some very friendly ranch hands that told us the legend of the mountain. According to the locals, Tatlow was once an Indian Chief who was turned into the mountain. And, if you point to the mountain, legend has it, bad things happen, like inclement weather or some other kind of undesirable event.

We spent a very restful night in and the next morning we were served a deluxe breakfast by chef David in the main lodge. Before we left Ted gave some rides to a few of the young ranch hands that each departed the airplane with an ear to ear grin feat hovering just above the ground. We realized that we needed to do a little back tracking to get fuel, so we departed for Anahim Lake, B.C. On the way we flew over Tsuniah Lake Lodge and Chilko Lake Lodge. Both of these along with Nimpo Lake Resort are favorites of floatplane and wheel plane pilots alike.

The leg from Anahim Lake to Campbell River, for me was the most spectacular and dramatic. There is a corridor that follows a narrow, steep gorge for approximately 100 miles from the interior down to the inside passage. The gorge is flanked on either side with 7000 foot, snow capped, glacier-covered mountains that descend dramatically down to a emerald green river valley below.

The visibility from the Sportsman is unlike any high wing airplane I have every flown. With oversized skylights above, large rear windows and a wrap around windscreen, the visibility is almost that of an aircraft with a canopy. We followed the gorge with its twists and turns, never seeing any sign of human activity for about hour. The gorge empties into Knight Inlet, an equally dramatic scene of a 60-mile long fjord with sheer rock walls, on either side plunging straight down into the water on each side. Our original goal when we left Anahim Lake was to land at Nanaimo, B.C. but we settled for Campbell River. When got to Knight inlet, we encountered typical coastal, low, marginal VFR conditions.

We landed in Campbell River during a cloudburst that soon passed. We fueled up the airplanes and lunch before our final leg back to Arlington with a customs stop at Bellingham.

I'll conclude in the same way I started. It was absolutely the most spectacular flying adventure I have ever done in 21 years and some 3000+ hours of flying. It was made even more enjoyable by having several aircraft and pilots to do it with. Not only does it add a measure of safety but it really helps to develop flying skills of flying together in a group. We did not attempt to fly in any kind of tight formation. We usually stayed between about ¼ mile to within a couple hundred yards of each other. It was also fantastic way to get to know people who share a common passion too.

We hope next year to encourage even more Glastar / Sportsman owners to join us on what we hope will be an ongoing annual event.

Aviation Academy 2005

Kevin T. Kelly
Director, Aviation Academy
Washington Pilots Association- Paine
Field Chapter

Aviation Academy, sponsored by the Paine Field Chapter of the Washington Pilots Association (WPA), Snohomish County Airport (Paine Field), is a ground school-like course that provides young adults (ages 13-18) with information about aviation careers, and what it takes to become a pilot. The course- held each Spring at Everett Community College's Aviation Maintenance classrooms at Paine Field- consists of ten classes, which include subjects such as weather, navigation, flight planning, Air Traffic Control, and Four Forces of Flight.

This year's course educated 33 energetic and enthusiastic young adults about the wonderful opportunities that aviation has to offer them. Our students came from all around the central Puget Sound area: Everett, Mukilteo, Granite Falls, Kirkland, Bothell, Marysville, Arlington, Edmonds, Lynnwood and Sammamish. Nearly half of the students in this year's group attend Kamiak High School in Mukilteo.

Our classes cover a range of subjects related to flight and ties in career opportunities within each. A brief explanation of each class is included here:

- **History of Aviation-** An overview of the early beginnings of flight, its progression over the years, and speculation on the future of flight.
- **Four Forces of Flight-** A look at the principles of how and why aircraft fly, how flight is controlled, and the instrumentation required to operate aircraft.
- **Props and Power-** Discussion of different types of aircraft engines, from piston engines to the various types of jet engines.
- **Air Traffic Control-** Sheri Kasen, Paine Field ATC tower manager, shows how air traffic control manages the arrival and departures of aircraft at tower-controlled airports, and how aircraft are controlled enroute.
- **Weather-** A look at the different forms of weather and its impact on aircraft. Also discussed are the decisions pilots make about conducting flights in various weather conditions.
- **Career Night-** Representatives from various aviation fields provide presentations and information about their careers and education backgrounds. Some fields represented were military, commercial, manufacturing, maintenance, flight test and universities.
- **Navigation-** Interactive lessons demonstrate the methods pilots use to find where they want to go.



- **Cross-Country Flight Planning-** The use of charts and the tools necessary for planning a flight are demonstrated. Students learn to calculate distance, flight time, fuel burn rates, and more.
- **Paine Field Tour-** A facilities tour of the Snohomish County Airport which includes the Museum of Flight's Restoration Center, the airport fire station, a tour of the airports runway areas and taxiways, and the local flight schools.

After learning about how aircraft fly and all of the other factors that affect flight, the course culminates in a graduation flight for the students. This year's graduation coincided with the General Aviation Appreciation Day festivities on May 21st at Paine Field. The Academy graduates were allowed front seat privileges so that they can see firsthand how to control an airplane, and to tie everything that they learned from the

course into a practical application.

Putting together a program such as this requires the support of not only members of the Paine Field Chapter of the WPA, but also from numerous individuals and aviation groups. The incredible support from our volunteer instructors, our aviation professionals who make up our Career Night panel, Dave Waggoner and the Paine Field airport staff, and the Paine Field FBOs for collecting sectional charts, goes all long way in creating a fun and informative course. Free informational materials from the Federal Aviation Administration (FAA), the National Air Traffic Controllers Association (NATCA), the Aircraft Owners and Pilots Association (AOPA), Sporty's Pilot Shop, the Washington State Department of Transportation Aviation Division, Embry-Riddle Aeronautical University and local colleges with aviation programs, helps keep our class tuition at a low \$40.



Membership

I really had a lot of fun last week. I put about 15 new member packets in the mail complete with new name badges. So this part of the column is addressed to the recipients of those packets. Receiving them is just the beginning of your association with WPA. How much you get out of it is largely up to you. The greatest benefit comes from making the effort to actively participate in the various activities that the chapter undertakes. I wish I had the space to talk about all the opportunities waiting for you but to mention a few:

General Aviation Appreciation Day at PAE. Do you have great organizational skills? They could be of terrific help pulling together all the permits and people necessary to make this event a success. After drawing 500 to 1,000 people for a number of years we had some major directional changes and expanded the areas of interest for visitors. Result: Attendance of about 2,000 to 2,500 people this year. What can you do to help this event keep growing?????

Skykomish: This years' work/fun party involved about 15 members. After a number of years of effort, Chip Davidson finally secured permission to take down several large "widowmakers" at the west end of the runway. After cutting by a professional logger the Chapter committed to clearing the debris from the downed trees. This will make the strip far more appealing to fly into and perhaps even take advantage of the campsites developed by previous work parties.

At our upcoming July meeting you'll have the opportunity to get a preview of the work to establish the new Aviation Museum facility at the Northwest end of the field.

In August, we'll have a dandy swap meet to help you clean out your hangar of aviation "stuff."

In September we'll have a really bang up hangar party in a member's hangar you've got to see to believe. What a venue!!!

Anyway, new members (and old) just be there if you want to get the most bang out of your forty bucks.

Oh! I almost forgot. Do you use at least 160 gallons of 100LL a **YEAR?** Thanks to Everett Jet Center, you, as a member can sign up for a 25 cent a gallon discount on 100LL. Let's see, 100 gallons @\$.25 a gallon HHmmmm. Adds up to forty bucks, the entire cost of your membership. So, new members (and old less active folks) jump into the chapter activities and make your membership really worthwhile - which only YOU can do.

Finally as hangar doors open to welcome good weather (I'm convinced it's coming) talk to your non-member neighbor and let him (her) know why joining WPA is a really good idea. If you have the sudden need of an application to pass along, I try to keep the following places supplied. Northway Aviation, Airport Office, Regal Air, Central Ready Room, Crown Aviation, East Side Condo Ready Room, and the West Side Ready Room at the end of hangar 37.

See you at the airport.....

Dick Kinnier

Membership Chair

GA Days 2005



NEXT MEETING (Pot Luck)
FRIDAY July 8, 2005
Future of Flight Museum
NW corner of Paine Field
Everett, WA
6:30 P.M.

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

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

UPCOMING PROGRAMS

July 8th	NFIC Pre-Open Tour
August 5th	Swap Meet
September 9th	Hangar Party
October 7th	Garman Avionics
November 4th	Year in Review
December 2nd	Christmas Party

CLASSIFIED ADS

WATERFRONT HOME NEAR GIG HARBOR - PRIVATE AIRSTRIP & HANGAR

2 story home with private airstrip! 1600 sq ft hangar, 2 garages, 150 no bank waterfront & green belt. Over an acre of land, unobstructed views. Vaulted ceilings & skylights. A pilots dream! See <http://www.sdavis.mywindermere.com/index.cfm?fuseaction=Listing.ListingDetail&ListingID=5604878> for more details or call Sue Davis at 253-370-6210.

Partner(s) wanted for a new well-equipped Sting with advanced avionics and 1r fuel tanks and ballistic recovery. It's a solid, roomy and beautiful carbon-fibre plane. piece of work. For details, contact Gene at <vance@u.washington.edu> or call (206) 527-8846.

Palm Desert Condo For Rent. 2BR on fairway of Palm Desert Golf and CC Resort. 3 Mi from Bermuda Dunes airport. Dec-Mar \$1013/wk, \$2700/mo; Apr, May, Nov \$890/wk, \$1867/mo; Jun-Oct \$585/wk, \$900/mo. 805-964-9423 caljones1@cox.net

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
 See our web page for a selection of logo shirts
 e-mail: store@wpa-painefield.org

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

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 GAPS, LR Tanks, fresh annual. Hangared last 13 years. asking 98K. (206)365-1343 or (206) 819-8151

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

FOR SALE Cascade Flyers membership. 30 members share 2 planes - a 1976 Cessna 172 and 1967 Cessna182. Both planes are in great shape. Hangared at PAE. Club is financially sound. Scheduling is online and very convenient. Check out the club at www.cascadeflyers.com. Phone 425-608-9510