



Local Chapters under  
[www.WPAFlys.org](http://www.WPAFlys.org)

## Contents

President's Message	1
Officer contact	2
President's Msg cont	2
C2Osh	2
B20sh	2
Mystery Airplane	3
Summer Nights	3
Skykomish Workparty	4
Jackpot, Nv	5
Aug 6th Pinic	6
PFAD	7
Classifieds	9

## Calendar of Chapter Events

June 2nd Board Mtg  
June 3rd Prg Medical Issues  
June 18th Skykimish  
July 1st-4th Jackpot Fly-in  
August 6th Pinic  
Sept 9th Hangar Party @ PAE

Sno Isle Le Bistro  
9001 Airport Road  
Everett, WA 98208

Doors open at 6:30 P.M.  
RSVP required for \$15 Dinner  
by May 29th  
RSVP instructions on last  
page

## President's Message *by Rich Jones*

Formation Flight into KBFI for Kenmore Aero Services Open House, Saturday, May 7, 2016

The Northwest Beech Boys flew into Kenmore Aero Services Open House on Saturday, May 7, 2016. Ken Vanwinkle, our flight leader for this flight had coordinated with Boeing Tower prior to our arrival. Doug Haughton was in the #2 spot and I was #3. We only managed to get a three ship flight together due to several of our group's aircraft being out of service.

We met at the Bremerton airport and briefed before our three ship takeoff in Vic configuration. The air was fairly smooth most of the way over to KBFI and #2 was tucked in nice and tight with me matching his spacing on lead. Ken announced our arrival to Boeing Tower with the pre-coordinated fly by requests. We entered the pattern on a left downwind to runway 31L. Due to the confined airspace around the west side of Boeing Field Ken had to lead the flight through a very tight turn from downwind to final. My occasional glance at #2 indicated that we were maintaining our positions almost perfectly through the dynamics of entering and departing the steep turn. After our pass in Vic configuration we smoothly transitioned into close trail on downwind. I find flying on #2's tail is very easy because he is locked into position on #1 so tightly that it is like they are one ship ahead of me. On the next downwind we transition smoothly to left echelon in preparation for right break to land. Per our briefing we will be using the shorter 2 second breaks rather than the more standard 4 second breaks. I heard Boeing Tower say something to lead about a Boeing 737 on long final to our runway while we were in the downwind. I think I heard Ken suggesting to Boeing tower that "they do know how to hold". The 737 does not matter as we are very quickly making a tight echelon turn to final followed by the two second breaks to land. Very shortly we are off the runway and the nice guys from Kenmore Aero Services are parking the flight.

This was a particularly sweet flight for me for a number of reasons. The three of us all received our air show Formation Wing Man card from FFI (Formation Flying Inc.) on June 26, 2011. This makes us a bit like being part of the same graduating class from an academy of sorts. Riding in the right seat of #2 ship was Jim Posner, our trainer and mentor. Along the way we have received a significant amount of training from Jim Posner's old friends in the California Beech Boys formation group but Jim coached us through most of our training. Our graduation day is another whole story in itself which I may share in the future. What I will say is that I learned a whole lot about character of my wing men and our mentor that day. They are some of the finest people I have known and maybe that is why I enjoy being with them so much whether in the air or on the ground.

As our group continues to expand I find that we continue to attract some very talented pilots who are dedicated to advancing the art of formation flying. Comradery seems to naturally develop in a group that takes on difficult challenges like formation flying. This comradery expands to our other collective endeavors like leading the WPA organization.

Airshow season is underway again and I feel sad that the Northwest Beech Boys could not field a team to participate in PFAD (Paine Field Aviation Day). Most of the problems have to do with airplanes being out of service during this time. But there are other events later this year (including the Arlington Airshow) where we will be getting a flight together. I am very hopeful that our group will continue to expand to the point that we can reliably field at least a four ship flight (and possibly even a 6 ship flight) for local events.

*continued page 2*



*President's Message continued from page 1*

The "2016 B2OSH Northwest Formation Clinic" is scheduled for 6/23/16 - 6/26/16 at the Bremerton National Airport. The primary purpose of this event is to qualify people to fly in the "Bonanzas to Oshkosh" mass arrival but anyone who is interested in formation flying is welcome. The training is type specific as in you must show up in a Bonanza. We do however train people who are participating in the Mooney Caravan to Oshkosh as we currently have more training capacity than they do. My job there is to try to give back some of what has been given to me by training the new guys.

Learning to fly formation is the most difficult and yet the most rewarding flying I have ever done. If any of you have an interest in formation flying I would encourage you to pursue it, but please don't try to learn it on your own. Find someone who is already skilled in the art to teach you.

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**June 3rd Program: Airmen Medical Issues by Dr Franke**



**Officers: Paine-BOD@WPAFlys.org**

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**Secretary George Futas**  
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**2015 Director Frank Hummel**  
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**2016 Steve Waterman**  
[paine-board3@wpaflys.org](mailto:paine-board3@wpaflys.org)

**Past President Dave Wheeler**  
[paine-past\\_president@wpaflys.org](mailto:paine-past_president@wpaflys.org)

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**Cessnas 2 Oshkosh 2016**

Thinking about flying your Cessna to Oshkosh, Wisconsin this summer for AirVenture? Popular opinion is that joining the Cessna 2 Oshkosh mass arrival is by far the most enjoyable and safest way to do so. We will be holding the required one day C2O formation flying clinic Saturday June 11th in Olympia, WA. June 25th is the weather backup date. Once again hosted through the generosity of Jorgensen Air Service. Think about it. Many have casually joined and keep coming back. The C2O formation mass arrival and training is a great introduction to gentle formation flying and prepares the pilot in an easy going and informative manner. If you have any questions please send me a note at [frankh909@gmail.com](mailto:frankh909@gmail.com).

Best regards,  
*Frank Hummel*  
C2O PNW Clinic Lead

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**Bonanzas 2 Oshkosh 2016**

2016 B2OSH Northwest Formation Clinic for certification to fly B2Osh  
Bremerton National Airport located in Bremerton, WA  
6/23/2016 - 6/26/2016

Host: Doug Haughton & Jim Posner

The primary objective of this Clinic is to provide the mandatory training and currency requirements needed to participate in the B2OSH flight this year. All other activities will be subordinate to that objective. Depending on how many participants are new to formation flying and how Mother Nature behaves that weekend, we should be able to get in some more advanced-maneuver flights as well as satisfy the primary purpose.

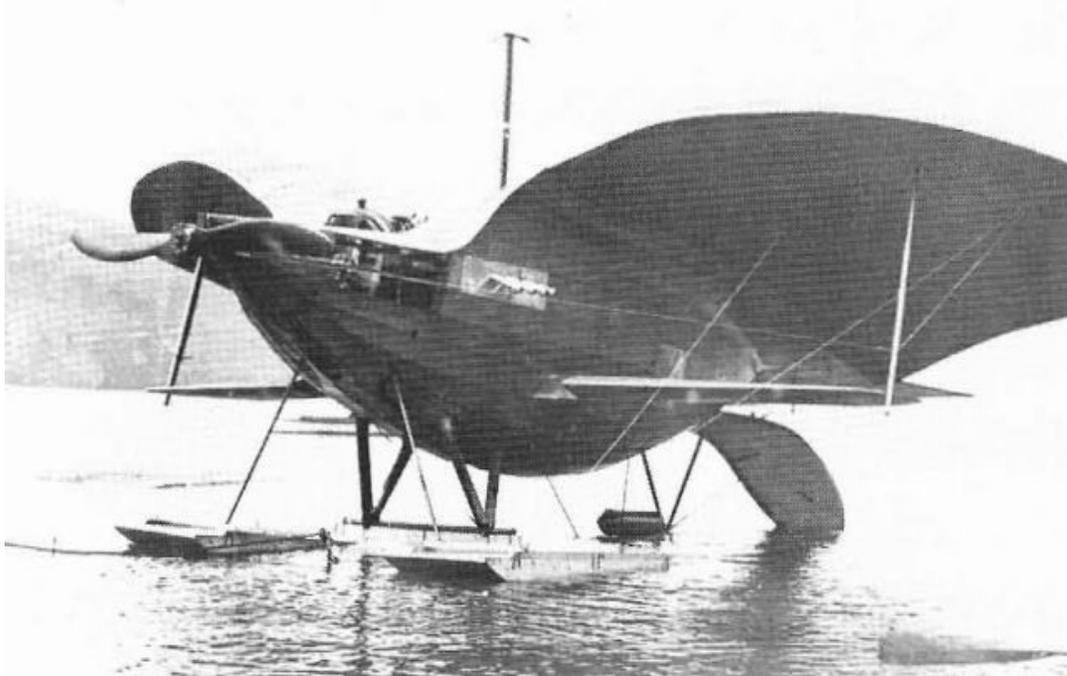
Accommodations: The Oyster Bay Inn & Suites in Bremerton has made us an offer we simply can't refuse.

For only \$83.00 (plus tax) per night, not only will the Oyster Bay Inn give us a great place to sleep but they will feed us a hot breakfast in the morning with all the trimmings. Breakfast begins at 5 AM so no excuses for being late to the morning briefing.

Give these nice folks a call at (360) 377-5510 to get your rooms booked early, Be sure to mention the NW Formation Clinic to guarantee this special rate. [www.oysterbayinnbremerton.com](http://www.oysterbayinnbremerton.com) .

For more information and program schedule: <https://www.b2osh.org/MbrPgm/Events/EventsOne.asp?R8r06=IJI>

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In 1883 Alexandre Goupil built a birdlike monoplane glider, which seemed stable under a restraining rope. He intended to power it with his new steam engine which weighed about 1000 lbs and produced 15 horsepower. The aircraft featured a streamlined bird-shaped hull, tractor propeller, and rudder and horizontal tail aft; it rested on skids. 2 stubby horizontal surfaces forward were controlled by the pilot's moving around on a pivoted seat: they could work together as elevators or in opposite directions as ailerons, though their purpose was rather to restore lateral balance than to facilitate banking and turning. He called his machine an "aeroplane," apparently one of the first to use the name.

(Span: 6 m; length: 8 m; wing area: 27 sqm; weight: 50 kg)

In a 1916 attempt to avoid the Wright patent on wingwarping and its equivalents, Glenn Curtiss had his Buffalo, NY, factory built the Duck from Goupil's original patent drawings and a description in *La Locomotion Aérienne*. Curtiss put it first on wheels instead of skids like the original, and then on the original Langley floats, and then again on wheels. Powered by a Curtiss OXX-6, it flew on 19 January 1917, succeeding first in a straight and level flight, and then in a circle. As with his rebuilt Langley Aerodrome, Curtiss made some significant changes in the original design - control linkages, engine - and longer wings than what Goupil seems to have intended. But Curtiss never made use of his "evidence" that the Wrights were not the first to invent lateral control: the famous Curtiss-Wright patent fight was settled by arbitration as World War I approached.



Experience the Summer's Happiest Happy Hour. Summer Nights returns this year for a nine-week Friday series.

Wind down after work at the ONLY happy hour event along the Paine Field airport flightline. Watch planes soar and enjoy delicious food and drinks, while dancing to eclectic live music.

Dates: Every Friday from July 8 to September 2

4:00 p.m. - 8:00 p.m.

Tickets: \$10 or \$5 for members

Open to the public, all ages.

Performers: See some of our confirmed performers for Summer Nights. We will release a new band every week leading up to the event. If you want to suggest a band/artist or know a group interested in playing, please email [events@futureofflight.org](mailto:events@futureofflight.org)

# Skykomish Workparty June 18th starting at 9 AM

**Camping and RV spots available**

Possible work tasks:

1. Replace wind sock – conduct wind cone maintenance, grease, wash, inspect.
2. Minor sapling trimming in the ditches
3. Runway reflector maintenance
4. Sign maintenance, remove graffiti
5. Gate maintenance, grease, clean up
6. General airport clean up, sticks, rocks
7. Check runway
8. Clean up camping area
9. Clean up tie down area
10. Clean up latrine area – stock with new supplies
11. Conduct maintenance on tables and fire rings
12. Assist WSDOT to cut up fire wood from downed trees
13. Other small repair items as necessary



WSDOT will supply orange vests, limited gloves, hearing protection, eye glasses.

Tools: Pruners, two wheel borrows, rakes, shovels, weed whacker, chain saw, hammers, nails etc.

Pilots should bring:

Pruning shears, hand clippers, other small hand tools.

Pilots should wear appropriate boots, pants, work clothes, gloves, and bring food for lunch and plenty of water if it's hot.



**July 1st through 4th Fly in  
A Return to Jackpot, Nevada**

Special Room Rates at Cactus Petes vary with the date \$99.00 for the 1st, \$109.00 for the 2nd and \$139.00 for the 3rd of July  
We are currently blocking 15 rooms each night.

There are also 15 rooms blocked at The Horseshu Hotel just across the street from the Cactus Petes. Owned by same firm.  
Pet rooms are available at the Horseshu for small dogs with a \$10.00 night fee.  
Costs at the Horseshu are \$49, \$59, \$89 respectively, Fri., Sat, Sun!  
The Horseshu has a pool; however, members staying at the Horseshu also have access to Cactus Petes pool.

They will have van for us to travel up to the golf course if anyone wants to play golf!?

They have an eatery inside the hotel which has a steak/seafood menu and they have a buffet! A coffee shop too! Nightly entertainment but no big names! Big swimming pool out back of the hotel with a bar and blackjack tables newly installed!

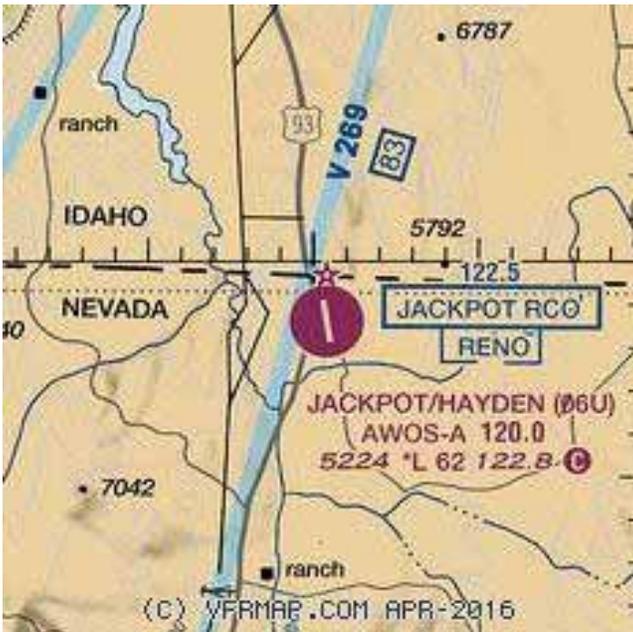
No fuel at the airport anymore! Tiedowns are plentiful!  
5,000ft. Elevation, 6,000ft runway!

**Call for reservations at 1-800-821-1103! Must be in by June 1st!**  
Tell them your with the Washington Pilots Association

**Cactus Petes Pool**



**Horseshu Pool**



**Enroute Fuel Prices under \$5.00**

Check with Airnav for current pricing. Prices printed as of 5/15/2016  
Pendleton, OR PDT \$4.65  
Prosser, WA S40 \$4.49  
Baker City, OR BKE \$4.70  
Caldwell, ID EUL \$4.30  
Nampa, ID MAN \$4.39  
Mt Home, ID U76 \$4.65  
and PAE \$4.67 prior to any discounts

**Meet and Greet Party at 5:00 PM on Saturday at the  
Horseshu Pool**

**No-host Bar and complimentary appetizers**



# WPA SUMMER PICNIC

Saturday August 6, 2016  
DOORS OPEN AT  
11:00 am

**WPA MEMBERS:** ALL MEMBERS AND INTERESTED PARTIES WELCOME!

**LOCATION:** GREGG ORTEGA HANGER, FRONTIER AIR PARK  
12421 -123<sup>RD</sup> AVE. N.E.  
LAKE STEVENS, WA. 98258  
**AIRPLANES BY ADVANCE INVITATION ONLY PLEASE**

**FOOD:** Gourmet Burger Bar  
SHAWN O'DONNELL IRISH GRILL  
Cost: \$10.00

**DRINKS:** No Host Bar: Brew-Bakers Brewery / \$5.00 Beers and \$7.00 Wine

**ACTIVITIES:** Classic Car Show  
Holy-Board and other games  
Camaraderie and Conversation  
Overnight guests welcome  
Tent Camping  
Pizza  
Bonfire, Saturday Night



# Paine Field Aviation Day

## Wet and cold, people still came, 111 Young Eagles Flown

panoramic photo by Jerry  
Barkley



Photos through a wet cell phone lens.



Photo by Karen King  
Photoshappen.com

## Paine Field Aviation Day



photos by John Clark





E-mail your reservation to [wpa.painedinner@hotmail.com](mailto:wpa.painedinner@hotmail.com)

**Dinner \$15.00.**

RSVP for dinner deadline is always no later than Sunday evening prior to the General Meeting

## CLASSIFIED ADS

Advertisements are free to WPA members for aviation related items and/or services  
Space limitations will give priority to Chapter members  
Paid advertising is available for non-aviation ads in the state WPA WINGS newspaper

### For Sale 1979 Cessna 152II

TT:7053 hrs, Engine: 1239.4 hrs, All ADS current  
Newly rebuilt slick mags, 500 lbs useful load, KT76 mode C transponder  
Cessna 385A nav/com, Two extra nav/com radios + glide slope localizer  
with all hardware to install making a full IFR platform!  
Aero Space Logic EGT, Excellent intercom system w/ push to talk on  
both yokes!  
Fast little 152! Excellent trainer! Hangered for the last 6 years.  
\$23,995 michael.dawson2@frontier.com 206-972-4502



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George Futas,CFII, ASME 425.260.4445  
[gfutas@gmail.com](mailto:gfutas@gmail.com)

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Amy Bellesheim, CFI

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Alan Negrin, CFI, MEI  
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425-466-8472

**1967 PA28 180 Cherokee**, TTAF 4149, SMOH 747,  
Cyl new 500, ann 7/13, many added STCs; Rosen  
visors, one Piece window, 2ft. Extended wings &  
Stabilator, P&I +9 new ttl renovation 2003 @ KTTD  
Premier Av, impeccable! pics & info: [970 640-7287](tel:9706407287),  
[blhartbell@gmail.com](mailto:blhartbell@gmail.com) \$59k OBO



**50% Partnership Available**  
1975 Cessna Skylane. Hangared  
at KPAA. 2300TT, 700 SMOH,  
IFR Certified, Garmin 430, Stec  
AP, Garmin 327, twin Garmin  
106s, 1998 paint scheme, leather  
and many other upgrades. Fresh  
annual \$45,000. Call John 425  
466 1949

**1977 C-172N**, always hangared, Interior = 9, Exterior = 9  
Lycoming 0320-E2D, TTAF: 3280.2, SMOH: 1080.8  
Bendix/King KX 155 Comm/Nav, Collins VHF 250 Comm/ VIR 350 Nav  
Narco AT 150 Transponder, PS Engineering PM 1000 II 4-station intercom  
Current annual (August, 2015), Located at AWO, Hangar available with plane  
\$35,500

Contact at 360.629.2005 or email [AB7RK@aol.com](mailto:AB7RK@aol.com)

