

Dear Friends,

Greetings from **Fall City, Washington.**

Well, where the heck is Fall City, you ask. It is about 25 miles east of Seattle. Very dense trees, very wet, and very cool most of the time. Last week this area had bright sunshine and when the sun is out, the temperatures hover around 75 degrees and it is absolutely delightful. At the moment, it is around noon, overcast, raining sometimes and the temperature is 59 degrees. Good grief, August 1st and the noon temperature is 59, hmmm, not real nice for getting around on a motorcycle.

Well, at any rate, when you last heard from us we were describing **Ocean Shores, Washington.** On July 10 we left Ocean Shores and headed for **Arlington, Washington.** We only spent three days in Arlington, but what a great three days it was. We camped at a small commercial RV park in **Stanwood** with its own dock and boat access to **Lake Goodwin.** Beautiful location, beautiful lake and beautiful weather, but we weren't there for the beauty, that was just icing on the cake. We were there to spend several days at the **Arlington Experimental Aircraft Association Fly-In.** Our good friend, **Bob** (Bob and Candy from Redding, CA), was at the fly-in selling propellers and aircraft engines. Bob had extra tickets and gave us executive vendor passes for the whole show. Wow, super neat. We didn't have to wait in any lines and rode our BMW motorcycle right in to privileged parking.



Amphicar about to drive into Lake Goodwin.

At Lake Goodwin, we had the unusual good fortune to see four **Amphicars**. Do you remember these amphibious automobiles? Amphicars were manufactured in Berlin, Germany from 1962 to 1967. Approximately 4500 were produced, most went to USA (at least 3700). There are maybe 500 still in regular use, with 7 in the UK and about 80 in the rest of Europe. They were powered by a 43 horsepower Triumph engine and were not terribly fast on land or water. Perhaps 70 mph on land and maybe 7 or 8 knots on water. If you look closely, you can see the twin propellers. As you can see from the next picture, they don't have much freeboard, which may explain why they weren't going out very far from shore.



Two Amphicars in Lake Goodwin.

Well, back to the air show. It was a small air show, but particularly interesting because of the large number of home built aircraft. The modern home built aircraft is truly a thing of beauty and efficiency. Our old Cessnas, Pipers, etc., look like they were designed in the dark ages. That's because they were. The Federal Aviation Authority has made it so difficult and so expensive to get a new small airplane certified, that nobody in this country is willing to do it. Ah ha, but the requirements to get certified as an experimental aircraft are much much easier. So, just about all of today's modern small aircraft are licensed "experimental."



Sitting on the grass watching aerobatics.

What a treat to sit on the grass and watch a couple hours of old time air show. Up close and personal, the way it used to be. There were also a lot of very interesting ground displays. How about an honest-to-goodness Mitchell bomber, i.e., a B-25 bomber. During World War II, this airplane was known as, "**The Pacific Prowler**." It has been completely restored to its original military configuration. For \$5 you could walk through it. For around \$300 you could go for a ride. The Pacific Prowler is one of just a handful of B-25s that still fly today. The B-25 Mitchell Bomber was made famous by the daring Doolittle Raid on Tokyo which took place four months after the Japanese bombed Pearl Harbor. The B-25 Bomber went on to become the most versatile medium bomber of World War II, seeing combat in every theater of operation.



The Pacific Prowler, a fully restored B-25.



Julie Clark at low altitude in her modified T-34.

Captain Julie Clark is a really interesting gal. She is a retired airline captain and now flies the air show circuit full time in the Chevron Mentor T-34. The T-34 was a modified Beechcraft Bonanza. The famous Bonanza V tail was replaced with a conventional tail and the T-34 became a military trainer. It's a very heavy plane for modern aerobatics, but Julie flies it smooth as silk. She is a great pilot and quite beautiful. It was a joy to meet her. Thanks again, Bob!

On Friday, July 11, Donna's birthday, Bob took us out to dinner and we introduced him to "**Mac & Jack African Ale**," an exquisite dark tap beer. Mac & Jack is brewed in Redmond, Washington and seems to be available all over the state. It is one of the best beers we have ever tasted, and frankly, we've tasted quite a few. Unfortunately, Mac & Jack is not currently available in bottles, so you have to visit the fine state of Washington to try it. Well, the three of us got ripped on Mac & Jack and celebrated Donna's birthday in fine style.

On July 14, we went across the Cascade Mountains on Highway 2, to the eastern side of Washington. Wow, what a change in climate. The eastern side of the Cascades is literally a desert. But that's another story and we will fill you in next time.

TRAVEL PLANS:

We leave Fall City, Washington on Wednesday morning, August 6 and head north for the area around **Blaine**, Washington, which is very near the Canadian border. Will any of you be in that neck of the woods? If so, drop us a line.

Until next time, home is where we park it.

Chuck & Donna