



---FUN DESTINATIONS---

NRI Flying Club

AOPA Fly In --- Bremerton, WA
August 2016
by Ben Klein

This past June, I was asked by AOPA to speak on a panel that they were presenting at the AOPA Regional Fly-In in Bremerton, WA on the FAA's new compliance philosophy. As a recent Bay Area transplant (January 2016) from New York City, and a brand new member of NRI, I used opportunity as an opportunity to take a GA trip in the Pacific Northwest. 61X proved to be to the perfect ship for this adventure.

It was forecast to be an unusually warm weekend up and down the entire pacific coast, and in this instance, the forecast proved to be quite accurate. My first stop was KRNT, Renton, Washington, to visit a client, Pro-Flight Aviation, the only FBO located on the field. Although 61x's long-range tanks and favorable winds would have made the 580nm trip legal without a fuel stop, it was too long a leg for my personal fuel minimums and my aging bones. As a result, I elected to stop for fuel in Eugene, OR (KEUG). As you can see, the scenery on the way up was spectacular – particularly for an east coast flatlander that has never been north of Mendocino!



This is just north of Redding, as I began the 150 mile leg over mostly mountainous terrain. Given the heat, 61x was most comfortable at 8,500. This gave me adequate clearance, but made for a bit of a rough ride.



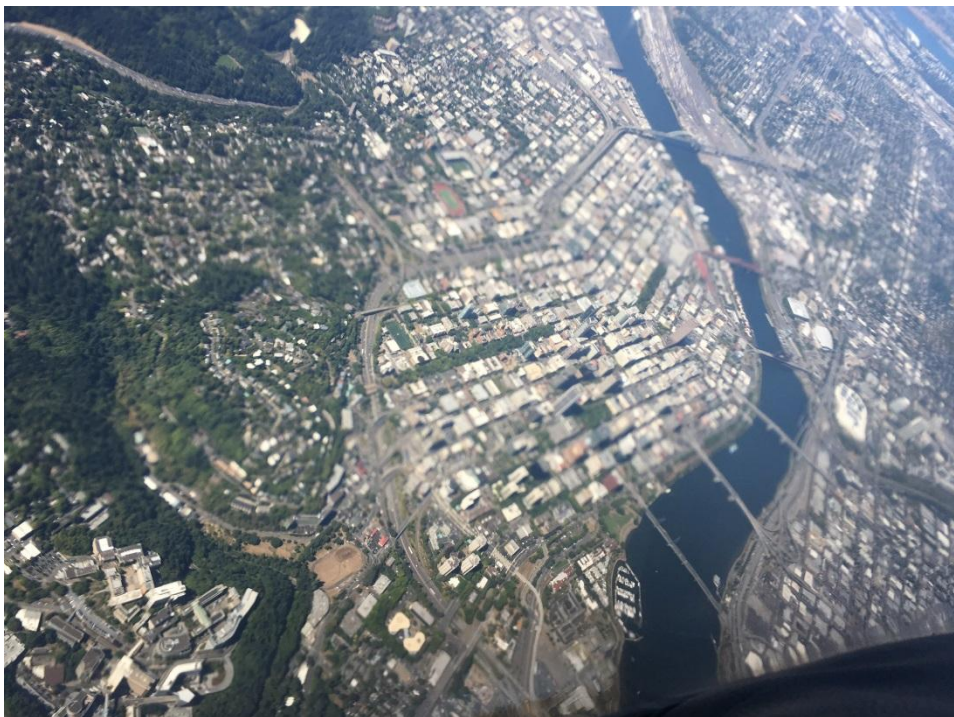
Lake Shasta Dam



Not many good places to put an airplane down on this stretch!



After refueling in Eugene, I was able to proceed directly over Portland.



Unfortunately, I don't have any picture of KRNT, which is a gorgeous airport on the shores of Lake Washington. Tons of seaplane ops, and Renton is the home of Boeing's 737 plant, so the airport is full of almost completed 737NGs and MAXs ready for their first flight to Boeing Field. Pro-Flight is the only FBO on the field, and offers the most competitive 100LL rates in the area. If you happen to stop in, tell the owner, Bernie Paholke, that Ben Klein sent you! Below is the view after departing Renton to the north. Once clear of inner ring of SEA-TAC Bravo, I made a turn to the west to head over to Bremerton and had a fantastic view of Seattle and Rainer!



The Fly-In itself was great (but very hot, over 100 degrees!) with the usual assortment of cool airplanes. Bremerton is a wonderful GA airport, with a great restaurant on the field (although, that amounts to a \$1500 hamburger in 61x!). It is worth a stop if you are planning to be in Seattle area and Bremerton itself is only a beautiful 1 hour ferry ride from Pike Place.





Like any fly-in at an untowered field, arrivals and departures were not for the faint of heart; thankfully, there was an Air Boss to keep things in order...relatively.

The justification for this boondoggle, of course, was my participation on a AOPA panel moderated by Tom Haines on the FAA's new compliance philosophy. Fellow members of this handsome panel included David May, the head of the Seattle FSDO, Jeff Smith, head of FAA's Training and Certification Branch, and Jared Allen, AOPA Attorney



There's me giving what is likely some questionable legal advice – as you can see the others appear stunned by my ignorance.

Another highlight was a tour of the Boeing 747/777/787 manufacturing floors at Everett Field. This is a privilege that few are accorded, and I was lucky enough to win a lottery to attend. Unfortunately, no pictures were allowed, but a kind soul named David Tullis, an AOPA photographer, snapped this one and sent it to me. He knew no one would believe me unless I had proof! I sent this to my father after circling myself in red; he still doesn't believe me!



A Boeing 747 under construction in a cavernous hangar frames attendees at Paine Field in Everett, Washington, during a special VIP tour for the AOPA Fly-In at Bremerton, Washington, Aug. 19. Photo by David Tullis.



The trip home was just as beautiful as the trip there!