



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

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NOTAM  
KAWO CTAF frequency change  
from 122.7 to 122.725  
on March 29th.

**June 1st Dinner**  
**RSVP for \$15**  
**dinner by May**  
**27th**

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*

A lot of you know that Stephanie and I have won top show plane awards with both of our airplanes at EAA AirVenture in Oshkosh Wisconsin but very few of you have ever heard the story about how this came to pass. With the encouragement of Tom Turner I finally got around to writing this story down and it appeared in the May American Bonanza Society magazine. As airshow season is now upon us it seems appropriate to share this story with our WPA Chapter membership. This story involves numerous old friends who will not be forgotten as they shaped my understanding of the aviation culture and helped me through some difficult times.

### From Ditch to Oshkosh Award-Winner

In September 1991, I flew from my home at Paine Field in Everett, Washington (KPAE), to Roche Harbor (WA09) in the San Juan Islands. This was an opportunity to introduce one of my friends to Bonanza flying and we enjoyed lunch at the resort, which is a short walk from the airport. It was a great day, until we returned to the airport to find that my 1958 J35 Bonanza had rolled across the grass parking area and into a ditch where the nose gear collapsed. It was an awful sight. Members of the local aviation community had already gathered around the disaster. I received some much-appreciated help getting the airplane back on the nose gear. A chain replaced the broken drag brace strut. One of the local pilots used his tug to tow the airplane to his front yard, where we tied it down. I called my friend Jerry Miller and asked if he could possibly give me a ride home. Larry Steele accompanied him, and my passenger and I rode home in the back seat of Jerry's Cessna 182 that evening. I vowed that I would always help my fellow aviators who may find themselves in a tight spot.

The next day, my friend Kevin Clark flew me back to Roche Harbor to survey the damage. Fortunately, the parts needed were available at an aircraft salvage yard in Omak, Washington. About a week later we returned to Roche Harbor to install the parts. The retired airline pilot in whose yard my Bonanza was tied joined us and told stories of all the airplanes that had suffered a similar fate at Roche Harbor over the years. I would never fail to secure my airplane on the ramp again! Fortunately, there was no prop strike, so I started her up and did a taxi test. Finding no problems I took off for home, gear down as I did not want to risk retracting the gear.

My Bonanza sat in the hangar for the next several months while I sought expert advice. One day, mechanic Bob Savella told me, "Rich, you can fix your airplane. You just have to replace all of the structure forward of the firewall. I will loan you my engine hoist and give you a hand." A couple of days later, Kevin drove us to the salvage yard in Omak. We brought home the used structure I needed from another J35 Bonanza. I removed the propeller, engine, and everything else from the engine compartment, followed by the complete interior and everything below the instrument panel. Bob loaned me his angle drill and gave me rivet drilling lessons. I finished removing the forward structure. Kevin and I got the replacement structure lined up and fastened using Clecos. The following weekend, Bob and I drove and bucked the many rivets needed to finish the installation. On Sunday afternoon, Bob told me: "Now all you have to do is reverse the process and wrench everything back in."

Kevin convinced me to redo the interior, as I already had it out of the airplane. While the new interior was quite a bit of additional effort, it was worth it. I hated the brown, orange, and mustard yellow plaid upholstery installed by the previous owner. The new light grey mohair with leather trim looked absolutely stunning, and it was so nice to sit on! Finally, all the pieces were together again. Bob finished the FAA 337 and logbook entries. After a detailed inspection, one of Bob's IA friends signed off the repair.

*continued on page 3*





### HAPPY HOUR ON THE STRATO DECK

"Happy Hour on the Strato Deck" is every Friday from 3 to 7 p.m. beginning Friday, June 8. Grab your colleagues, family and friends for the best Happy Hour on the airfield! Savor craft beers, wine and food for purchase while you enjoy the sights and sounds of the airfield activity, Paine Field tower talk, background music and sports on the big screens. No registration, no cover, all ages welcome! Questions? Email [christine@futureofflight.org](mailto:christine@futureofflight.org)



Strato Deck visitors watch a Dreamlifter take off.  
Photo: Tatyana Summers

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- 2017 Director Jerry Barkley**  
[paine-board1@wpaflys.org](mailto:paine-board1@wpaflys.org)

### Cessnas2Oshkosh Clinic at OLM, June 2nd

The Pacific Northwest C2O Formation Mass Arrival training clinic is now set.

0900 SAT 2 JUN 2018 Olympia, WA  
KOLM  
Jorgensen Air Service

Again, Deb Jorgensen of KOLM FBO Jorgensen Air Service is generously making available her excellent facility for our C2O PNW clinic, classroom and ramp space.

Questions? Would like to participate? Contact me.

Frank Hummel  
C2O PNW Clinic Lead  
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206.499.9384 mobile



Several years later, my work at Boeing took me to Cleveland, Ohio, to support the National Wind Tunnel Complex Project. I flew the Bonanza to Cleveland and found a hangar for it. One great thing about this two-year assignment was how close it was to my family farm in Saint Johns, Michigan. My younger brother, Eugene, was operating the farm by then and it has a 2,400-foot runway. I wrote about taking my previous H35 Bonanza to Eugene in the October 2017 *ABS Magazine*. Many Friday evenings found me making the 1:15 hour flight to spend the weekend with my brother and his family. Toward the end of 1995, I moved my Bonanza to the farm to use his heated shop in preparation of getting my Bonanza ready to paint. During that winter we added:

- All new window glass with thicker windshield
- Brittain 20-gallon tip tanks
- Cleveland wheels and brakes
- Flap and aileron gap seals

While I had the windshield out, our friend Bob Parker painted the instrument panel and windshield frame, and I installed a new glareshield cover. I had started the tip tank project back in Everett were nearly perfect, but there always seemed to be...the next step.

Finally, Bob shot a finish coat on them and sent me back to Cleveland with his final instructions: "Wet sand with 400 grit using a paint stirring stick, sanding in the crossing pattern that I have taught you until you have every last ripple out of them." After many evenings and a full weekend I finally arrived at a smooth finish that approached perfection. There was not a ripple anywhere that I could find. The total time to refinish the tip tanks was more than 200 hours.

I kept hearing that I should take my airplane to Sky Harbor in Goderich, Ontario, (just across Lake Huron) for paint. I visited John, the shop supervisor at Sky Harbor, and he gave me a quote including a very tasteful section on "how great we are" listing the EAA AirVenture Grand Champion airplanes they had painted. The paint scheme and colors were an easy decision because I wanted the original Beechcraft 1958 J35 Bonanza factory look. My only problem was what to do with the tip tanks. John told me that was easy, and laid out a rough draft on one of the tip tanks in about five minutes. (John later admitted that he spent a whole day fussing with masking one tip tank until he was satisfied.) Sky Harbor finished the paint just as my assignment in Cleveland was ending. The last project before I left Michigan was installing an InterAv alternator conversion kit, as my old generator had died just before it went into the paint shop.

The following summer, I joined my brother to fly our two Bonanzas to EAA AirVenture. We tied down in the Vintage Aircraft camping area and volunteers greeted us with aircraft registration forms. While filling the forms out my brother asked, "You are going to have your airplane judged, aren't you?" I didn't think it was quite ready for that but he insisted: "Just check the box. I am sure the judges will show some interest."

I never gave it a second thought until five days later when I found a note in my cabin door jamb: "We would like to see you at your airplane at 9:00 AM tomorrow," signed the "Judging Staff." The airplane was spotless when it left the farm, but the judges greeted me as I was cleaning a few bugs off the leading edges. They laughed and said: "Oh, so now you are cleaning her up!" They wanted the cabin door and the engine compartment opened. They left a short time later and asked me to move my airplane to their "Static Photo" area. Interesting, I thought as I taxied down there. After an hour or so with the photographer, another guy came by and asked: "Can you make the 5:00 PM briefing this afternoon for air-to-air photography tomorrow?" Being clueless, all I could say was: "Okay, I will be there."



The photo plane had a mechanical problem so my brother and I returned to the farm. Just as I was leaving one of the judges came by and told me: "You have to come back for the awards ceremony." I thought about it and said, "Okay, I still have enough vacation time left to do that." Eugene had to work but Bob Parker was able to fly back to Oshkosh with me on the day of the Vintage Aircraft awards ceremony. The suspense was fairly high as we got passed by for awards such as "Best Beechcraft." Finally just the "Grand Champion" trophies were left on the stage. I heard my name called when there was just one trophy left: Grand Champion Contemporary Aircraft. The judging staff stopped by the airplane the next day to congratulate me again and wish me a safe trip home. They told me what had been happening while my brother and I were running around Oshkosh. "We spotted your airplane two days prior to the beginning of aircraft judging. Our whole team had been here to see it six times before we contacted you." Now I understood why they did not spend very much time at my airplane with me. They had been there many times already! The weather was beautiful the next morning, and the photo staff worked us into an air-to-air photo session. Later, I was interviewed over the phone by the *Vintage Airplane* editor. My 1958 J35 Bonanza appeared on the front of *Vintage Airplane* in May 1997. I had arrived at the end of a long, unexpected journey.

I had been clueless about where my aircraft restoration efforts were taking me. I did not know anything about the judging standards for vintage airplanes at Oshkosh. All I had wanted was to restore my 1958 J35 Bonanza to the Beech factory-new look. A few years later, I married my wife Stephanie at AirVenture in front of our Bonanza on the Returning Champion show line across from the Vintage Red Barn (the EAA film crew showed up and our wedding was on the Oshkosh 2002 DVD.) My wife came with a 1968 Cessna 172K Skyhawk. Stephanie wanted to fix up her Skyhawk so that it did not look so bad parked beside our Bonanza. So we started the whole restoration process all over again. By AirVenture 2007, the Skyhawk was done except for engine detailing, which Stephanie thought was a foolish waste of time given the 1,900+ hours on the engine. We were out of time anyway, so we went to AirVenture with what we had and won the Reserve Grand Champion trophy. The Vintage judges told us we should bring the Skyhawk back the next year, so we painted the old engine and returned to AirVenture. This year was kind of special because we could now have both of our airplanes on the Vintage Aircraft Returning Champion show line. Just as the judging was closed, the Skyhawk was tagged as an award winner. The only trophy we were eligible for was Grand Champion. An EAA photo shoot was arranged and we managed to work in few shots of both airplanes together. You can't imagine how surprised and delighted my wife was when she got the September 2008 *Vintage Airplane* magazine out of the mailbox and saw our two airplanes in formation on the cover!



A couple of years ago I started a second restoration of our Bonanza. We finally wore out the interior so everything was recovered with leather and mohair. Just before we started, Stephanie found something that has eluded me for many years: an original sales brochure for the 1958 J35 Bonanza.

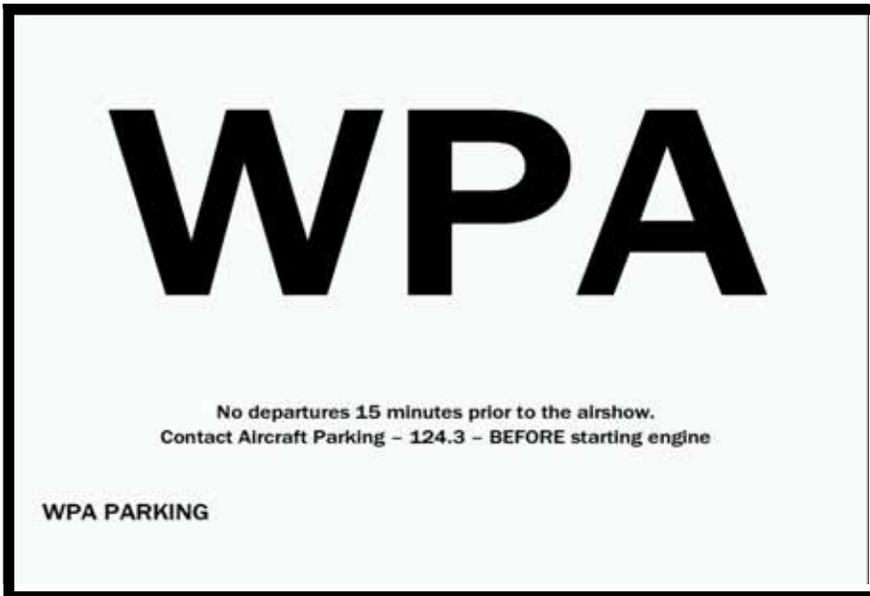




50th Annual Arlington Fly-In: July 6-8, 2018

WPA BBQ at the Arlington Fly-In *your host Jerry Barkley*

The WPA has secured airplane parking spots next to the FATPNW and the WPA barbecue will be Saturday night. WPA members will be able to buy admission half price through [me.paine-board1@wpaflys.org](mailto:me.paine-board1@wpaflys.org) I have also secured a van for the board meeting.



Go to the following web site to print your WPA parking sign  
<http://www.arlingtonflyin.org/aircraft-parking-signs/>

Camping with your Aircraft is encouraged.

We have a few amenities to make your stay more pleasant which include:

- Grill stations located in aircraft camping areas to cook on.
- Shower facilities on site.
- Free shuttles to local area (8 AM to 8 PM)
- Free cell phone charging (bring your charger)
- Rental car service
- Mobile fuel service
- Food booths on site

<http://www.arlingtonflyin.org/camping-under-your-wing/>



Aviation Day Photos of Young Eagles Event  
*by Greg Bell*





Photos by John Peck



# Skykomish Work Party June 16th starting at 9 AM

Details to come.

Camping available on site.

Complimentary Lunch will be served



WSDOT  
Skykomish State Airport East



I am planning a Flyout to Cottage Grove, Oregon, August 17th-19th, 2018. 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. The current record is 3700 participants and was set in 2012 by the University of Queensland in Brisbane Australia. Representatives from the Guinness Book of World Records will be present to verify. There is a schedule of events which include : a parade, movie screenings, beer garden, live music, baseball game, etc. If you are a Facebook user search "Animal House 40th" and you will find their page with updates on the upcoming festivities. Some of the actors and musicians from the movie will be there.

**SAVE THE DATE**  
**August 18, 2018**   
**the 40th ANIMAL HOUSE Reunion**

**Schedule of Family Friendly Events:**

August 17<sup>th</sup>- 2018 7:00 pm:  
 Eugene Emeralds Baseball Game  
 Eugene, Oregon  
 'Animal House Night'  
 w/ Otis Day & Friends

August 18<sup>th</sup>- 2018 10:00 am  
 Parade Staging  
 11:00 am Parade  
 Downtown Cottage Grove

1:00 pm  
 Screening of 'Animal House'  
 2:30 pm Intermission  
 3:00 'Animal House of Blues'  
 Cottage Grove Armory

5:00 pm  
 Beer Garden & Food & Gate Opens  
 Bohemia Park,  
 Cottage Grove, OR

7:00 pm  
 Mayoral Proclamation  
 'Animal House' Day

7:15 pm Concert in the Park  
 Starring The CRV!  
 Otis Day & The Original Knight(s)  
 The Kingmen! (of 'Louie Louis' Fame)



**The World's Largest Toga Party**

**PLUS 'Food Fight Drive' for Food For Lane County!**

Follow us on Facebook:  
**Animal House 40th Reunion and Toga Party!**

Cottage Grove, Oregon 

If you're not interested in that (togas are optional), there are plenty of other things to do; Covered Bridges, Wineries, Aviation Museum, etc. 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 great 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 (61S) is 248 nm direct from Paine Field. It is about 20 NM SE of Eugene (KEUG). Self-Serve fuel is available and at this time is \$4.79 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.

Village Green booking info (please let me know if you book a room as I'm keeping a list)

Reservation line :541-942-2491. Guests just need to reference the Washington Pilots Group to get the room block and rate. For any special room requests or complications please also feel free to contact the Front Desk Manager at 541-767-4009

by Greg Bell



**August 3rd-5th Flyout to Walla Walla, WA**  
**Wine tasting and touring, details coming soon.**

**Organized by Mark Pembroke,**  
**Wine with Wings**

# The Cinco de Mayo flyout – 10 people and 6 airplanes

*photos by John Peck*



Calendar 2018	Program	Where	Who is doing it	Confirmed?
May 31, 2018	June Board Meeting	Northway		
Jun 1, 2018	General Meeting and Program	Le Bistro		
June 16, 2018	Skykomish Workparty	S88	Chapter Event	yes
July 5, 2018	July Board Meeting	Northway		
July 7, 2018	WPA BBQ @ AWO Fly-in	AWO	Jerry Barkley	yes
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	TBD		
Oct 4, 2018	October Board Meeting	Northway		
Oct 5, 2018	Flying Heritage and Combat Museum	Le Bistro		
Nov 1, 2018	November Board Meeting	Northway		
Nov 2, 2018	Year in Review	Le Bistro		
Dec 6, 2018	Dec Board Meeting	Northway		
Dec 7, 2018	Christmas Party & Silent Auction	Flying Heritage		yes



# 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

## sold

### 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



**Power Tow Tug:** The tug will handle a 15,000 lb airplane. It is battery powered. They are \$6750 new., asking \$5,000. This tug has been used very little. I'm selling it for a neighbor lady that lost her husband.

Gregg Ortega **360-659-4323**

**BFR's, Instrument proficiency or IFR Rating** in your airplane.  
Special rate for WPA members.

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

### New (never worn) TELEX Airman 750 headset.

Model # 64300-200. **New Price \$150.00.**

Contact Bruce at 206.533.0097.

**PhotosHappen.com**  
Aerial & Stock Photography  
206 795-2796  
SkyQueenPhotography.com  
Karyn F. King  
PhotosHappen@aol.com  
Member: AOPA, WPA, EAA, Cascade Warbirds

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Contact Bob Collins, ATP, CFII 425.374.1954



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