



President's Message

by Greg Bell

In mid-July my wife Lori and I flew to Tofino, British Columbia to celebrate our 20th anniversary. I had never been there before but went on the recommendation of some friends and after doing some internet research. It is located only 156 NM from Paine, about halfway up the west coast of Vancouver Island. It started as a quiet little fishing village but has grown into a nice tourist destination with lots of things to do, such as surfing, kayaking, charter fishing, beachcombing, camping, bicycling, art galleries, shops, restaurants, etc.

It was my first time flying to Canada. Thank you to those of you that gave me advice and information on how to fly international and deal with Customs. I consider this to be a valuable resource of our chapter. I didn't want any glitch to spoil my anniversary.

We landed in Victoria to clear customs. I was amazed that it was so easy. I made one phone call and received a confirmation number. We never had to meet with anyone in person. We parked at the Victoria Flying Club which is a really neat old FBO. The rental car agency delivered the car to us since the main terminal where they are located is about a mile away. Butchart Gardens is only about a 10 mile drive. I researched it and it's cheaper to rent than to take a cab. We enjoyed the gardens and had afternoon tea in the elegant Dining Room restaurant. One surprise was trying to depart Victoria was that you need a discreet squawk. You get this by calling someone on the phone which the slightly annoyed ground controller instructed me to do. You need this even if you are VFR.

If one were to drive to Tofino from Victoria, it would take about 4-5 hours. You have to drive up the east side of the island and then cutover to the west side on a very windy mountainous road. The flight was only about 45 minutes in the Diamond DA-40 that I rent. The airport (CYAZ) is in a very remote and undeveloped area but there is a small Budget Rent-a-car office and a golf course with a restaurant and bar. The rental cars are very expensive due to the remote location. There are three wide 5,000 foot runways. The airport has GPS approaches which is nice since it's right on the coast and gets a lot of marine layer clouds. When I arrived at 4PM the visibility was less than great and ATC gave me a special VFR clearance to get in. After I landed I noticed people camping in tents adjacent to the airport.

We picked up another rental car and drove about 10 miles to the town and checked into the Wickaninnish Inn. It is definitely the nicest place in the area but is quite pricey. Travel and Leisure magazine recently voted their Spa number one in the world and the hotel overall as 5th in U.S. & Canada, 27th worldwide. Our room had a great view overlooking the Pacific Ocean. There are many other places to stay in the area that are very nice and less costly.

After spending a couple nights we flew back to Bellingham where we cleared customs. They went over our passports, my FAA certificate & medical and the aircraft documents very closely, but didn't search the plane. However they did go over it with a Geiger counter to check for radiation.

On Friday, August 8th, the Seattle Times did an extensive article on Tofino. It is definitely gaining popularity. Kenmore Air has direct flights there now but of course I had more fun flying myself and actually did it cheaper. We had an absolutely wonderful time and I would recommend this place to anyone.

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Dinner Reservations due date August 29th

RSVP @

www.wpa-paine.org
or call 425-388-5125 ext 6



**Mukilteo Lighthouse
Festival**
Sept. 5th - 7th

Next Newsletter deadline:
September 21st
newsletter@wpa-paine.org
submission specs available on
our web site



September 5th Hangar Party

At Northwest Aviation Center

7 pm

The food will be hamburgers, skewers and drinks for a cost of \$5.00.
If your last name begins with A-L please bring salads or appetizers
and M-Z please bring a dessert.

your Hangar Party Chairman Sandy Allen

In memory: Jerry Blanchard, Past President PAE WPA



Jerry Blanchard, 61, of Snohomish passed away Sunday morning, Aug. 3, while on a camping trip in Pacific Beach.

Born Jerrauld William Blanchard, Jerry was the son of William L. Blanchard, a tax accountant in Bellevue, and Laverne Blanchard, a school teacher, and the step-son of Barbara Blanchard, who retired from the Boeing Corp. All preceded him in death.

Jerry attended Bothell High School where he was a member of the football team, and graduated in 1965. He enlisted in the U.S. Navy in 1969 and served as an avionics technician on active duty at NAS Alameda for three years and continued to serve in the reserves on NAS Whidbey until his retirement in 1991.

On July 7, Jerry celebrated 30 years with Boeing where he worked with numerous groups in Bothell, Bellevue, Everett and most recently Modification Services in Mukilteo. Early in his career, Jerry completed a bachelor's degree in Electrical Engineering from Henry Cogswell College in Everett, and his specialty with Modification Services was avionics.

Jerry earned his private pilot's license in 1967 and realized the dream of owning his own private airplane in 1976. He later became a very active member of the Washington Pilots Association-Paine Field Chapter. In 2001, he served as chapter president, and helped to organize and participate in many activities, including major chapter events like the annual Skykomish Airport mowing, hangar party plus Saturday Fly Outs.

In his other spare time, Jerry rarely sat still, remodeling and building his homes, camping, hiking, taking road trips on his motorcycle, cruising Lake Washington in his boat, and riding horses. Jerry was a dedicated father and loyal friend. For the last three years, he was the dining companion of the Everett Herald's restaurant critic, Anna Poole.

Jerry is survived by his daughter, Rebecca, and her fiancé, John Robinson of Missoula, MT; his former wife Margaret "Peggy" Blanchard of Brier; sister, Mary Helen Smith of Bothell; brother, William Stong Blanchard of Kirkland; and five nieces and nephews.

The Paine field chapter of the WPA is by far the largest group at over 200 members. Your board is continually working on ideas to grow even more. We are seeking your help with recruitment and retention.

With regard to retention, we feel that having sponsors for our new members will help them to integrate into our group more fully and want to stay. The secretary is forming a list of more established members to serve as sponsors for incoming new members. All that would be asked of you would be to contact the new member in order to find out if they have any questions, invite them to a function, or maybe meet for coffee. You would be at least one person they could talk to at a gathering and you could introduce them to the other members. I doubt if you would have to sponsor more than one new member a year. Please email the secretary at secretary@wpa-paine.org if you are willing to sponsor a new member.

With regard to recruitment, the board is developing a wallet sized card which will be used as a recruitment tool. It will be something that can be handed to a potential new member with the State web address on the front to direct the person to do the online membership sign-up. We are soliciting ideas for a short three or four word slogan to print on the front. Something like "Join the Fun". If you have an idea for a slogan please email the board at bod@wpa-paine.org.

Officers

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president@wpa-paine.org

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vice-president@wpa-paine.org

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secretary@wpa-paine.org

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board3@wpa-paine.org

Past President Kevin Kelly 425-418-3568
past-president@wpa-paine.org

October Program: Photographic Tour of the Galapagos Islands

Helga Byhre will present another of her amazing travels to different parts of the world. This time it is photographs from her trip last year to the Galapagos Island, with their amazing diversity of wildlife and scenery. Follow in the footsteps of Darwin!

Membership *by Steve Waterman*



Washington Pilots

Show well at

AirVenture 2008

Antique Grand Champion Gold Lindy

Addison Pemberton, WPA member Spokane, WA,
1928 Boeing 40C, 5339



Contemporary Grand Champion, Gold Lindy

Stephanie Allen, WPA member Mukilteo, WA, 1969
Cessna 172K, N78797



Best P-51

JTS Historic Flight Foundation, Seattle, WA, North American P-51B Mustang, N5087F

Phoenix Award

JTS Historic Flight Foundation, Seattle, WA, North American P-51B Mustang, N5087F. "Phoenix Award" for "Impatient Virgin," a P-51B with Malcolm hood. Six confirmed kills in W.W.II, five of which were the FW 190, a particularly capable adversary. Flew on D-day. Our group recovered the aircraft remains from a crash site in UK in 2003... ergo, Phoenix.

by John Sessions



Outstanding Navion

Gary Rankin, Camas, WA, 1947 Navion, N8969H

Outstanding Beech Multi-Engine, Outstanding In Type

Rasmus Nielsen, Seattle, WA, 1959 Beech G18S, N565US



AVIATION: Exhibits including classic aircraft and museums, FREE Young Eagle flights for kids! Kapowsin Airsports open house and active jumping ·RC Flyers demonstrations, Paper airplane fly-off for all ages!
MARINE: Northwest Chowder Cook-Off , Shelton Yacht Club, Marine touch tanks, and so much more!

Sept 13th, 9 am to 5 pm
PAE WPA Saturday Morning Fly-out

News Briefs

Young pilots give new medical duration a positive diagnosis

By AOPA ePublishing staff

The FAA's recent move to extend third class medicals from three to five years and first class medicals from six months to one year for pilots under 40 was met with mixed emotions from the aviation community.

"Not surprisingly, pilots under 40 loved the move, while those over the age limit were upset to miss out on fewer trips to the AME," said Andy Cebula, AOPA executive vice president of government affairs. "AOPA will continue to work to make medical standards better reflect today's environment."

read more at <http://www.aopa.org/flightplanning/articles/2008/080731medical.html?WT.svl=FlashHP2>

AirVenture: A shot in the arm for aviation

Final numbers won't be in for a few days, but nearly all indications point to a resounding success for EAA AirVenture 2008. That's the message EAA President Tom Poberezny gave the assembled media at his annual AirVenture wrap-up session early Sunday afternoon.

"This year's convention exceed my expectations, considering the high fuel process and a struggling economy," he said. "But the number of people attending looks to be on a par with last year, and we had more aircraft, showplanes, visiting aircraft.

"Yes, it's been a tough year economically for aviation, but this event is the shot in the arm aviation needed. Exhibitors report brisk sales, the programs offered were the deepest and broadest ever, and when asked what day would be the best to attend, the answer was, 'Every day.'"

read more at <http://www.airventure.org/2008/8sun3/wrapup.html>



On our way to Oshkosh

AirVenture attendees from PAE that Rich and I ran into: Les and Mason Smith, Al Powers, Jim Fernandez, Rebecca Lohman, John Dobson, John and Betty Foose, Roman Mesheryakov (WPA Aviation Academy Graduate). And friends from the Pacific NW that we saw fly in: Jim Posner (our Formation instructor from PWT), Kari Seppanen and Vera Martinovich (who flew in with the Bonanzas to Oshkosh), the Wickham II from PAE W Hangars and the Wickham I from Auburn (one of a kind homebuilts that stood out at the Homebuilt Campsite among a sea of RVs) and the Dream Lifter. More.

By Stephanie Allen



AirVenture: A shot in the arm for aviation



Dream Lifter arrives



Warbirds in review



New Cessna

August Movie Night: There was a fairly good turnout for movie night. Approximately 35 people showed up at Dave Wheeler's Northwest Aviation Center on Friday evening, August 1st, to enjoy lots of yummy potluck desserts and watch "Cloud Dancer", a movie from 1980 starring David Carradine and Jennifer O'Neil. We were warned in advance that the plot was lame but that there would be great aerobatic flying scenes. This definitely turned out to be the truth. Some stayed after to chat and socialize, one of the great benefits to being a member of the WPA.

The general plot was about a champion competitive aerobatic pilot who was starting to have health problems aggravated by the constant high "G" environment but continued to fly anyway nearly causing him to crash and burn. This was intertwined with a sort of love story with a girlfriend that disappeared for a year but gave birth to his baby without his knowledge. One of the minor roles was a young Tom Poberezny, many years before becoming head of the EAA. He was also the chief technical advisor for the film. The "star" airplane was a Pitts Special.

WPA Members Reports on Places to go.



Fathers, Food and Fun in Tonasket By, Jim Faustina

On Fathers Day weekend June 14th and 15th, Steve Waterman and I attended the annual Tonasket Fathers Day BBQ and fly-in. What a great community event! The event consisted of lots of food, sunshine, airplanes and wearing shorts. The Saturday evening BBQ consisted of steak with all of the fixin's in which you BBQ it yourself on a grated fire pit,

potato salad, beans, etc. 300 BBQ dinners were sold! Saturday night consisted of some 'hangar flying' stories and sitting around the campsite just enjoying the stars and the peacefulness. On Sunday morning we were greeted with a 0630 wake-up buzz by a Globe Swift, then, when we were up and moving a wonderful pancake breakfast waited. Almost immediately the airport filled with many people and even more aircraft. Steve and I left around 1100 so we didn't get to see all of the Sunday's airport activities; however, we left with a lasting impression about this event. Please mark your calendar for next years Fathers Day BBQ and I will see you there.



Concrete Report June 28, 2008



Last Saturday the weather was so beautiful Marilyn and I decided to see what the WPA Saturday morning Fly-Out gang was up to. We arrived at Regal a bit before 10:00 AM and joined about a half dozen others milling about waiting for Suzan to show up and get everyone organized, which she did after a few minutes. A vote was taken after a bit of discussion about alternative destinations and the majority decided to go to Friday Harbor for lunch.

My vote was to go to Concrete because I thought (erroneously) that it was the day of the Concrete Fly-in and we have not been there in years, while we have been to Friday Harbor many, many times on supply runs from our outer island cabin. So, reluctantly we went off on our own. By the way, the Concrete Fly-in takes place toward the end of July. It turned out however that it was a wonderful trip that we recommend highly to any of you that have an interest in mountain flying and antique airplanes.



We took off from PAE into severe blue sky with little or no wind or turbulence; climbed to 5500 feet, put 3W5 into the GPS, got flight following from Seattle Center and flew pretty much direct. I know it might be a bit safer to fly North to Bayview and then up the valley but I really enjoy seeing the mountains from above. We diverted to the east around some higher ridges and then descended into the broad valley for a 45 entry to left down wind for runway 25. The scenery was spectacular with Shannon and Baker Lakes just to the north of the air strip. The runway is 2580 feet long and surprisingly the field elevation is only 264 feet. We taxied off onto the grass and were directed to parking with about a half dozen other airplanes.

Now came the big surprise! It was not the big fly-in but it was what one of the locals called open cockpit day. They were giving rides in a travelair biplane and a Ryan PT22. Also, it was model A Ford day with about 15 or so restored model As arriving for the lunch which followed a pancake breakfast. But best of all there were three open hangers each full of pristinely restored antique airplanes.

After poking around a bit we met Harold Hanson. It turns out that Harold owns most of the airplanes. He has 40 of them and they all appeared to be in brand new condition. He simply has a passion for old and unusual aircraft and is attempting to make Concrete airstrip into a 1930s type of flying operation. His hanger museums rival any you will see anywhere. If you want to know more I suggest you Google, Harold Hanson Concrete WA. You will find the following interesting story.

http://www.mooneymite.com/articles-flightexperiences/n4149e_middleton_ferry_flight.htm

After lunch we took off, circled over the lakes and flew the low level route back to PAE. I hope you folks that went to Friday Harbor had as interesting a day. I'd recommend a trip to Concrete anytime the sky is blue and the winds are low in the mountains.



Jim Fries

Hangar Party
September 5th @ 7 pm
NW Aviation Center
\$5 for BBQ
See page 1 for details
bring salad, dessert etc.
RSVP at
www.wpa-paine.org
or call 425-388-5125 ext 6

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

- Sept. 6, Mukilteo Lighthouse Festival Parade of Planes
- Sept. 11, Chapter Board Meeting
- Sept. 13, Fly-out to Shelton
- Oct. 4, Owner Maintenance Seminar
- Oct 4 & 5, Oyster Fest, Shelton
- Oct. 9, Chapter Planning Meeting
- Oct. 10, General Meeting, @ Sno-Isle: Photographic Tour of the Amazon
- Nov. 7, General Meeting, @ Sno-Isle: Chapter Year in Review, Elections
- Nov. 8, Owner Maintenance Seminar
- Dec. 12, Chapter Christmas Party

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



Black enamel, gold accents, beveled mirror tops: Coffee table, 2 end tables, 2 lamps with black pleated shades. \$100 for all, call Stephanie 425-349-9802

Aircraft for Sale

Beautiful 1964 C-172. Near new paint/interior. Plenty of extras. Full IFR. 500 SMOH Excellent paint and interior \$44,500

Avionics for Sale

King KR87 ADF \$750

BFRs in your plane.

Contact: Jim Smith CFII

Phone: 425-218-2150

E-Mail: JimSmithCFI@msn.com

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



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

Community Hangar space available in 201 Call Tim at 678-472-4633

WPA STORE

Name Badges \$5.00
 See our web page for a selection of logo shirts
 e-mail: store@wpa-paine.org

1973 Cardinal FG - 50% share for sale. \$45,000
 Extensive refurb in 2001, including Apollo Avionics stack, Engine monitor, Paint, Interior plastic, windows, leather interior.
 Contact (seller) Pat Franzen, 360-929-1118 or (remaining partner) Les Smith, 425-870-2287