

# THE FREQUENT FLYER



## WHAT'S INSIDE:

President's Message	1
Calendar	2
Member Profile	3
Notes from John and Dave	7
Flight Services	8
Greetings from Idaho	10
Student Update: Tim Cuff	7
Fly-out to Chehalis May 10	11
Pearson Field Fundraiser	7
Summer Aviation Camp	8
New CWAA web page	10
Curtis Airport Fly-in	12

## CAMAS WASHOUGAL AVIATION ASSOCIATION

### Mission

#### Statement:

The Camas Washougal Aviation Association (C.W.A.A.) promotes general aviation in the community, supports the long-term operation and survival of Grove Field, and mentors future pilots through the C.W.A.A. scholarship program.

### Next CWAA Meeting: Thursday

April 21, 2016

1800-2000

Fire District 42

4321 NW Parker St. Camas

## President's Message

Greetings Members

One of the requests our members made at the April meeting was to contact other airport associations in the South West WA area to see what they loved about their airport community. Searching the web I found the **Kelso Airport** and contacted the local **EAA Chapter 1111**. With my cohort Randie Martilla who is a member of **Vancouver EAA chapter 782** we set out on our mission to attend their May 5 meeting.

(Continued on page 2)

### Your CWAA President

Noreen Bowdon

360-907-5202

[Noreeen10@gmail.com](mailto:Noreeen10@gmail.com)



**May**

**3** Port Commission Meeting 4pm–7pm  
 Executive Session - 3:30 p.m. (closed to the public)  
 Open Public Meeting 5:00 p.m.

**17**  
 Port Commission Meeting

**19**  
 CWAA Member meeting: Potluck  
 1800, Business 1900  
 Place TBD

**21** Pearson Education Center Auction

**June**

**7** Port Commission Meeting 4pm–7pm  
 Executive Session - 3:30 p.m. (closed to the public)  
 Open Public Meeting 5:00 p.m.

**21**  
 Port Commission Meeting

**16**  
 CWAA Member meeting: Potluck  
 1800, Business 1900  
 Grove Field

**July**

**3** Port Commission Meeting 4pm–7pm  
 Executive Session - 3:30 p.m. (closed to the public)  
 Open Public Meeting 5:00 p.m.

**17** Port Commission Meeting 4pm–7pm  
 Executive Session - 3:30 p.m. (closed to the public)  
 Open Public Meeting 5:00 p.m.

**16**  
 CWAA Member meeting: Potluck 1800, Business 1900  
 Grove Field

**23-24** Camas Days, Steak Feed, Flying Day  
 Open House

**President’s Message continued:**

One of the first impressions that we both had was the friendly reception they gave us. As folks were arriving they talked about the local history of the airport, some members who had a place of honor on the bulletin board and a tour of one of the hangars to talk about planes. They had a small clubhouse with a kitchen and food was in the oven. While the group arrived they deposited \$5.00 for food and then had a raffle to raise funds for future projects. When the meeting started each member gave a small 5min talk about what they were working on, flying trips, or workshops they attended.

As a guest speaker representing CWAA, I asked how many knew where Grove Field was located. In this group of more than 30 pilots not many knew about Grove Field. I invited them to fly in for some off our events and many asked if they could get on our newsletter list. Perhaps for their next June 2 meeting (weather permitting) we could have some of our local pilots fly in and meet this very friendly group of folks.

**PLEASE NOTE MAY 19 MEETING is at GROVE FIELD**  
**CWAA Member Kent Mehrer has donated a space in his hanger**  
**for the summer months: Lickety Split # 2 Hanger Signs Will Posted**

## APRIL MEMBER PROFILE: Mike Biegalko

[Ed note: Member profiles are usually no more than 1 page long (250 words/1000 characters) + a few photos. However, Mike is usually very quiet but was quite loquacious in front of the keyboard when he composed his profile so here is the somewhat-longer-than-usual member profile for May 2016.]

Hi, this is mostly my flying story...

I grew up on ranch in central Montana, east of Great Falls, near the small town of Stanford. When we moved near there in 1956, there were two grocery stores, a mercantile, drug store, movie theater, three farm equipment dealerships, two new car dealerships, three bars. Guess what's left? The bars lol ... and that's another story. But Montana, and the ranch life, are deeply embedded in my heart: I'll always be country. After all these years, I still miss that life.

My fascination with airplanes, and flying, began there at an early age ...

I remember laying on my back in the green grass, or in a headed out winter wheat field, out of the wind, watching the occasional airplane pass overhead with the wind driven clouds. And where we lived, I probably saw more airplanes daily than cars. And I wondered where they were going and what it would be like to fly ... and I imagined.

I owned a pocket knife (no Montana kid then was ever without one, just like every ranch pickup truck had two rifles in the rear window rack in full view, and no one ever even thought about it), and I whittled many airplanes. Money was tight and but we were lucky to have glue (seldom had paint), but I had fun whittling and gluing the pieces together. I even made one once from scratch which had a fabric cover, and I still have it. I had no idea back then what weight and balance was.

Sometimes, depending on timing and, I suppose, the funds or lack of in the bank account (we always seemed to have more time than money but not much of either), we would hire the winter wheat airplane sprayed. This was very exciting, but I usually didn't get to watch much because the spraying was mostly done early in the morning before the wind came up, and it was frequently windy. To complicate, we never knew for sure when or where the spraying would occur, and I might be doing other things deemed more important, like getting ready for school or milking.

But what fun when I got to watch! Early on, it took two people to spray, the pilot and a person on the ground. The ground person marked the edge of the last pass so that coverage was complete. Eventually this job was replaced with an onboard marking system;

the pilot would activate a device at the end of each pass, that would dispense a piece of cardboard which had something like a streamer of white toilet tissue attached to it. The pilot could see this from the air and would know where to begin the next pass. I always wondered about the health effects of the spray on the person on the ground before the marking system came to be used. And I remember my amazement at how quickly the airplane could cover ground compared to a ground rig, plus there wasn't any tramp down. Nice. I wanted to be the pilot.

My next experience flying was as a high school freshman. The Montana education association (I think) funded an air tour of the significant geological formations in Judith Basin and Fergus counties. They chartered three Cessna 172 or 182's and flew the freshman and sophomore classes to see these. It was great fun, only happened once in school history, and I felt some nausea afterwards but it was sooo fun. And since we had to take turns going, we all got to hang out at the Lewistown airport all day, unsupervised, until everyone had taken their ride. Can you imagine?? Allowing kids to accept responsibility, and to expect that they do so, and at an airport?! It was later during that day, that I found my dream airplane, a Cessna 180 or 185 (I don't know today which it was) but it was two tone green (and not a very attractive color scheme either) but I fell in love.

The next significant decision around my flying career had to do with college. I knew that I either wanted to be a pilot or an engineer but I received a \$200 freshman scholarship for chemical engineering at Montana State U, so engineering won. Isn't it amazing how significant life choices are sometimes made?!

So fast forward; finished college, moved to the Bay Area to work for Dow Chemical on disposable devices intended to make it possible for home administration of dialysis. I'm not aware that this ever worked out; I was transferred early on to a nearby site which manufactured soil fumigants. This was more closely aligned with my background, but I was so out of place in that area, having grown up in rural Montana that I quit my job and returned to Montana to pursue an advanced chemical engineering degree.

Blah blah. Another degree and more work experience, about 6 years later (1984), I landed in North Dakota working on a plant designed to convert lignite coal to synthetic natural gas. This project was conceived during the energy crisis of the 1970's. The plant was under construction by the time I arrived (with 5,000+ construction workers) and I was there mostly for construction and startup phases. Loved the dynamics, the fast pace and the autonomy. It's the only job I've had where I could authorize a million dollar purchase; this autonomy was quickly ratcheted down after startup when the bean counters (no disrespect intended) began to not be so busy, and everyone was justifying their job.

Oh ... and North Dakota. People were great. Climate not so much. Saw 50 below zero three times in my three and a half years there (you guys from Alaska will understand). The wind would turn this into minus 80 or so wind chill factor. Got 3 feet of snow in a blizzard on May Day one year (people perished). Summer lasted 3 months bookended by frosts, winter 9 months. Yes, way worse than Montana. We prayed for global warming.

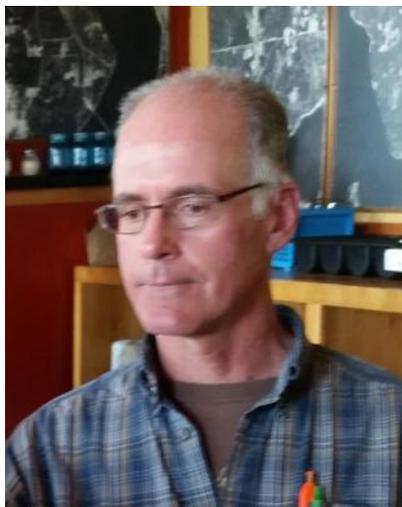
But North Dakota was where my next wonderful flying experience happened. I decided that I wanted to learn how to fly. With construction going on, and all of the extra people, rental airplanes were very hard to get, so I purchased my first plane - I became the third owner of a Cessna Aerobat, 6076J 800 TTAFE for \$5,000. Beautiful airplane. Both my ex and I started lessons, and I didn't want to admit it but I was feeling sick after every lesson. Didn't upchuck, but sure didn't feel well, and was wondering if I had made a good decision with my purchase. I learned, though, to not go flying on an empty stomach, so everything was good, and I soon had my private ticket.

I was really lucky in North Dakota because property there was relatively inexpensive. I was able to afford 40 acres in the country which was large enough, with the right airplane, to land there: with prevailing wind from the west, there was 850' between barbed wire fences (1400' the other direction). I started shopping (really wanted a plane like the Cessna 180 that I had loved but prices were out of my reach and the performance for my strip marginal) so I purchased a Maule M5-235 in Casper, WY. I had some experiences in that 850' with that airplane that I'll share if you ask me, but the good news was that I didn't bend it, at least not there <blush> (a story that involves a young lady) ...

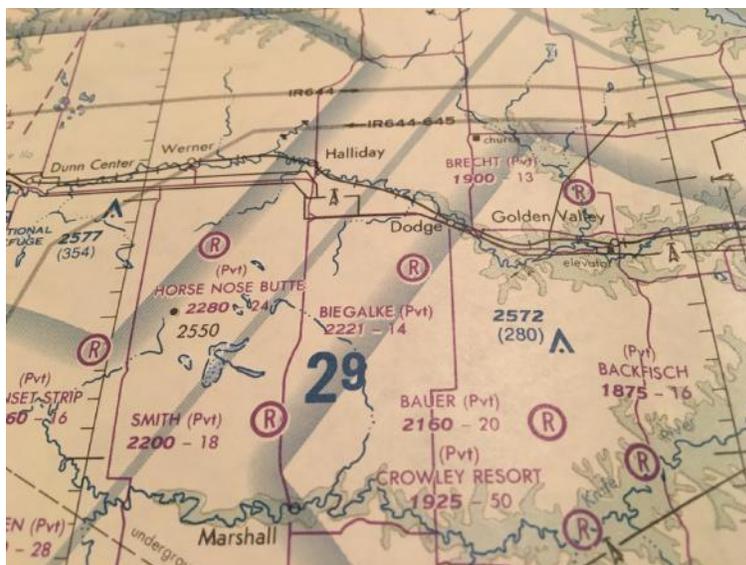
Blah blah. Moved here from Nodak. Flew the Maule until 1996, and but wasn't enjoying flying like I wanted, so decided to sell. I found that I wasn't really ready as it took three times trying before I could bring myself to say 'yes' to a prospective purchaser and let the Maule go. That airplane was a lot of fun with lots of really good memories (and a couple not so good ones called experience).

You probably know most of the rest of my story, I couldn't stay away from flying. I found a Cessna 170 (it was sort of like a 180, right?) and started flying again in 2011. About six months later found the C180K that I fly now: I am so lucky to have been able to achieve this dream. For those of you that may not know, this airplane was purchased new by the California highway patrol in 1981 and I'm also its third owner. It's the next to last Cessna 180 ever built, they only built 51 of the K model. It has something like 21,000 hours on it. It's been rebuilt and upgraded to as close to C185 specs as it's probably possible to get. It's in awesome condition. The observation doors are worthless. And I completed my instrument rating in it this past summer. I'm very proud. And I'm sooo lucky.

I am also very lucky and proud you as my friend, and to be a flying community. Thank you; me!



to have each and every one of member of the Camas Grove you guys mean the world to



## Notes from John Spencer and Dave Ripp:

The Port is busy as always; if you're not receiving emailed copies of The Port of C/W newsletter I encourage you to send a note to [Angelina@PortCW.com](mailto:Angelina@PortCW.com) or [yvette@portcw.com](mailto:yvette@portcw.com) to get on the distribution list and keep updated on our activities!

Thank you to the members who have recently begun attending port commission meetings! It may not always feel like it, but having CWAA attendance is vital to the airport -- have you ever heard the adage that decisions are made by those who show up? By coming to the meetings you help ensure that airport and pilot needs are a priority.

I want CWAA membership to know that we're looking at ways to improve the airport and get better services/amenities out there. We recently finished upgrading electric in hangars A&B (more to come next year) and we're working on electric upgrades to the runway and beacon lights. The maintenance and flight training hangars should be under construction this summer. Among new ideas that we're discussing right now are:

- Adding mini-storage and/or RV storage. This could be a good revenue generator for the port with relatively small investment.
- Find a way to get a restaurant on the property.
- Use the clear zones as parks -- dog park, frisbee golf park, open space for public use, a trail to the eventual Johnson Farm development
- Find a FBO/Maintenance Shop to lease the new maintenance hangar (expect construction to start this summer)
- Seek partnership opportunities with the Clark County Skills Center aviation program
- Finding a way to re-boot the runway extension project.

I'd love to hear your ideas for the airport and comments on the above (feel free to drop me a line at 360-839-7575 or [John@PortCW.com](mailto:John@PortCW.com)). It's most powerful for you to speak up at commission meetings so everyone hears your thoughts (1st and 3rd Tuesday each month at 5:00PM).

John Spencer, Commissioner  
Port of Camas-Washougal  
360-839-7575

- *David*

*David Ripp*

*Executive Director*

Port of Camas-Washougal

24 South 'A' Street, Washougal, WA 98671

Direct 360-835-5560 / 360-909-5126 (mobile)



ATC Camas

## Flight Services

### Flight Instruction:

- Jim Gray                      360-607-7665
- Bob Elliot                     360-901-3060
- Brian Visocky                360-903-3311

### Airplane Rentals:

- ATC Camas, Cessna 150  
Contact 360-607-7665
- Camas-Washougal Flying Club, 1938 Piper Cub  
Contact Neil Cahoon 360-600-0239

ATC Camas now has a Cessna 172 available for training and rental.

## Summer Aviation Camp 2016

### 2016 SUMMER AVIATION CAMP

In conjunction with the Pearson Air Museum Education Center CWAA will be sponsoring a 5-day aviation camp for kids ~10-13 years old. The camp will run from Tuesday, July 12 through Saturday, July 16, with parental drop-off at Grove Field at 0900 each morning and pick up at Grove Field at 1500. We are hoping to be able to provide financial assistance to some students through our CWAA scholarship fund. Check our web page soon for the application form and deadline. PLEASE HELP DISTRIBUTE FLYERS FOR CAMP and tell your friends! See page 15 for registration form

### NEW WEB PAGE DESIGN

The CWAA Board has been working with new member and web page designer Ben Huffman to revise and update our web page ([www.cwaagrovefield.org](http://www.cwaagrovefield.org)). We're hoping to keep the calendar of events up-to-date, provide some member profiles, and maybe be able to collect annual dues as it develops, We hope to have more info in the next *Frequent Flyer*

## STUDENT UPDATE: TIM CUFF

By Dave Luse



In 2007, **Tim Cuff** was walking around the Camas Washougal Airport looking at the Cessnas, Aeroncas and Tri Pacers as they taxied to the fuel pumps or flew circuits doing touch and go landings. He was 13 years old then. Today he is 21 years of age, he has his limited Airline Transport Pilot certificate, and, today, he began his first day as a line pilot for Delta Airlines. (Under the Compass Airlines logo) It has been a long trail.

Tim is one of those kids born with the “passion” to fly. It must have looked like a pretty high mountain to climb for an 8<sup>th</sup> grader, but then Tim was not your ordinary 8<sup>th</sup> grader. He is a quiet young man. The type that thinks carefully about what you have said before he answers.

I was introduced to Tim, and became his flight instructor. Two things were obvious at once: First, he was a natural pilot.....the kind of student that every instructor loves, but few get. Secondly, he is very intelligent. Though the FAA requires one to be 16 years of age to solo.....it was obvious that Tim would be ready long before that. (In fact we were practicing instrument approaches before he soloed) The weather was low IFR on Tims 16<sup>th</sup> birthday, so he soloed at the age of 16 years and one day.

Tim had already expressed his interest in an aviation career, so over the next year, prior to his being allowed to take his Private Pilot check ride, I briefed him on the aviation colleges available in Washington state, scholarships available, (including the summer camps offered by CWAA), and future pilot needs. Once again, the weather was low IFR on Tim's 17<sup>th</sup> birthday, so he was unable to take his Private Pilot Check Ride until he was 17 years and one day old.

During Tim's high school years, he took college courses at Clark College through the “running Start program”, and when he graduated from Washougal High School, he also graduated with his Associate of Arts Degree from Clark college. We had already completed the paperwork for the SWPC Club Scholarship, and that fall he enrolled in the aviation program at Big Bend College in Moses Lake Washington as a Junior.

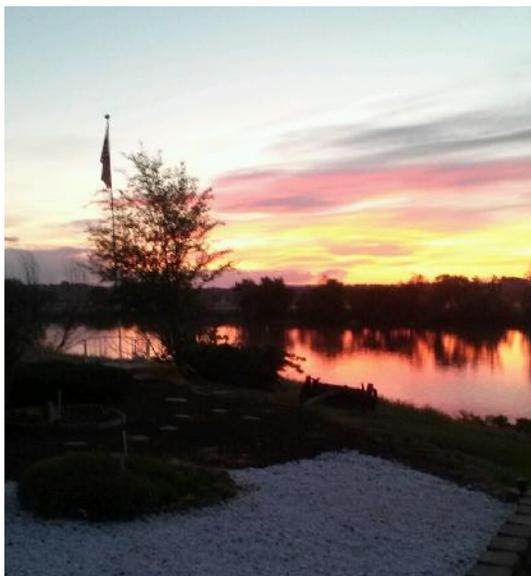
Tim Graduated from Big Bend College, (his Degree is through Central Washington University), and stayed at the college as instructor, gaining the

hours he needed for his ATP, and earning his Commercial, Instrument, Instructor, Multi Engine, Instrument Instructor and Multi Engine Instructor ratings. He began interviewing with several airlines, and, today, (29 April 2016), began his first day on the job at an airline pilot.

This is exactly what CWAA had in mind when the scholarship program was established several years ago. The program has assisted many outstanding young men become career pilots: Pilots that will certainly be flying long after we hang up our headsets, and will hopefully live in the area and fly their own airplanes from Grove Field.. It is a testament to CWAA that our members have been generous enough to make the program the success it is. These are the pilots that will Cherish Grove Field, CWAA and our community in the future.

Congratulations Tim. And thank you Camas Washougal Aviation Association.

# GREETINGS FROM IDAHO!



**From Sue Metzger:** Nothing new to report. Jim is getting around a little bit better and enjoys hanging out at the airport each day. It is like old times this week with Carter here helping out. Dennis and Laural also showed up. Such a blessing to have so many great friends from CWAA.

The picture is of the beautiful sunset enjoyed with good friends on our deck.

# Photos from the May 10 fly-out to Chehalis for lunch



# 2016 CURTIS AIRPORT FLY-IN

AT CURTIS AIRPORT 0WA2 - CHEHALIS, WA.

HELLO TO ALL!

Here it is: your official invitation to this year's Curtis Airport Fly-in. We would like to thank our generous hosts –

Steve & Jilene Furjesi (owners-EXPERIMENTAL AIRCRAFT METAL FABRICATION) FOR COMBINING

EFFORTS WITH US TO HAVE A FLY-IN THIS YEAR. WE WOULD ALSO LIKE TO THANK THE LOCUST STREET DIXIELAND BAND FOR PROVIDING LIVE MUSIC FROM NOON TO 1:30PM!

**MARK YOUR CALENDARS FOR FLY-IN FUN AT CURTIS AIRPORT SATURDAY, JUNE 25TH**

WE ALWAYS HAVE SUCH A GREAT TIME AT OUR FANTASY FIELD EVENT, BUT THIS YEAR WANTED TO SPREAD THE JOY AND WELCOME ANOTHER FUN AIRSTRIP INTO THE FLY-IN SCHEDULE.

IN 2013, WE HAD OVER 80 PLANES FLY IN TO FANTASY FIELD! WE ANTICIPATE THIS YEAR'S FLY-IN AT CURTIS AIRPORT WILL BE ANOTHER AMAZING EXPERIENCE AND A FUN TIME FOR ALL.

WE LOVE HAVING THESE FLY-INS, BECAUSE IT IS MORE THAN JUST AVIATION: IT FEELS MORE LIKE A BIG FAMILY BARBECUE. YOUNG AND OLD, PILOTS, TEACHERS, DOCTORS, BEAUTICIANS, ENGINEERS, BLUE COLLAR AND MORE. THIS IS WHAT GRASS-ROOTS FLYING AND FLY-INS ARE ALL ABOUT.

NOTHING COMMERCIAL – EVERYTHING HOME-STYLE, COMFORTABLE AND FUN! WE ALL HAVE A GREAT TIME TOGETHER AND ENJOY THE SUN, DELICIOUS FOOD, FRIENDS AND FAMILY, FLYING AND FUN.

WEAR YOUR FLIP-FLOPS AND A HAWAIIAN SHIRT, AND DON'T FORGET A HAT.

**As always, we will provide the "grill items" (something special this year!) and beverages. Please bring a side dish, salad, or dessert, whatever your specialty is, we know it will be good!**

We will be set up with restroom facilities, plus a wash-up station and plenty of shade for people to relax under, and a Dixieland band. **There will be some off-street parking for those who choose to drive in**. And yes, there will be camping sites available, especially for those who want to stay afterwards for "happy hour", hangar talk and a late night poker game. So bring a tent, stay the night.

Curtis Airport is a private field and is on the Seattle sectional. This field is one way in/one way out, unless winds prohibit, landing to the north uphill, take-offs to south downhill. **Contact our temporary Tower on 122. 90 and ground on 123.40 for landing and departure procedures.**

**IF FLYING IN THE FIELD COORDINATES ARE: (UPDATED INFORMATION)**  
**46-35-25.371N            123-6-16.478W            Elevation 254    RUNWAY 16/34**

(con't)

DRIVING DIRECTIONS: I-5 SOUTH, TAKE EXIT 77 (PELL/RAYMOND/STATE ROUTE 6). HEAD WEST AND TRAVEL 5.6 MILES, TURN LEFT AT CURTIS HILL ROAD, FOLLOW FOR 3.0 MILES TO ADDRESS ON LEFT. WATCH FOR PRIVATE PARTY SIGN. LIMITED HANDICAP PARKING IS AVAILABLE, ALL OTHERS PARK OUT FRONT.

**OUR ONLY SPECIAL REQUEST IS THAT YOU LEAVE YOUR PETS AT HOME SO THAT WE HAVE NO MISHAPS WITH AIRCRAFT, SUPPORT VEHICLES OR LOCAL ANIMALS\_.**

FOR MORE INFORMATION, PLEASE CONTACT:

Kelly & Terry Sullivan (Kitfox 7548D)  
 from: Fantasy Field Airstrip (FA99)  
 360-262-3060 home      360-791-9532 Kelly-cell  
[flighty05@aol.com](mailto:flighty05@aol.com)   [terryasullivan@aol.com](mailto:terryasullivan@aol.com)

## ARTY TROST

Professional Speaker and Ultralight Adventurer offers powerful presentations!

She will be our speaker at the

August 18, 2018 meeting

Arty is the only woman long distance ultralight pilot in the United States. Flying what is often called a "lawn chair with wings and an engine", she has pushed the perceived limits of ultralight flying.

Go to [lessonsfromtheedge.com](http://lessonsfromtheedge.com) to find out more about her

### **CWAA Board Members 2015/2016**

President: Noreen Bowden

Treasurer: Kay Carrier

Secretary: Bob Martilla

Aggie Blackmeer, Randie Martilla, Teresa Grove

## From Paul Speer:

I wanted to send you an update on the [Pearson Field Education Center 2016 Lets Take Flight! Fundraiser](#) on Saturday May 21 10:30 – 1:00. **Please help us get the word out.**

This year's keynote will be nationally recognized [Jessica Cox](#), among other things the first US certificated pilot without arms. Recall last year when we had Jessica here there were probably 150 people that came to see her from as far away as Medford, and all left completely inspired. PFEC is doing great things for the community and is among the best things we have going at Pearson Field in terms of keeping aviation alive and relevant for a new generation.

As you know, last year we took a "pause" in our programming to ensure that PFEC maintained high quality service to the community. Even so, we were open most Saturdays providing free exposure to aviation for local youth, we hosted tours (Scouts, Daybreak Youth Services, schools), we participated in community and industry events (PNW Aviation Trade Conference, Alaska Airlines Aviation Fair, Rose Festival, MESA, and others), and we hosted events like the Halloween Hangar. All of this was accomplished through the support of volunteers, partners like the Clark County Skills Center Aviation Technology program, the FBO, PAGA and others. All total nearly 2,500 youth and families were exposed to Pearson Field and aviation that would not have otherwise had the opportunity. This year with the addition of [Garrett Schmidt](#) to the team we are once again able to offer a full set of now enhanced aviation summer camps both at Pearson and at Camas Grove Field.

PFEC only exists through the vision and support of our community, including local aviators. I hope that you and others at Pearson can join me in supporting PFEC this year. Here's how:

- **Attend this year's Let's Take Flight! fundraiser.** Individual tickets to this year's event are available at \$60 each or \$480 for a reserved table of 8. Tickets can be purchased at <https://fortvan.ejoinme.org/letstakeflight2016>.
- **Support the mission of Pearson Field Education Center.** Direct donations to PFEC can be made at <https://fortvan.ejoinme.org/letstakeflight2016>.
- **Donate an auction item:** PFEC is accepting donations of items to be used as part of the fundraiser live and silent auctions. Aviation related items and non-aviation items are both welcomed. Contact Angela Azure, [angela.azure@fortvan.org](mailto:angela.azure@fortvan.org) (992-1801), Garrett Schmidt [garrett.schmidt@fortvan.org](mailto:garrett.schmidt@fortvan.org) (992-1818) or Deborah Bessette [Deborah.bessette@fortvan.org](mailto:Deborah.bessette@fortvan.org) (992-1815) for more information.

**As in 2014 I will match one for one up to a total of \$5,000 any donations by a person who identifies themselves as a Pearson Field pilot. I would ask pilots who cannot attend the event to consider an individual donation in an amount equal to 1 hour of 100LL in whatever they fly.**

More information on Pearson Field Education Center is available at [www.fortvan.org/aviationeducation](http://www.fortvan.org/aviationeducation) or "Like" us on Facebook at [www.facebook.com/pearsonfielddeductioncenter](http://www.facebook.com/pearsonfielddeductioncenter). Pearson Field Education Center is a program of the Fort Vancouver National Trust a registered 501(c)3 nonprofit based in Vancouver, WA.

PEARSON FIELD

Education Center

2016

## Camas Washougal Aviation Association

### Aviation Summer Camp

for ages 9 to 17

**2016 camp session: JULY 12-16**

*Camp runs Tuesday through Saturday, 9am - 4pm*

*Cost: \$450*

#### **Campers Will:**

- LEARN THE PRINCIPLES OF AVIATION
- LEARN THE BASICS OF FLIGHT USING FLIGHT SIMULATORS
- TAKE A BEHIND-THE-SCENES TOUR OF A REGIONAL AIRLINE
- TOUR AN FAA CONTROL TOWER
- VISIT A REGIONAL AIR MUSEUM
- BE INTRODUCED TO RADIO CONTROL AIRPLANES
- PILOT A REAL AIRPLANE OVER CAMAS

CAMPS BEGIN AND END EACH DAY AT GROVE FIELD.

TUESDAY-FRIDAY, CAMPERS WILL BE DRIVEN TO THE PEARSON FIELD EDUCATION CENTER TO LEARN ABOUT THE BASICS OF AVIATION, OR TRAVEL TO OTHER AVIATION ACTIVITIES AROUND THE REGION. ON SATURDAY, CAMPERS WILL PILOT A REAL AIRPLANE OVER CAMAS AND ENJOY AN AIRPORT BARBEQUE AT GROVE FIELD.

THIS FUN-FILLED, HANDS-ON, STEM-BASED CAMP IS PERFECT FOR YOUR ASPIRING AVIATOR. OUR INSTRUCTORS ARE EXPERIENCED IN AVIATION AND EDUCATION, AND WILL INTRODUCE YOUR CHILD TO THE WORLD OF FLIGHT.

THIS AVIATION SUMMER CAMP PROGRAM IS ONE YOU WILL NOT WANT TO MISS! SPACE IS LIMITED, SO REGISTER EARLY!

**Registration Form***Camper Info:***2016 Registration Form****Please print clearly and fill out completely****Full payment of \$450 must accompany registration****OR if payments are being made, \$100 due at registration****No refunds issued within 30 days to start of camp****Camper name** \_\_\_\_\_**Camper age** \_\_\_\_\_ **Grade as of Sept. 2016** \_\_\_\_\_**Preferred week of camp****Address**

\_\_\_\_\_

**City** \_\_\_\_\_ **State** \_\_\_\_\_ **Zip** \_\_\_\_\_**Phone (with area code)** \_\_\_\_\_**Child's T-shirt size** \_\_\_\_\_**Prescription drugs your child takes** \_\_\_\_\_*Is your child under the care of a physician for any ailment:***No Yes If yes, please explain** \_\_\_\_\_*Lunches & snacks: Campers are required to bring their own lunches, snacks, and beverages.**Emergency Contact Info:***Name** \_\_\_\_\_**Relationship to student camper** \_\_\_\_\_**Home phone** \_\_\_\_\_**Cell phone** \_\_\_\_\_

## 2016 camp session: July 12-16

*Parent/Guardian Info:*

Name \_\_\_\_\_

Home phone \_\_\_\_\_

Cell phone \_\_\_\_\_

E-mail \_\_\_\_\_

**Parents/guardians:** Your child will be flying for approximately 20 minutes in a small airplane. This is an exceptionally safe operation. If your child exhibits any apprehension, he/she will not be required to fly.

**I give my child permission to participate in the Aviation Summer Camp run by the Fort Vancouver National Trust.**

**I release from liability of whatever nature the Fort Vancouver National Trust, its employees, volunteers, agents and anyone assisting at the aviation summer camp throughout the entire camp period.**

**I authorize the Trust to transport my child in an aircraft for the purpose of familiarization and introduction to flight.**

**I authorize the Trust to transport my child in an automobile to the various venues associated with the summer camp.**

**I authorize the Trust to take photographs and videos of my child to promote this camp in future years.**

**Payment:** Each camp session costs \$450. The Trust is willing to work with parents who need to pay for camp tuition in payments. The final payment must be received 30 days before the camp begins. Call for details.

Check enclosed \$ \_\_\_\_\_

Credit card:

MasterCard    Visa    American Express    \$ \_\_\_\_\_

Card number

\_\_\_\_\_

Expiration date \_\_\_\_\_ 3 digit security code \_\_\_\_\_

Signature for credit card \_\_\_\_\_

Parent/guardian

signature \_\_\_\_\_

Date \_\_\_\_\_