



President's Message

by Greg Bell

Hello fellow pilots and aviation enthusiasts. As of this writing the weather is perfect. I hope to get up in the air soon and get some rust out. Every time I see a GA aircraft fly by when the weather is nice I feel bad that I have let too many non-aviation related things get in the way of my avocation. I apologize for not writing anything in last month's newsletter and for not being as involved as I think I should be. To say my life has been hectic would be an understatement. I recently changed jobs and have been working the graveyard shift.



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I know it's kind of old news but the great memories of our recent General Aviation Day are still fresh in my mind. I am very proud of the way our members came together and volunteered. Everyone was so friendly, the weather was just about perfect and all had a great time. It just keeps getting better every year. Thanks again to Jim and Marilyn Fries for being such great organizers two years in a row and also thanks to those of you that stepped up and volunteered. Even though I was doing security duty I had time to enjoy myself viewing great aircraft both static and flying, and to hear some of your wonderful stories and adventures. I just love that. I can't wait until next year. If you didn't volunteer this time you only have less than 11 months until the opportunity will arise again! It's one of the things that we're all about.

The Flying Heritage Collection is officially open. Personally I have never seen it and am looking forward to viewing it, even though I think Paul should spring for the tickets. I'm especially looking forward to the scheduled demo / maintenance flights that they have. Those are free. How can you beat that? Check their website for dates : www.flyingheritage.com

I'm planning on flying to Canada for the first time in July for an anniversary. Any tips from those of you that have already done it to help ensure things go smoothly would be much appreciated.

I'm hoping to join some of you on some Saturday morning or other flyouts this summer. I would love to do some overnight trips like Ashland, Hillsboro, etc. If anyone wants to organize one even at this late date let me know and I will try to help. Let's not let the summer slip away.

See you on the ramp.

The Prez

July Program Tour of NAS Whidbey

Notice of Power Outage at Paine Field

West Ramp
June 25, 2008
9:00 am to 5:00 pm
details on Pg 4

Next Newsletter deadline:
July 20th
newsletter@wpa-paine.org
submission specs available on
our web site



July 12th Program: Tour Naval Air Station Whidbey Island, WA

see page 2 for details
Registration is required by June 28th
absolutely no exceptions

Washington Pilots Association Tour – Saturday, July 12th, 10:00am

Tour requirements:

Tours are open to a minimum of 10 and maximum of 40 people. So sign up early!

You must carpool, as parking is limited.

You must sign up ahead of time and provide the name of everyone participating, including complete name, date of birth, and citizenship. If you are driving, you must also provide your driver's license number and state. Foreign visitors must also send passport number and copy of passport photo.

**WE MUST FILL OUT A BASE ACCESS FORM AND
SUBMIT IT TWO WEEKS PRIOR TO THE VISIT, WITH ALL THE
ABOVE INFORMATION**

Length of tours: Each tour at the following sites lasts approximately one hour.

P-3C Orion Squadron

Hear about mission and history

Go inside prop-driven Maritime Patrol submarine-hunting aircraft that can deliver bombs, torpedoes, missiles, mines and rockets

Learn what the crew of 11 does on a tactical mission

* Watch fliers safely experience hypoxia in Hypobaric Chamber, undergo a simulated flight ejection in ejection seat and perform a parachute descent in Virtual Parachute Simulator

Air Traffic Control Radar

- * Learn about procedures used to separate aircraft
- * See radar scopes and other equipment used by controllers
- * Hear actual conversations between controllers and pilots
- * Learn about different types of aircraft that operation in airspace and methods used to provide Air Traffic Control services
- * View the airfield from the new 156-foot Air Traffic Control Tower and learn about runway use criteria

NOW - EMAIL your Name, Date of Birth, and Citizenship (and your Driver's License # and State if you plan to be a driver) to roberth@seattleavionics.com. If you do not get a return acknowledgement from Robert, then he did not receive it. Deadline to sign up is June 28th.



TOUR SCHEDULE:

7:35am MEET at Paine Field, Regal Parking Lot, Saturday, July 12th.

8:00am LEAVE to drive to Whidbey. You may either catch the 8:30 Mukilteo ferry, or drive around Deception Pass. It takes 65 minutes from Clinton to NASW, and 90 minutes to drive around.

9:55am PARK at NASW. Exact directions will be provided.

10:00am TOUR of P-3C Orion Squadron and ATC facilities.

1:00pm LUNCH at restaurant in Oak Harbor (location to be determined)

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June Program Review and call for Volunteers ChallengeAir

Thanks to the group for allowing Janis and me to present the ChallengeAir Story and “hit you up” for your time, airplanes, and or \$\$\$\$. We realize that it is not the normal program for WPA, but we feel so good about their program that we wanted to tell you about it and solicit you and your plane. To that end, we want to remind you to go to the ChallengeAir website and register as a pilot or volunteer for the Paine Field Fly Day on July 19th, 2008. The website is: <http://www.challengeair.com>

Thanks again to those who already have registered for the flyday.

by Dave Wheeler and Janis Chastain

Robert "Mitch" Mitchell

Paine Field Chapter WPA Webmaster

by *Freddy Flyboy*



Q. How and when did you get interested in or into aviation?

A. I graduated high school at the height of the Viet Nam war. With no money or grades for college, and a 1A draft classification, I decided to enter the military instead of waiting for the draft and chose the Air Force. Living and working on Air Force bases around all kinds of very interesting planes was intoxicating. Through my 22 year career, I worked on and with B-52's & F-111's and was on maintenance flying status for the B-52 for a time.

Q. What aircraft have you owned and if you own one now what model?

A. My plane of choice is the Piper PA-22 Tri-Pacer. I purchased my first one by accident. I was eating lunch at the Jet Deck with the typical Saturday group. An occasional member of the group approached me after lunch and asked me if I wanted to take a look at a plane and of course I said yes. After looking at it, he started talking about my buying it. It wasn't until then that I discovered he had mistaken me for Doug Arpke. At the time, we both had beards. I ended up buying the plane. After flying it for about a year, I had a problem landing it in a strong crosswind in Las Vegas and collapsed the nose gear, so I decided to do a complete restoration. Since that restoration is taking so long, I really wanted something else to fly. One day I found myself driving past Harvey Field and saw another Tri-Pacer for sale in the T hangers along the road. A week later I owned two, one to work on, and one to fly.

Q. What non-owned aircraft have you flown?

A. I learned to fly at an Air Force Aero club in England just before I retired. The club had a PA-28 Warrior and two PA-38 Tomahawks. The Tomahawks were scheduled so much, I did most of my training in the Warrior, but I do have some Tomahawk time. I also have a little time in an Arrow. Although it's not in my log book, and it was before I took flying lessons, on one of my B-52 flights, I did get to fly from the copilots seat for about 30 minutes. That was fantastic.

Q. Are you involved or have ever been involved as a volunteer in any other aviation related organization?

A. For a time, I was involved with Big World Flight for Education. In fact, that is what brought me to WPA. In 1991, I heard they were giving a program to WPA about their software and were looking for help. I've also been involved in several EAA chapters off and on, and have recently gotten involved with the Cascade War Birds.

Q. What is/was your career?

A. In the Air Force, I started as a Missile Systems Analysis on a Titan II ICBM at Davis Monthan AFB, Tucson AZ. I spent every third day 150 feet underground baby-sitting a nuclear missile, and keeping it ready to launch anywhere in the world on a moments notice. On the base I watched F4's, A7's, U2's, & C130's, and I drove past all the very interesting planes in the bone yard every day. After that I moved on to Short Range Attack Missiles on B-52's at Minot ND. I spent a lot of time on the flight line at 40 below zero in the 13 years I was there. My last 5 years in the Air Force, I spent in Logistic Management on F-111E and EF-111A's at Mt Home AFB, ID and RAF Upper Heyford UK. After I retired from the Air Force, I managed a construction company installing security systems.

Q. What inspires you about aviation?

A. Growing up, I was always the kid no one wanted to play with because I couldn't throw a football or catch a baseball as well as the other kids. Now guess what, I can fly and they can't. Now they are sitting on their sofas WATCHING football and baseball, and I'm actually flying places.

Q. Why are you a member of PAE WPA?

A. I enjoy the camaraderie of socializing with the pilots of the chapter, along with all of the opportunities such as the maintenance classes and GA Days and fly-outs.



The Science of Flight for Teachers

by Gary Evans

For several years, Paine Field has sponsored “The Science of Flight for Teachers”, a professional development class through Seattle Pacific University. The class is offered twice each summer and was developed by Gary Evans, a teacher and private pilot from Snohomish. Teachers taking this class return to their classrooms with a greater understanding of flight, as well as the opportunities their students have within the world of aviation. The class has been so successful that Peter Meisner, another local pilot and tenant of Paine Field, sponsored two teachers last year and is sponsoring two more this summer.

In addition to lessons about the physics of flight, activities of the class include field trips to sites such as the Everett Boeing plant, the FAA control tower at Paine Field, the Future of Flight Aviation Center and Boeing Tour, and the Museum of Flight and Aviation Learning Center. Various aviation professionals (aircraft mechanics, search and rescue crew members, airline pilots, aircraft dispatchers, FAA control tower personnel and airport administrators) also give presentations to the class about career opportunities.

The class is packed with activities over its four days. Fortunately, our own Russ Keyes opens his hangar for the class to use when the teachers aren't out flying or on other outings. Russ's hangar is strategically in the middle of all the activity, so meeting there allows easy access to on-airfield sites.

This summer's class runs from June 23 – 26 and August 4 – 7 and provides 3 graduate credits through Seattle Pacific University. For more information, call Gary Evans at 360.629.2005 or Sandy Johnson at the airport office at 425.353.2110.



Membership

by Steve Waterman, Membership Co-chair

Any organization is more enjoyable and effective if there are more people to do the business of that group. As is typical of any group, the majority of the work is usually carried out by a small invested group of people. The level of enthusiasm can quickly diminish as that group begins to burn out. It is vital to acquire new members and get them involved in order to keep the club fresh and energetic. Retention of members is equally important. When members don't perceive that there is value to participation they often drop out when life becomes busy and they have to budget their time with other activities. Involvement and participation are key factors toward gaining a sense of investment in the club. We especially need to get our new members involved in

coming to monthly meetings, weekend fly outs, maintenance seminars, and volunteering for our special events. I think that we would have better retention if each new member was assigned a sponsor who could introduce them around and get them involved in club activities. This is not a big obligation. Consider putting your name in the hat and send me an email. Secretary@wpa-paine.org.

WSDOT Awards \$1.1 Million Towards 2008 Airport Improvement Projects

In its second round of grants during the 2007-2009 biennium the Washington State Department of Transportation (WSDOT) Aviation has awarded over \$1.1 million to 34 airports for 56 different projects. Even better - of that \$1.1 million, WSDOT is using approximately \$477,000 to leverage \$16.7 million in federal funds. Airports also contribute a required 2.5% local match to federal funds for their specific projects. Therefore, the combination of state, federal and local match funds brings the grand project total for this round of grants to nearly \$19 million.

Consistent with other grant rounds, WSDOT focused most of its funds - approximately \$781,000 - towards pavement projects at Washington airports. As revealed in the most recent Airport Pavement Management System report, 23% of Washington airport pavements have deteriorated to the point where costly reconstruction or even rehabilitation is needed. For the rest of the airport pavements, preventative maintenance is - Eighty-one projects requested / 56 funded

WSDOT does not anticipate offering a third round of grants this biennium, as has been the case the previous years. The department will next solicit applications for the 2009-2011 bienniums' first round of grants during April and May 2009.

For more information, visit WSDOT Aviation's Web site at www.wsdot.wa.gov/aviation/Grants .

Notice of Power Outage at Paine Field on West Ramp

June 25, 2008 9:00 am to 5:00 pm

Hangars 30 through 47 will be affected by a planned power outage needed to install a new underground vault and re-locate the primary feeder line to the West Ramp. Electric hangar doors will be inoperable and alarm systems may activate. Please address any concerns to Jeff Bohnet, Public Safety Manager at (425) 353-1606. Thank you in advance for your cooperation

Airplane Camping *by Alan Negrin*

Part two of a 2 part story

We thought we were in heaven. We were on our first airplane camping trip. I had just “Killed Two Stones With One Bird”. That’s right. I got my wife to go flying and she got me to go camping. The three of us were bliss (her, me and N2CQ).

We started unloading and setting up camp. We decided to drape a plastic tarp over one wing providing some additional cover in case it started raining. And then we settled in for a nice afternoon nap.



We got up from the nap in late afternoon, built a fire and started preparing dinner. We noticed a lot of mosquitoes buzzing around and had to don the mosquito head nets I had brought along. There was a road nearby and a constant din of dirt bikes going by all weekend.

It got pretty cold on Saturday night and we were not well equipped for it. The elevation is 3000 feet so we were pretty uncomfortable and had to put on a lot of extra clothing. We got up the next morning, there was a steady light rain falling with very solid OVC and very low ceilings. It was pretty typical of end of May weekend in the Northwest.

All during the weekend, we kept hearing gun fire and determined it was some people across the road in a rented forest service cabin that felt they needed target practice, a lot of it.

About mid day on Sunday, a fisherman came wandering up to our camp while I wasn’t looking and surprised me when he just blurted out “You look like a happy camper”. I was really startled and somewhat taken aback, but he was decked out in full fishing garb and seemed to be just a friendly guy stopping by to say hello.

We talked for a while and he indicated that he lived in Spokane and was a partner in a 185 and had lots of flying experience in the backcountry of Idaho. After a short while we introduced ourselves and I found out I was talking with James McDevitt, the US attorney for Eastern Washington who had just been to one of the Paine Chapter meetings and given a presentation, which I had missed otherwise, I would have recognized him right away. We spent the rest of the day bundled up and under cover of the tarp we had draped over the wing.

After he left, we never spoke to another person during the entire weekend. We did see some other fisherman wandering by. The weather was supposed to clear up by Monday afternoon, so we had no worries about getting out to the area. That night was even colder than the first and we got up in the morning and found ice crystals on outside of the tent the next Morning.

In spite of the mosquitoes, cold, rain, and the noise from the constant motorbikes and even the sound of gunfire all weekend, we actually had a good time. More importantly, my wife was ready to plan the next camping trip, deeper into the Idaho backcountry. I knew she was hooked and so was I.

Our next trip was late in June to Moose Creek, 80 miles east of Lewiston, Idaho at the confluence of the Selway River and Moose Creek. The weather was perfect and we had another great weekend camping. The Sportsman performed as advertised and we had no difficulty with a heavily loaded airplane in a high-density altitude environment. We had planned on doing one more trip in late September with a large group of other people, however, by that time, the night time temperatures were down to the mid 20’s at 6000 feet and we just do not have the equipment for the cold.



Airplane camping is not for every pilot, but if you want to expand beyond the typical \$100 hamburger type flights, there is an incredible world out there in the backcountry of Idaho, Montana and even a few places in Washington all within two to three hours for most of the typical single engine airplanes that are capable craft for that kind of mission. You will need a properly equipped airplane and some additional training for mountain flying to be safe but does not necessarily mean you have to fly a tail dragger. We saw a lot of 182’s and even a few 172’s on our trip to Moose Creek, although Moose Creek is only 2400 feet and there are many backcountry strips in Idaho that are much higher elevation.

So now we have to wait till next season and we hope to have better equipment and make a few more trips than this year. There are so many places to explore, we will never see them all.



Riveting class is a **SMASH** Hit

On January 7th 2008 Alex Porter with the Everett Community College provided 10 chapter members with education and the opportunity to rivet two pieces of aluminum together. Now some members did well and some didn’t do as well as the others, but it was fun, entertaining and educational. The coffee was hot and the doughnuts were plentiful. Thank you to Alex Porter and the Everett Committee College for hosting this event. Also would like to thank Rich Jones and Jim Morgan for bringing along some of their own special riveting tools to share with the members.

Next Meeting
July 12th
tour of NAS Whidbey
see page 2 for
registration instructions
absolute deadline 6/28

The Paine Flyer
Snohomish County Airport Paine Field
3220 100th Street SW
Everett, WA 98204
ADDRESS SERVICE REQUESTED

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

- July 10th Chapter Board Mtg
- July 12th NAS Whidbey Tour
- July 19th Challenge Air Event @ PAE
- August 1st General Mtg, Movie Night
- August 7th Chapter Board Meeting
- September 5th Hangar Party
- December 12th Christmas Party

CLASSIFIED ADS free to WPA members
 adds will run for 2 months unless otherwise requested

1996 Bonanza A36-1/2 Share Partnership
 Why pay 100% of ownership expenses when you can only fly a small percentage of the time. A beautiful A36, hangered at KPAE. Garmin 430, King KAP140 autopilot, Fuel Totalizer & More... 1100 lbs usefull load
 Erik 206-498-5608 \$140K



Mixture control cable plus knob, 43 inches looks like a Piper cable but came out of a Cessna Skyhawk. Removal was only because it was not the original style for our authentic restoration project and we were anomalously gifted the correct cable with knob.
 \$20 call Rich 425-349-9802



Aircraft for Sale
 Reduced \$1000. 1964 C-172. Full IFR. 500 SMOH Excellent paint and interior \$46,500

Avionics for Sale
 King KR87 ADF \$1250
Contact: Jim Smith, CFI CFII
Phone: 425-218-2150
E-Mail: JimSmithCFI@msn.com

2007 Cirrus SR22 G3 Turbo GTS ¼ share available \$130,000. Hangared at PAE, all options except A/C, 200 hours since new, 215kt TAS at FL250 on 18gph. Mike 425-301-2176

1976 C182P N1547M 3499 TTAE 1439 TSOH prop 11 TSNEW New Cleveland wheels and brakes. I am the third owner since new. Great cross country aircraft. Complete logs and no major damage. Located at PAE Everett, WA \$69,000.00
 Ken 206-914-8373

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

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