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## Dinner Reservations due date March 28th RSVP @

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

Next Newsletter deadline:  
April 14th  
newsletter@wpa-paine.org  
submission specs available on  
our web site

## President's Message

by Greg Bell

Hello fellow pilots and aviation enthusiasts.

The March general meeting had two troopers from the Washington State Patrol aviation division as our guest speakers. Troopers Troy Davis and Dwayne Korthuis-Smith did a great job and fielded numerous questions from our members. Turnout was great with approximately 50 people attending. They showed us their plane with the cool million dollar FLIR (forward looking infra-red) camera equipment over at PAE before the meeting. They are the first police force in the country to have this type of equipment. They aren't limited to daytime only patrols now. It was procured with a grant from the U.S. Navy. They have probably seen you without you seeing them! They hope to upgrade to the next generation of gear in the future that is sharp enough to read your license plate!

At the last general meeting I brought along three friends. Two were pilots and one was a potential pilot with a lot of interest. I hope you will all try and think of a prospective new member or two that you can invite or bring along to help grow our association. If we all could get one new member a year that would be great!

I would like to thank our new secretary Steve Waterman for stepping up to the plate. Steve is a fairly new member so I want us all to welcome and appreciate him. Many thanks to Stephanie Allen and Susan Kennedy for sharing the secretary duties until now.

Spring has sprung. The weather is improving. It's finally time to get the rust out and have some fun. I am a huge fan of full day and overnight trips. I would like to share a few of my "local" favorite places I've visited and hope that you will share yours with me via email. I hope we can compile a booklet or put a section on the website with this information so that anyone can use it. It's nice to have more than the \$100 hamburger to look forward to.

Day trips :

Tillamook Air Museum, Tillamook, OR. (KTMK) You can park directly next to the museum and walk in. Great warbirds and cool giant building. It was a former blimp hangar.

Coeur d'Alene, ID. Silverwood Theme Park. No free transportation but rental cars are available at the airport. If you like roller coasters this is a great place! They have a nice runway at the theme park but it was closed down a few years ago.

Shelton, WA. (KSHN). The first full weekend every October they have the Oysterfest at the adjacent Mason County fairgrounds. You can park next to the fence and walk in. Lots of seafood (more than just oysters) at a reasonable price. Great kids activities too. A real small town atmosphere and only a few dollars to get in. The Oyster shucking competition is fun to watch.

Lopez Island, WA. Great little 9 hole golf course adjacent to the airport (S31).

Olympia, WA. (KOLM) I haven't been to the museum (Olympic Air Museum) but hear it's pretty nice.

...Continued on page 3



## Come See History – the de Havilland Comet - April 4th Meeting - SnoIsle

Author and local plane expert Jim Goodall will be making a repeat appearance, this time showing off the Comet that he and his crew at the Museum of Flight Restoration Center are restoring to mint condition. Apparently this Comet is the only one in North America. The Comet was developed by the British company de Havilland, and the first prototype flew in July 1949, several years before Boeing had their first commercial jet in the air. Come hear about a significant chapter in the history of modern jet transports.

**Upcoming WINGS Weekend. April 12 and 13, 2008 – Hosted by Regal Air**

Like every year, it is time for WINGS. With the confusion this year of first, can we even have a “Weekend” and then when we got the Yes on that, how to do it was the next question. We are still working out the details on the how, but it is a go.

WINGS has changed totally from what it was a year ago, and one of the biggest changes is the “Phases” that we all know about. Well in a short sentence they are no more. The New WINGS has three levels, these are Basic, Advanced, and Master. They do not build on each other from year to year as we were accustomed to in the past with the 20 phases. Under the new WINGS program an airman first completes a Basic phase (level) of WINGS and then if they so choose may continue their training to complete the Advanced and then the Master levels. To determine my phase (level) at any point in time, the computerized tracking system within the “My WINGS” program looks back 12 months and determines what training you have completed during that time. It may have been enough to qualify for the Basic, the Advanced, or the Master.

One important fact to keep in mind when learning the new program is that the “Basic” phase or level of WINGS is the **only** one of the phases that satisfies the FAR 61.56 Flight Review requirements. The Advanced and Master levels are only awarded as a recognition of an airman’s increased level of training during any given 12 month period. The vast majority of airmen will remain at the Basic level.

Another significant change is in the “Knowledge” portion of the WINGS program. As you know, the old program required attendance at one safety seminar. Under the new program each airman must complete 3 Knowledge credits through on-line courses and seminar attendance.

I would also recommend that any flight instructors participating familiarize themselves with the flight requirements of the new program. As you know, the old system had 3 hours of flight instruction required. Under the new program (for the Basic level), there are 3 flight credits required, but there are no times listed. This is due to the fact that under the new program proficiency is emphasized instead of instructional time, and the airman’s proficiency must be validated by the flight instructor. It may take one airman 30 minutes to show proficiency for one of the flight credits and another airman may take 2 hours for the same credit.

**—GET REGISTERED—**

Step one, go to <http://www.wpa-paine.org/> and click on the Safety and Education link. Then click on the WINGS Weekend link and register as a pilot or CFI. Registration will close on April 1<sup>st</sup> and we’ll match the CFIs with the pilots and let you know your day and time no later than the 5<sup>th</sup>. All the notifications will be done by email, so please type carefully when you fill out the registration form. If you register and don’t get a confirmation message there may be something wrong with the email you input.

Once registered with WPA, be sure you are registered with the FAA. Here is a keystroke by keystroke recipe for you to get set up with an account, and how to then login and set up your WINGS page.

I understand that not everyone has joined the computer age yet and that’s ok. You don’t have to have a computer. You need access to one and every library around here has some for your use. Yes you will need an email address, and there are many free email providers out there (yahoo.com – hotmail.com – msn.com) so no more excuses, today is the day you get into this millennium. Open the computers internet browser, and there are several again, and may have a different look and feel that what I am used to which is Internet Explorer. When the home page comes up there should be a line near the top that has an address in it already, and that would be the page you are on now. Who knows what it might be, but look for the line of text that starts with <http://www>. Backspace over everything else, and then type in [faasafety.gov/](http://www.faasafety.gov/) - the whole thing should now be <http://www.faasafety.gov/> - hit the enter key.

**Officers**

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**vice-president@wpa-paine.org**

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**board3@wpa-paine.org**

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

This brings you to the FAA Safety.gov website. Click on the “Get Registered” tab located on the left side and when the registration page opens up type in your brand new email address, and make up a pass word. Here are the pass word rules from the site.

Due to security regulations, your password must be:

- Be more than 8 characters in length
- Contain at least 3 of the 4 types of characters:
  - Lowercase english letters
  - Uppercase english letters
  - Numbers from 0 to 9
  - Special characters, such as ! @ # \$ % ^ & \* ( ) \_ + { } : “ < > ?

Be changed at least once every 90 days

Not be one of your previous 2 password(s)

I used one of my airplane’s N number for example Ppiper12345 – the Pp is to meet the requirements of the cap and lower case.

When their system accepts your password you are ready to log in. Again go to [FAASafety.gov](http://www.FAASafety.gov) and type in your email and new password. Click on “My WINGS” and then “My Profile. There is a link to a good help tutorial to guide you through the process. The link is: <http://www.faasafety.gov/articulate/wings/default.htm>

Once your profile is set up you can start taking the required and elective courses, and you are on your way. See you at Regal on the 12<sup>th</sup>.

Dave Wheeler WINGS Chair

## Runway Safety Action Team

In mid-February, the FAA sent a Runway Safety Action Team (RSAT) to Paine for a multi-day inspection. They were here because for the last three months of 2007 Paine had a substantially higher rate of Runway Incursions than we've had in the past. Runway Incursions have been a hot-button safety issue for the FAA for several years but it's especially acute now because last October the FAA changed their definition to conform to the ICAO standard used by most other countries. By the previous standard, an unauthorized aircraft, vehicle or pedestrian on a runway was counted as a Runway Incursion only if the runway was in use at the time. In contrast, the ICAO standard now adopted by the FAA classifies all such events as Runway Incursions regardless of whether the runway is in active use or not. They know this will make this year's numbers appear higher, just because of the change in definition, and they expect that to draw extra attention. They would really like that to be the only increase, to be able to show that once that is accounted for the actual rate of runway incursions is no higher this year than in previous years. So when Paine's incursions came in well above average even after allowing for the change in definition it raised a red flag and prompted the FAA to send the RSAT.

By far the largest category of runway incursions at Paine involved unauthorized crossings of runway 11/29. While 11/29 isn't used very often for takeoffs and landings, it's still always a runway and, by the new definition, any incursions on it are taken very seriously. Of course, for the FAA the easiest solution would be to close 11/29 as a runway and make it simply another taxiway, where incursions are less important. If we want to keep 11/29 as a runway, we need to be careful to always treat it like one, even when it doesn't appear to be busy.

Most of the incursions at Paine were by vehicles or pedestrians rather than aircraft. The FAA has found that this is often the case at major airports and that many of these incursions are by people who have been trained and approved to drive in non-movement areas but don't do it very often. Consequently, the FAA now asks on-airport businesses to limit the number of employees approved to drive on the airport to those who do it regularly, rather than all those who might need to on occasion. This is particularly timely at Paine as several new businesses, with many new employees, are expected to open on the field in the next year or so.

Most of the remaining incursions at Paine fell into the general category of "brain fade". Pilots acknowledged a clearance to hold short, then rolled forward anyway, or got distracted programming the GPS while taxiing and forget to stop, things like that. The airport is enhancing some markings to make them more prominent, including adding a big red line to mark the non-movement area but, ultimately, avoiding those errors comes down to focus and concentration.

*Submitted by Dave VanHorn*

### Prez - continued...

Father's Day weekend (June 14<sup>th</sup>-15<sup>th</sup> this year) they put on a great warbird airshow that I attended last year. They close the airspace so get there early. You can find information on all of these destinations on the internet. Have a CAVU day. The Prez.

## Bernie Lyman Award

For the member who has worked beyond the normal call of duty to improve his chapter, increases its size, and strengthens its purpose.

This member has a long history with the Paine Field Chapter. He makes phone calls to new members, he posts applications and posters everywhere on the airport, and he even walks into hangars and confronts people he knows are not WPA members. He attends every single Chapter Board Meeting and harasses me endlessly to correct our WPA management system when he perceives that his chapter does not get credit for a new member. He is the only Membership Director at a Chapter Level.

**This Years Winner is Dick Kinnier - Congratulations.**

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## News with an international flair

EvCC's Aviation Maintenance Technician School is celebrating its 40th year of operation this year. We are honored to be selected to participate in this exchange. Barry Smith, the Executive Director of the Future of Flight, and I discussed this possibility several months ago. He is a strong proponent of raising the understanding between cultures involved in global manufacturing activities. Our AMTS has a strong record of working across cultures and has a vibrant mixture of students studying aviation maintenance, who are from other cultures and countries. In fact, our student population is one of the most diverse at the college. When Rebecca Dalley, the Business Manager of the Royal Air Force Museum visited our program last fall, she was able to witness the collaborative efforts of our students working together to meet varied objectives. Though other institutions were considered for this exchange, EvCC's program was selected because of its learning environment and ability to match technical training with the RAFM apprentice's needs.

The first phase of this project began last Saturday with the arrival of the RAFM team at SeaTac. This group consists of Tim Wallis, the Royal Air Force Museum Conservation Centre Manager, Rebecca Pitts, RAFM Apprentice, and David Timon, RAFM Apprentice. The first week consists of many aviation related activities and recreational events to raise our visitor's awareness of our aerospace industry and aviation operations in the Puget Sound Region. The second and third weeks will be heavily involved with training in Composite material repair training (60 hours), balanced with many off-hour activities to broaden their understanding of our life-style and values.

This summer, I will accompany two of our second year students as they discover the English culture and its aerospace industry. We are very excited about this opportunity and hope that what we learn from this first year's activities will help us build a strong and productive exchange relationship for years to come!

The Royal Air Force Museum website is: [www.rafmuseum.org](http://www.rafmuseum.org)

*Submitted by Stephanie Allen*

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## **MEMBERSHIP**

Well, it's about the end of the renewal season with the 2/29 end of the "grace period." With the help of a number of board members, we're calling the last unrenewed members from 2007 as a final reminder for them to sign up for 2008. If you know of any friends in that category, please give them a reminder as well. It looks like we're at about 175 paid members so far this year. That leaves us the rest of the year to seek out new members to equal or surpass last years' 190+. If you have any ideas to help the chapter find and attract new members, feel free to call me at 206-546-3634.

I hope each of you consider yourselves as ambassadors for General Aviation and will use your first hand knowledge of the subject to correct wrongful impressions of GA by friends, neighbors, and other associates. When you talk to another pilot, you're preaching to the choir, but when you can counter rumors and just plain wrong "facts" to non pilots, you do the vital job of gaining support for GA. In your role as ambassadors, take someone for their first small plane ride. Who knows, you may awaken a new "pilot" in someone so they can experience the joy and satisfaction of becoming a part of those who have the good fortune to FLY.

I certainly hope we'll soon see some better weather for our Saturday morning fly outs. If you have any suggestions, please be sure to communicate them to Susan Kennedy at 425-741-7445. Also there have been some significant changes to the WINGS program this year so keep your eyes open for information on these changes from Dave Wheeler. It's a chance for all of us to be better and safer pilots.

That's it for this month. GO FORTH AND PROSELYTIZE FOR GA!!!!!!

Dick Kinnier, Membership

**A new restaurant was reviewed. Places to fly out and get that \$100.00 burger.**

**Jumpers Café at KSHN**

The Jumpers Café at Sanderson has been open for just about a year. It is a small restaurant, 3 booths and counter seating. They are open from 9 am to sunset, or when everybody is done. Breakfast is served all day. The menu is quite varied. The owners, Bryan and Roxanne Stanley have done a very nice job in a small space. This is a great gathering place for the local pilots as well as visitors. I really enjoyed the Belgian waffle with strawberries, and all the whip cream I wanted (they were brave enough to hand me the can of Rediwhip). Prices are extremely kind to the pocket book. Lunch items range from sandwiches, wraps, burgers, salads and not to forget the chili. Being a tea drinker, the tea selection consisted of just about everything. I would put this on my Highly Recommended list.

Stephanie Allen

**Another Restaurant open - Max's LZ Arlington - was TailDraggers - Review coming.**

## **Volunteer Opportunities** : contact bod@wpa-paine.org

**Aviation Academy Director** - The annual Aviation Academy session gives us the chance to share our love of aviation with youth ages 13-18, and possibly introduce tomorrow's pilots and aviation enthusiasts to a new world of career opportunities today. The Aviation Academy director is responsible for assembling volunteer instructors, compiling materials, and scheduling sessions for the four week course. Existing curriculum, volunteer instructors, organizations for the donation of educational materials, and the tremendous support of the Paine Field staff are all in place to make the job of the director very easy. A new director also has the chance to add his or her unique touches to the program if they so wish. There is always room to improve and grow the program! For information about the program and director responsibilities and resources, please contact Kevin Kelly at aviator2000@verizon.net or 425-418-3568.

**Christmas Party Chairman:** Like to party, then this is for you. Training and assistance will be provided.



**General Aviation Day Co-Chair:** To work with Chairpersons Jim and Marilyn Fries (pictured) to obtain hands on training for running the event. The goal is to obtain the experience necessary to Chair the 2009 event.

**Membership Co-Chair:** Co-chair to work with current Chairman, Dick Kinnier, to learn hands on the duties of Membership Chairman. Dick has put in his Membership Chair retirement effective the end of 2008. Mission: Seek new members among the pilot community and those with an interest in General Aviation and work to retain existing membership. Job description: Provide new members with a link to the chapter by creating and sending useful New Member Packets. Provide name badges for member and spouse or significant other. Make personal contact with new members to encourage general meeting attendance and participation in other chapter activities. Work with chapter treasurer to identify lapsed and delinquent members.

**Legislative Chairman:** To work with State WPA Legislative Chairman on land use planning issues and technical issues regarding airspace and other issues effecting members at Paine Field.

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# Jim Morgan: PAE Chapter Director

*by Freddy Flyboy*

**>>How and when did you get interested in or into aviation?**

When I was in grade eight I came in second in a contest of making and flying a model glider at my junior high school. The prize for the three longest flights was a flight in a C 172 out of Boeing field. I was lucky to sit in the front seat and have the opportunity to fly the airplane since I was the oldest. After we landed we were all asked if we wanted to learn to fly. I thought about it but being from a family with six kids and my dad was the only one working I did not say anything (I did not think that my dad would like someone bugging him about flight lessons for me). About a month after the flight, I found out that the airlines that had sponsored the contest had been willing to pay for the lessons for any of us that had been interested. A lost opportunity, Oh well! I continued to make and fly model airplanes until after I started work at Boeing, where I made enough money to start taking flying lessons.



**>>What aircraft have you owned and if you own one now what model?**

I have owned an Astir CS 77 a high performance sailplane and a C 172. I am currently building a Vans Aircraft RV 6 and hope to have it flying this summer.

**>>What non-owned aircraft have you flown?**

J3 Cub, PA 18 Super Cub, American/Grumman AA1 and AA5 Series, C 182, C 206, C 410, Culver Dart, Piper Arrow, Piper Cherokee, Sky bolt, a Great Lakes, RV 6 on floats, Mooney 201, Blanic L 13 sailplane, Switzer 126, Astir CS Sailplane, and a Boeing 747 while taking flight test data for Boeing.

**>>Are you involved or have ever been involved as a volunteer in any other aviation related organization?**

Yes I was the president of the Boeing Employees Soaring club for 4 years, a Member at large for the local EAA chapter 84, past Board member of the Seattle Glider council.

**>>What is/was your career?**

I was a supervisor at Boeing - I'm now retired.

**>>What inspires you about aviation?**

Being able to get other people excited about aviation, and show people that they can fly an airplane also.

**>>Why are you a member of PAE WPA?**

It gives me the opportunity to meet people with similar interests.

**>>Anything else of interest would you would like to share?**

I love to fly!



**Next Safety Seminar @  
EVCC**

**NEXT FALL**

Seminar schedule subject to change based on EVCC availability. Coffee and donuts always available

## Mark your Calendars: May 17th General Aviation Day



**Next Meeting**  
**April 4th**  
**Sno-Isle Vocational Skill Center**  
**9001 Airport Road**  
**Everett, WA 98201**

**Catered dinner (\$10 per person) at 7 P.M., Meeting at 7:45 P.M.,**  
**Program at 8:00 P.M.**

**The Paine Flyer**  
**Snohomish County Airport Paine Field**  
**3220 100th Street SW**  
**Everett, WA 98204**  
**ADDRESS SERVICE REQUESTED**

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 PERMIT NO. 336

April 4th General Meeting  
 The Comet Project, Jim Goodall  
 April 12 and 13 WINGS Weekend - Regal Air

May 2nd General Meeting  
 May 17th General Aviation Day

<b>CLASSIFIED ADS</b> free to WPA members adds will run for 2 months unless otherwise requested	
<p><b>1996 Bonanza</b> A36-1/2 Share Partnership                      Why pay 100% of ownership expenses when you can only fly a small percentage of the time. A beautiful A36, hangered at KPAE. Garmin 430, King KAP140 autopilot, Fuel Totalizer &amp; More... 1100 lbs usefull load                      Erik 206-498-5608 \$140K</p>	<p><b>Aircraft for Sale</b>                      1960 Cessna 172. 300 SMOH \$28,950. Great flying aircraft!                       1964 Beech Baron BE-55A (twin) Price slashed to \$89K. Beautiful aircraft.                       1964 C-172. Full IFR. 500 SMOH Excellent paint and interior \$48,500</p>
<p><b>Wanted A&amp;P.</b>                      Piper (Metal and Ragwing) and Grumman Experience desirable.                      Northwest Aviation Center – Paine Field                      (425) 438-0596</p>	<p><b>Avionics for Sale</b>                      King KN53 Nav \$795                      King KR87 ADF \$1500  <b>Contact: Jim Smith Phone: 425-218-2150</b>  <b>E-Mail: <a href="mailto:JimSmithCFI@msn.com">JimSmithCFI@msn.com</a></b></p>
<p><b>Wanted: qualified people see page 4 for immediate openings</b></p>	<p><b>FOR SALE - Hot Air Balloon</b>  <b>Totally turnkey - includes trailer, fan, dual blowers basket and bag.</b>  <b>Call Northwest Aviation Center - 425-438-0596</b></p>
<p><b>WPA STORE</b>                       Name Badges \$6.00                      See our web page for a selection of logo shirts                       e-mail: <a href="mailto:store@wpa-paine.org">store@wpa-paine.org</a></p>	<p><b>Wanted: IFR Pilot owner to buy in on 20% share in 1981 Mooney 231.</b>                      New factory overhauled engine and turbo installed September 2007. Paint is 9/10. Interior 7/10. Avionics include full IFR panel with KNS81 and autopilot that will fly coupled approaches. Cruise 231 mph on 13 GPH! Range 1000 miles with IFR reserves. Plane is hangered at PAE in Everett, WA. Must have over 250 hours in complex singles and be IFR rated.                      Cost \$34,000 for 1/5 share.                      Contact Michael Moore : <a href="mailto:N97119@lsutigers.org">N97119@lsutigers.org</a>                      or Angus Walker: <a href="mailto:angusw@rockisland.com">angusw@rockisland.com</a></p>