



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

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## Calendar of Chapter Meetings

Feb 1, Board Meeting  
Feb 2, Gates to the Arctic @ Le  
Bistro  
Mar 1, Board Meeting  
Mar 2, Carburetor & Fuel  
Injection Systems @ Le Bistro  
Apr 5, Board Meeting

**Feb 2nd Dinner**  
**RSVP for \$15**  
**dinner by Jan 28th**  
**E-mail**  
[wpa.painedinner@gmail.com](mailto:wpa.painedinner@gmail.com)

Sno Isle Le Bistro  
9001 Airport Road  
Everett, WA 98208  
Doors open at 6:30 P.M.

## President's Message *by Rich Jones*

### The Annual State WPA Meeting – 35<sup>th</sup> NW Aviation Conference, Feb 24 -25, 2018

As most of you know the State Washington Pilots Association annual meeting is held at the NW Aviation Conference at the Washington State Fair Events Center in Puyallup, Washington. This year the meeting will be held at **11:30am on Saturday February 24, 2018**. The meeting room is on the opposite corner from the main entrance. This is an important meeting where State WPA officers are elected, annual State WPA awards are presented and issues that affect aviation in Washington State are discussed. This is also a good time to see some new aviation products and possibly connect with friends that you may not have seen for a while. So both as the President of WPA Paine Field Chapter and WPA State Vice President West I hope to see you there.



### The WPA Member Fuel Discount at Castle and Cooke

I spoke to one of our members recently who was not aware of how to receive the WPA 15 cents per gallon fuel discount at Castle and Cooke Aviation. So I thought I would cover the fuel discount process as it is a very timely subject for February. In order to obtain the 15 cent per gallon fuel discount from Castle and Cooke you must take the following actions:

1. Make sure that you have renewed your WPA 2018 membership before the end of February.
2. During the first week in March, contact Castle and Cooke Aviation (425) 355-6600.
3. Tell them you are a Paine Field Chapter WPA member and wish to receive the 15 cents per gallon fuel discount.
4. Castle and Cooke will load your credit card number into their system in order to apply the 15 cents per gallon discount automatically at the fuel pump.

If you are a WPA Paine Field Chapter member who has been receiving the 15 cents per gallon discount during this last year you don't need to do anything except to renew your 2018 membership (before the end of February) in order to continue receiving the 15 cents per gallon fuel discount.

By the way, if you have any pilot friends at Paine Field who are not taking advantage of this aviation fuel discount at Paine Field you should tell them about it! I flew about 100+ hours last year at about 11 gallons per hour. I probably bought more than half my avgas at Paine Field so my savings was about double the cost of my WPA membership (and this does not even include my wife's fuel cost savings).

### Flying With a New Instrument Panel

Just before Christmas I joined the modern world of aviation with the installation of Garmin GTN 650 GPS/NAV/COM and added GPSS (GPS Roll Steering) to my S-TEC 60-2 autopilot. I wrote an article for this month's newsletter telling about my experiences in learning the new avionics. I have also found very few pilots that I have talked to seem to understand anything about what GPS Roll Steering is so I wrote a second article on this subject. I have learned a lot over the past several months and I hope my learning experiences are helpful to some of you.



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2018's Washington Pilots Association promises to be better and stronger than ever. Really. We have been talking about it and working towards that goal all year. Both at chapter and state levels.

If you have not already done so PLEASE consider renewing your Washington Pilots Association membership for 2018 online at [www.wpaflys.org](http://www.wpaflys.org). It's easy.

*Sincerely,  
Will Tilse*

Just a reminder that for fuel discounts, renewals must be completed prior to the end of February.

**February 2nd General Meeting and Program, back at Le Bistro  
Presenter: Helga Byhre, Gates to the Arctic**

Helga Byhre, with over 100 photos, will take you to the Gates of the Arctic National Park where, sixty years ago, she fulfilled her dream: to experience a year in the Far North.

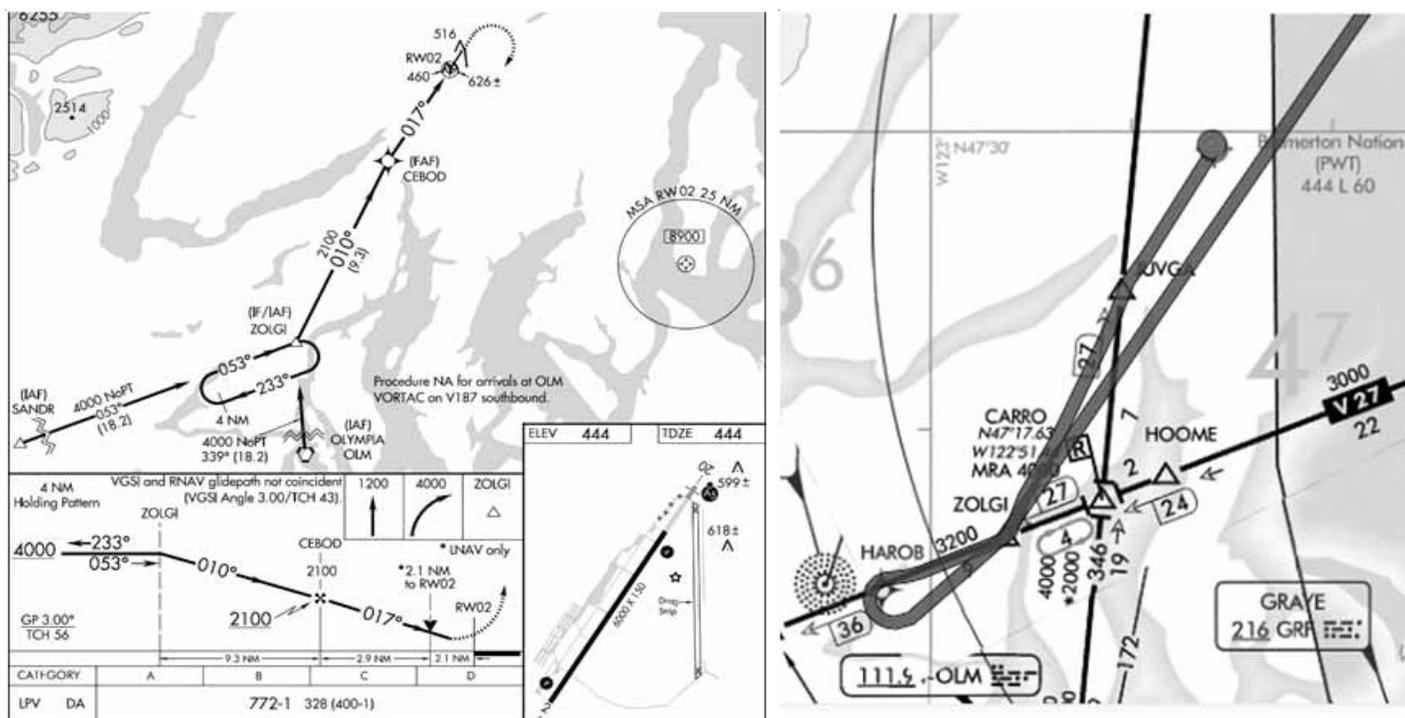


There has been a lot to learn about flying IFR with the new Garmin GTN 650 and GPS Steering added to my 35 old S-TEC 60-2 autopilot. Garmin's GTN 650 PC simulator has been very helpful. The S-TEC Flight Supplement and GPSS Pilot Handbook are very good. But what is not so obvious is how the GTN 650 works with the old S-TEC 60-2 autopilot. Here are a couple of flights (made under VMC) that illustrate learnings about the GTN 650 and autopilot systems work together.

Bremerton RNAV (GPS) RWY 2 LPV Approach

The approach plate below indicates that from Paine Field we can navigate to ZOLGI and do a procedure turn in order to get established inbound on the RNAV (GPS) RWY 2 LPV approach. As we load the RWY 2 LPV Approach into the GTN 650, we select the procedure turn option at ZOLGI and activate. Now select HDG mode on the autopilot and select GPSS mode on the GPS Steering Module. The autopilot takes over and flies direct to ZOLGI maintaining 4,000 (with altitude hold engaged). Upon reaching ZOLGI the autopilot begins the procedure turn to get us back to the IAF (ZOLGI) heading inbound on the approach. Reaching ZOLGI inbound the autopilot turns the airplane on the course (010 degrees) to CEBOD, the FAF. At this point the GPS Steering is still active and would guide us all the way to RW02 without vertical guidance. We are flying the RWY 02 LPV approach which has vertical guidance so established inbound past ZOLGI we select NAV mode on the autopilot. The autopilot now follows the CDI both laterally and vertically (rather than the GPS Steering commands). The glide slope needle centers on the way to CEBOD and the autopilot automatically switches from Altitude Hold to Glide Slope mode and the airplane starts down. At the LPV DA of 772 feet (or 775 feet if you happened to read the NOTAM) we disengage the autopilot and land.

A segment of the approach plate and the actual flight path are below:



Note the short list items required of the pilot during this approach:

1. Load the Bremerton RNAV (GPS) RWY 2 LPV Approach and activate.
2. Engage the autopilot in GPSS mode with altitude hold also engaged (4,000 feet)
3. Engage the autopilot in NAV mode after reaching ZOLGI inbound on the approach.
4. Lower the landing gear at the moment of glide slope intercept, and complete the normal landing checklist.  
(This assumes appropriate power was set as we passed ZOLGI outbound.)
5. Disengage the autopilot at DA and land the airplane.

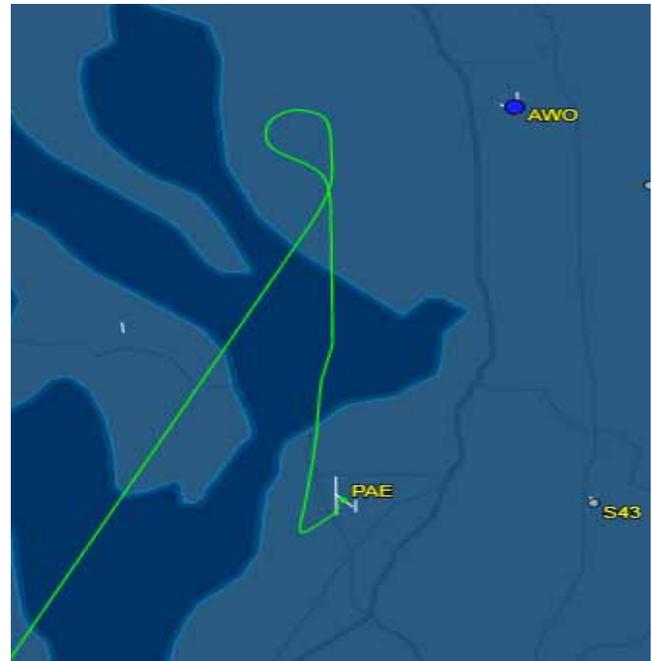
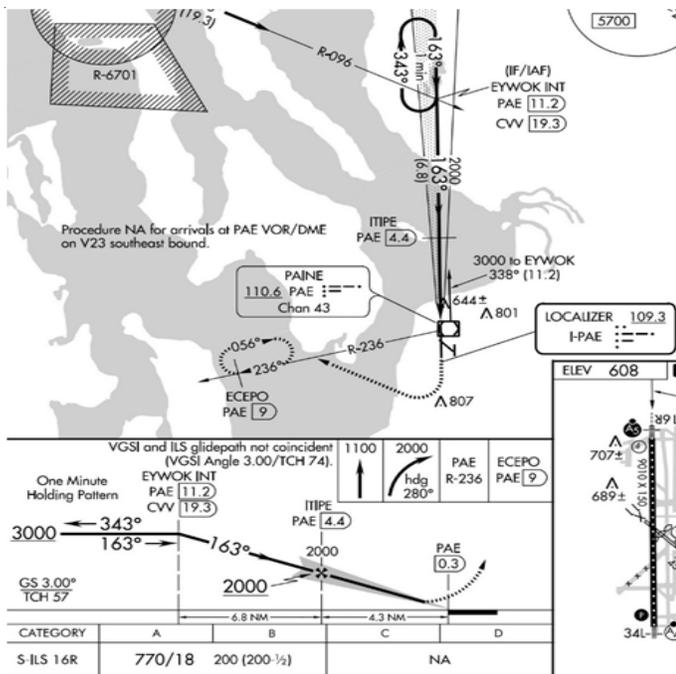
The level of automation is truly remarkable. The piloting job became a matter of managing the systems rather than the normal job of precise flying in instrument conditions. Obviously I am going to have to keep hand flying some of the approaches in order to keep my skills current.

Paine ILS Y or LOC Y RWY 16R

The Paine ILS Y RWY 16R approach was started while returning from Bremerton. The approach starts by loading the ILS Y RWY 16R approach into the GTN 650. In this case EYWOK has been selected as the IAF and the GTN 650 adds the hold at EYWOK in order to get the airplane turned back inbound on the approach. HDG mode is selected on the autopilot and GPSS mode is selected on the GPS Steering Module. Altitude hold (at 3,000 feet) is engaged and the autopilot guides the aircraft to EYWOK (via GPS Steering) and executes the procedure turn establishing the aircraft inbound on Paine ILS Y RWY 16R approach. We must keep in mind that this is an ILS approach so the GPS will not provide guidance during the final approach. Passing EYWOK inbound the GPSS indicator light begins to flash indicating that GPS Steering is no longer available. In this mode altitude hold is still engaged and the autopilot will hold the wings level without any guidance from the GTN 650. Now it is up to the pilot to do two things:

1. Select the localizer frequency (109.3) as the active NAV frequency on the GTN 650. (This should have already been done and the GTN 650 helped by loading 109.3 as the standby NAV frequency when the approach was loaded.)
2. Select NAV mode on the autopilot. (The GTN 650 automatically switched the CDI from GPS to VLOC input.)

Now the autopilot tracks the ILS with both lateral and vertical guidance. Hopefully by this time we have set an appropriate power setting for the approach and we lower the landing gear at glide slope intercept and watch the 35 year old autopilot fly a near perfect ILS approach. We can see from the flight path below that Paine Field was in the north flow on this day so the approach was broken off in order to enter the left downwind, landing 34L.

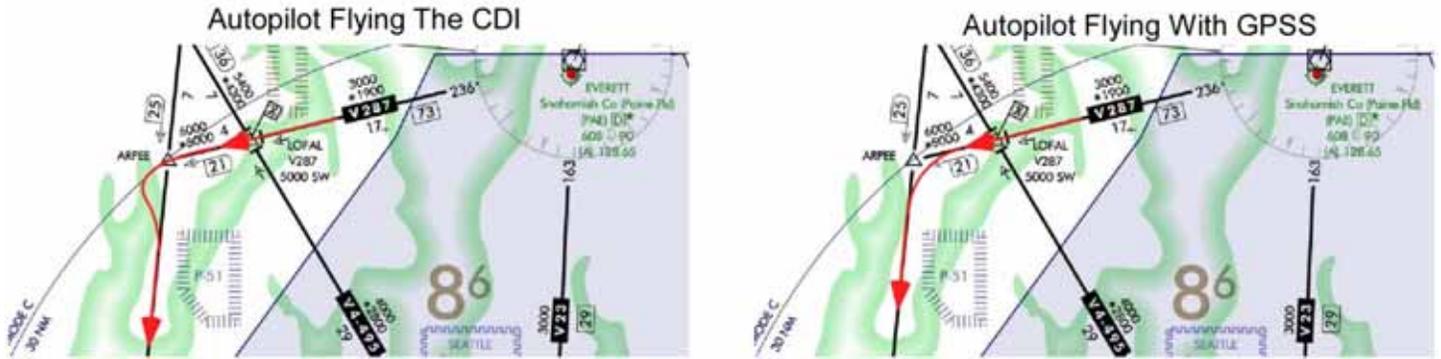


My main learnings from operational experience are:

1. The Garmin GTN 650 PC trainer does a very good job of teaching the pilot how to operate the GTN 650.
  2. The S-TEC 60-2 flight supplement and GPSS Operating Handbook do a fairly good job of instructing the pilot in the operation of the 35 year old S-TEC 60-2 and how it's new GPS Steering capability works.
  3. Neither of the above sources do a great job of instructing the pilot on how the GTN 650 and the autopilot work together.
- I suppose that this is because our system is composed of:
- An S-TEC 60-2 autopilot that was installed in 1975 (and is still in production today).
  - A GPS Steering module that was introduced in 1999.
  - A GPS/ILS/VOR receiver that was introduced in 2011.

I have learned that this combination of very old and fairly new technology do work quite well together after the pilot learns how they behave in various situations. This behavior must be learned and I don't think that any amount of training can take the place of operational experience. With operational experience I hope that the words "What's it doing now?!" are never heard (while flying IFR) in my Bonanza

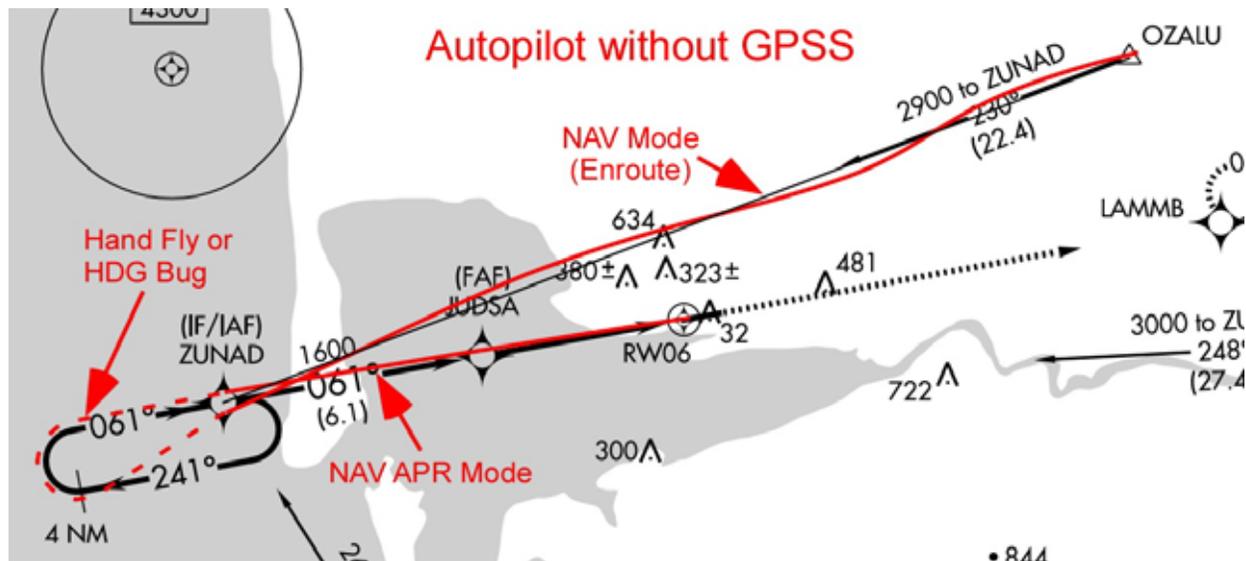
GPSS (GPS Steering or GPS Roll Steering) has been around for quite a few years but the older autopilots that most people are flying with do not have the capability of utilizing it. Even my old Garmin GNC 250XL GPS/COM that was introduced in 1997 provided an ARINC 429 GPS Roll Steering output. S-TEC came out with a GPSS module that could upgrade my S-TEC 60-2 autopilot in 1999 but I never got around to installing it until recently. The main benefits of GPSS were 1) more precise tracking of the GPS course; 2) Much smoother execution of course changes. The figures below demonstrate one of the big differences between an autopilot operating with CDI (Course Deviation Indicator) input vs GPSS. When a GPS course change is indicated by the lateral CDI needle movement the autopilot begins to react after the actual turn point is reached because all it understands is the CDI needle movement. The GPS however knows when to start the turn in order to smoothly arrive on the new course without overshooting per the figures below (flying V287 out of Paine Field).



While previous generations of GPS navigators may have provided an ARINC 429 GPS Roll Steering output they lacked the kind of guidance that would drive the GPSS capable autopilot through the entire approach. This level of sophistication came with the generation of WAAS GPS navigators and the precision GPS approaches that the FAA provided. The full potential of a GPSS capable autopilot was realized when the WAAS GPS navigators started providing GPS Steering commands to the autopilot through the entire approach including holding patterns, etc. Autopilots that only accept CDI inputs do a very good job of guiding the airplane on the straight in final approach course but they are not capable of more complex procedures that require knowing when to start and end a turn in order to guide the aircraft through a complex procedure.

Autopilot Flying with and without GPSS

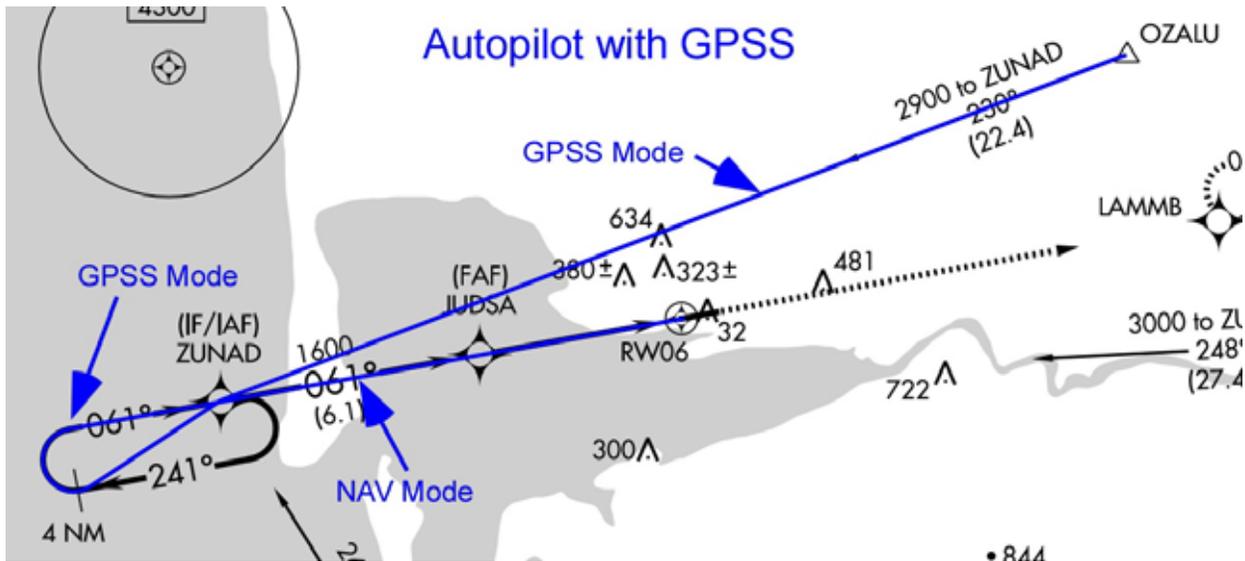
Let's look at the differences between flying with an autopilot both with and without GPSS. We will use the Hoquiam RNAV (GPS) RWY 6 approach as our example. We have a Garmin GTN 650/750 or some other similar WAAS GPS installed and integrated with our autopilot but without GPSS. In our example below the autopilot is engaged in NAV mode from OZALU to ZUNAD. As this is an enroute segment the GPS CDI scale is fairly wide and the autopilot tracks the course line within 1.5 miles or so as it is not in APR (Approach) Mode. The procedure turn must be either flown by hand or with the aid of the HDG bug with altitude hold engaged on the autopilot. Established inbound from ZUNAD the GPS will activate APR Mode on the autopilot which causes the autopilot to track the course much more closely. If the autopilot accepts vertical guidance from the CDI it will do a great job of flying the airplane from ZUNAD inbound on the final segment of the approach.



continued on page 6

Autopilot Flying with and without GPSS continued

Now let's look at flying the same Hoquiam RNAV (GPS) RWY 6 approach with GPSS. We have a Garmin GTN 650/750 installed but it is integrated with an autopilot that supports GPSS. In this case the route segment between OZALU and ZUNAD is flown with great precision utilizing the GPSS feed from the GPS. The procedure turn can also be flown by the autopilot in GPSS mode. Inbound from ZUNAD on the final approach segment the autopilot is switched to NAV Mode and the CDI guides the autopilot down the final approach with both lateral and vertical guidance (if the autopilot supports vertical guidance). The autopilot's performance will be identical on the final approach segment (with or without GPSS) because it will be in NAV Mode in both cases.



So what more do you get with a GPSS capable autopilot? There are two things:

1. The ability for the autopilot to fly the entire approach procedure (if desired).
2. Rock solid on course performance during the enroute phase of the flight.

Is adding GPSS to your autopilot worth the cost? I think that this is a question each aircraft owner will have to decide for themselves.

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### **Catch 22 Regarding FAA MedXPress and Basic Medical Applications.**

Recently my AME related a frustration experienced by both pilots and AME's, with regard to the FAA on-line MedXPress and pilot's expectations. Some pilots have been filling out the online MedXPress form for 3<sup>rd</sup> Class Medical and then going to the AME expecting the AME to download the application and tell them if they could qualify for the 3<sup>rd</sup> Class medical or should apply for the new Basic Medical.

The risk is - If the AME downloads the MedXPress and there are conditions that disqualify the pilot for the 3<sup>rd</sup> class Medical, or a Special Issuance 3<sup>rd</sup> class medical, the pilot cannot simply switch and go for the Basic Medical. In addition, if the MedXPress application downloaded by the AME is not submitted to the FAA within so many days, the pilot's medical will be revoked and they are then not eligible for Basic Medical. Also, the pilot still has to pay for the AME appointment.

Read the fine print and NOTE - The FAA website states "The FAA MedXPress system allows anyone requesting an FAA Medical Clearance or Medical Certificate to electronically complete an application. Information entered into MedXPress is available to your FAA-designated Aviation Medical Examiner (AME) for review at the time of your medical examination. NOTE: A medical examination by an AME is required to complete the medical clearance/certification process."

The better approach is - If a pilot has any doubts about their ability to pass the 3<sup>rd</sup> class medical, it is best to contact an AME ahead of time and pay for a personal physical examination equivalent to the 3<sup>rd</sup> Class Medical. You will need to provide the AME accurately all the data normally included on the FAA Form 8500-8. You can also contact the AOPA or EAA in advance for advice. See if it is still possible to fill out the MedXPress form and download a personal copy, and take that copy on your personal appointment with the AME. In the past if the form was filled out, but not downloaded by the AME, it simply expired within 30 days without penalty. That may or may not be the case today. Beware.

by George Futas, CFII

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The weather on Saturday morning, December 30th, 2017 was VFR to MVFR in most places with a few spotty showers. Flyable but definitely not one of those days where one would expect the skies to get crowded. I pulled into Regal Air by car a bit before 10:00AM and was not surprised to see only the young woman working behind the front counter and no prospective pilots or passengers. I had a hunch that this would be the situation so I didn't bring the plane over. The ceiling at Paine was about 2,000 broken. KPLU was almost 4,000. I hung around until about 10:10 and low and behold out the window I could see Gary O'Donald strolling in from the parking lot.

Gary told me he had first driven to the alternate breakfast location of Shawn O'Donnell's but didn't see any familiar faces. Later after speaking with others I was told some members there but were well hidden away in a corner. We chatted a bit, looked at the weather and devised a plan to fly to Pierce County / Thun Field (KPLU) for lunch at the Hangar Inn restaurant. We drove to my hangar, pre-flighted and departed to the SE. Had to duck under a small MVFR layer at the north end of Lake Washington, but then proceeded uneventfully VFR to Puyallup.

We enjoyed a nice breakfast but no view of Mount Rainier due to ceilings. We paid our bill and departed in between student pilots doing touch and goes. Weather was just fine but when I dialed up the ATIS for Paine it was reporting 400 broken, IFR. Oops. We had been gone less than two hours. I am instrument rated and current but the freezing level was pretty low, about 2,000 feet. Shooting an approach would have put me in potential icing conditions. When I got within 10 NM of Paine I could see Runway 34R so we asked for a SVFR clearance. I was relieved when our request was granted and made a straight-in landing to 34R.



Even though there were only two of us we had a nice flight and a good meal. I encourage all of you to participate and invite your friends and family to come along on the next one. We meet at 9:45AM Saturday mornings at Regal Air, and try to be wheels up by 1000. We don't usually decide on a destination ahead of time. We look at the weather and decide the best choice. If the weather is not conducive to General Aviation then please join us at Shawn O'Donnell's for breakfast and hangar stories.

*by Greg Bell*



## Paine Field WPA Membership Director Introduction

My first experience with flying dates back as early as I can remember, maybe five or six years old when I used to fly around my neighborhood in a Superman cape. Well OK, in my dreamtime at any rate. My first exposure to flying however was through model airplanes with my father Wayne Tilse. My brother Bob, and I, used to go with our dad to Marymoor Park in Redmond to fly R/C model airplanes back in the late 60s. In my early teens I built and flew several control line gas powered models, as well as R/C.

But my first time flying in an airplane was with my grandfather Al Tilse out of Redmond Oregon. In the late 60s he took us up in a piper Cherokee several times. Grandpa got his start in aviation back in the mid to late 1930's with his older brother Dutch. Grandpa owned a number of FBO's starting out at Swan Island in Portland Oregon before the war, until it was converted to a shipyard. At the start of the war he moved inland to Bend Oregon, and ran Tilse Flying Service. He taught military cadets to fly as a contractor for the Civilian Pilot Training Program. After the war he continued as an A&P and eventually an IA, and was involved in Tilse Bowman Air Service, and Tilse Leyva Flying service out of Bend and Redmond.

All through this The 70s and 80's I was involved in model airplane flying both control line and R/C model airplanes. In the early 80s when I worked at Microsoft, one of the engineers took several of us up in a Cessna 206 and flew over Mount St. Helens, post eruption. WOW what a scene! That's what really got my interest in flying. So I went through Boeing ground school at Boeing Field in Seattle, and then proceeded to get my private pilots license, renting from Wings Aloft, Aries, and Galvin's on Boeing Field. By 1985 I got my private pilots license flying mostly Cessna 150's 152's and 172's. I flew some in the following years, and in 1995 between electronics jobs, I worked the summer at Arlington Aeronautical on Arlington airport. I was doing A&P for Mark Kotner, and worked under the supervision of the IA's, Ray Rockstead, and John Holp, and a A&P friend Mitch Husted.

One of the more notable airplanes we worked on was a Cessna 337 mix master, which appeared with Holly Hunter, John Goodman, and Richard Dryfuss, in the 1989 film Always. I helped in some of the deconstruction, and rebuilding of the airplane after it had been involved in an accident at Harvey Field. When it's owner, and instructor, had forgotten to switch Fuel Tank's during touch and goes, and made an emergency landing in a cornfield

I flew some more in the mid 90s in a Cessna 172, and mostly in Beechcraft Musketeer. I did get a chance to fly right seat in several other airplanes such as a Cessna 310, a piper Apache, and a Glass Air for a few aerobatic maneuver's. I also got a chance to fly with several ex-military pilots that were in the Blackjack squadron out of Arlington, flying RV Airplanes.



Then there was another Gap in my flying of about 20 years when I was heavily involved in the hot rod scene. That involvement led me to a chance meeting with Jerry Barkley who is also in the car business, and builds hot rods, and muscle cars. When he got bit by the flying bug, and bought several airplanes he convinced me to get current again. So I started working on his Airplanes, and flying them as well, and chalked up quite a few hours in several of his piper Cherokee's and some in a Cessna 150, and a wee bit of right seat time in his Arrow and Seneca.

Lately I've been helping another friend do maintenance on his Cessna 150 out of Auburn airport, and have been taking my grandson Aydren McGill up flying and teaching him to build model airplanes, who 11 years old now. He has gone on a Young Eagles flight, and is very excited to get his pilots license some day.

My main background from the early 80's till 2009 however has been in high tech electronics as a Sr. level electronics technician. I have worked for other companies like Sunstrand, Honeywell, Eldec, Applied Microsystems, Melco Labs, and Metawave to name a few. I had always been interested in classic cars however, so I started my own business building Street Rods and muscle cars specializing in electrical wiring, troubleshooting, and installing remote control gadgets, fuel injection systems, and such. Since then I've not gone back to high tech electronics, so I guess you could say I'm semi retired, and am enjoying having my avocation be my vocation. I have enjoyed building hundreds and hundreds of vehicles throughout the years, and had the opportunity to meet many new friends in the hobby.

I am also involved in working on airplanes, and although I don't have my A&P license I typically work with IA's, and A&P's who sign off my work, on small general aviation aircraft doing mechanical work, and also specializing in electrical troubleshooting, and instrumentation installations.

In my spare time, I am the Vice President of The SAM8 Free flight model airplane club, and build my own hot rods like this 1964 Ford shorty station wagon. We build and fly old time rubber, gas engine powered model airplanes.



I am looking forward to being the new membership director of the Paine Field chapter of the WPA, and meeting all of our members, and enjoying the hobby of flying.

*Happy Con-Trails,  
Will Tilse*



### August 17th-19th Flyout to Cottage Grove, OR

I am in the preliminary stages of planning a Flyout to Cottage Grove, Oregon so if you're interested please save the dates of August 17th-19th. The OAHS (Oregon Aviation Historical Society) is planning this as a Fly-In. The movie Animal House was filmed in Cottage Grove and this year is the 40th Anniversary. They are planning on setting the World Record for the largest Toga Party. Currently they hold the record from a previous celebration (30th anniversary I think) at 2,400 people. Representatives from the Guinness Book of World Records will be present to verify. If you're not interested in that (togas are optional), there are plenty of other things to do; Covered Bridges, Wineries, Aviation Museum, etc. The Toga Party will have a lot of activities including a beer garden, celebrities, vendors, parade, contests, screenings of the movie, tours, etc. The Chamber of Commerce is involved with this event. This might turn into a pretty big deal.

I have reserved a block of 12 rooms at the Village Green Resort which is just across the street from the airport. We have a group rate of \$129 for a deluxe room. Lori and I stayed there last summer on our way to California and had a nice time. The hotel has a decent restaurant and is only about a mile away from where all the festivities are in town. It has a swimming pool and is surrounded by gardens.

The Cottage Grove Airport is 248 nm direct from Paine Field. It is about 20 NM SE of Eugene (KEUG). When Lori and I were there last July they were just finishing a wonderful Pilot Lounge, similar to the one in Friday Harbor. They like to call it the Pilot Welcome Center. There are a couple bikes to use and a courtesy car. Self-Serve fuel is available and at this time is \$4.55 a gallon.

Please contact me if you're interested. My email is IFRPILOT@COMCAST.NET or call me on my cell at 425-599-9368. More details and information to follow.

*Greg Bell*



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### August 3rd-5th Flyout to W Wine tasting and touring, det



Calendar 2018	Program	Where	Who is doing it	Confirmed?
Feb 1, 2018	February Board Meeting	Northway		
Feb 2, 2018	Gates to the Arctic	Le Bistro	Helga Byhre	yes
Feb 24, 2018	State WPA Meeting	NW Aviation Conference		yes
Mar 1, 2018	March Board Meeting	Northway		
Mar 2, 2018	Carburetor & Fuel Injection Systems	Le Bistro	Precision Airmotive	yes
Apr 5, 2018	April Board Meeting	Northway		
Apr 6, 2018		Shawn O'Donnells		
May 3, 2018	May Board Meeting	Northway		
May 4, 2018		Le Bistro		
May 31, 2018	June Board Meeting	Northway		
Jun 1, 2018		Le Bistro		
July 5, 2018	July Board Meeting	Northway		
July 2018	No General Membership Meeting.			
Aug 2, 2018	August Board Meeting	Northway		
August 2018	Fly-Out Month, no meetings			
Aug 3-5, 2018	Wine Tasting and Winery Tours	Walla Walla, WA	Mark Pembroke	yes
Aug 17-19, 2018	OAHS Tour and Toga Party	Cottage Grove, OR	Greg & Lori Bell	yes
Sept 6, 2018	September Board Meeting	Northway		
Sept 7, 2018	Hanger Party	<b>TBD</b>		
Oct 4, 2018	October Board Meeting	Northway		
Oct 5, 2018		Le Bistro		
Nov 1, 2018	November Board Meeting	Northway		
Nov 2, 2018	Year in Review	Le Bistro		
Nov 29, 2018	Dec Board Meeting	Northway		
Dec 8, 2018	Christmas Party	<b>TBD</b>		

**March 2nd program: Peter at Precision Airmotive will be talking about aircraft fuel systems "carburetor & fuel injection"**

# CLASSIFIED ADS

submissions to [Pink.Bonanza@frontier.com](mailto:Pink.Bonanza@frontier.com)

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](mailto:michael.dawson2@frontier.com) 206-972-4502



**Single engine aircraft hangar space for rent at Paine Field KPAE - \$450 month**

960 sq/ft sharing space with other's aircraft. 50' x 40' with electric door, additional storage with shelving.

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