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Next Newsletter deadline:  
March 14th  
[paine-editor@wpaflys.org](mailto:paine-editor@wpaflys.org)

Where you with Verizon  
and now Frontier and  
have not updated your  
e-mail address with us?

**!The Newsletter will  
be going Electronic!  
!Make sure your  
E-mail address  
is current!**

**This is your last  
paper newsletter**

## President's Message by Dave Wheeler

What a great time we all had at the February General Meeting. We had a packed house, and the program was excellent. If you missed it, so sorry, but here is a quick recap. Arnold Ebnetter talked about his life as an aeronautical Engineer, with a dream. He actually submitted a class paper with his dream in college, and then after several setbacks doled put by life was able to start on his project in 1960. His project is a long-range airplane capable of flying coast to coast, non-stop. He finished the project and the record-breaking trip in July 2010. Arnold flew 18 hours, 27 minutes without stopping - a distance of 2,327 nautical miles - to Fredericksburg, MD. The old record was in 1984 by a Veri-Eze of 1930 nautical miles.

On a totally separate front, the state congress is at it again, this time with HB 1847. Section three talks about airplane excise tax, and propose a fee – ok tax – on aircraft, based on the value of the airplane. Value will be the last purchase price of the plane. So, is it time to get out the pencils again and start writing your letters? “No.” Says John Dobson, state President of the WPA. Let the Aviation Coalition and our representatives (WPA) do their work first. Then if needed we’ll launch the letter writing campaign. It’s ok to start the first draft of your letter, but please remember to keep it simple, polite, and on point.

*continued on page 2*



## March 4th Program: Long Nguyen Aviation Photographer:



How many of us can create beautiful photography while sitting at our desk at work? Long Nguyen is a professional pilot based in Seattle, crisscrossing the western United States in a diverse group of aircraft. Flying full time provides him the opportunity to capture unusual views of the landscape, spectacular weather formations and other fresh perspectives few photographers ever experience.

Long grew up in South Vietnam during the late 1960s and early 1970s. As a young boy, he dreamed of flying after watching countless airplanes and helicopters fly over his village. Though he wanted to be a pilot, there was no realistic opportunity to learn to fly in Vietnam. Fast forward to 1982...his family had relocated to Washington, Long had joined the Civil Air Patrol and one August day, he found himself at the controls of a Cessna 150 at a small airport south of Seattle. He credits the Civil Air Patrol for giving him the opportunity to fly and he continues to serve as the squadron commander in Seattle. Long has flown on numerous successful search and rescue missions during more than 35 years of service.

A self taught photographer, Long’s philosophy is to keep the image true to its original and to find the beauty in the subject. He likes to keep images clean, crisp and simple so they can tell the story in a single look. From stunning views of cloud formations over Mt. Rainier to cityscapes and abstract desert formations, Long Nguyen’s airborne camera gives us all a chance to experience his unique perspective on the landscape.

If you have one of Long’s books, bring it to the dinner and I’m sure he will autograph it for you!

Long’s Website is <http://longbachnguyen.com/>





**GA Day May 21st**  
**Save the date**  
**Join the party**  
**Volunteer**

**Attractions**

- Free Young Eagle flights, kids 8-17
- Flying Heritage Collection
- Historic Aircraft Foundation
- Cascade Warbirds
- Museum of Flight's "Flying Gizmo Show"
- And much more

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**Aviation Trivia**  
**Bring your answers to the next meeting**

Question #7. What is the largest airport in the United States - figured on area?

Question #8. There are six commercial airports in the United States named after former presidents. How many can you name?

Question #9. The missing man formation is usually flown over a funeral or memorial event in honor of a fallen soldier. It is customary for the wingman to pull up and pull away, or simply be missing. What does it mean when it's not the wingman, but the formation leader that pulls up and away or is missing?

Question #10. There are atomic clocks aboard the Navstar/GPS satellites. Those clocks are accurate within one second every how many years:

- A. 300
- B. 3,000
- C. 30,000
- D. 300,000 years



**President's Message, continued from page 1**

We asked for volunteers at the last meeting to start looking at the chapter's bylaws. It seems that they are a bit out of date, last being revised in 2008. Something I am lobbying for is to rename the standing committees to align with the four pillars of the state mission statement, being, advocacy, Education, Outreach, and Social Activities. We presently have: Safety and Education; Membership; Promotions; and Legislative Affairs. The new names will be an easy transition. Falling under these committees will be the sub committees that we already have.

For next month, be sure to RSVP early for Long Nguyen Photographer/pilot. This guy really knows how to run a camera. Here are some samples just to warm you up. Enjoy, and we'll see you at the next meeting or event. <http://longbachnguyen.com/>

And, as stolen from my friend and mentor: "May you always find VFR and tailwinds."



**April 8th General Meeting Program, to be held at O'Donnell's**

Bruce Williams, CFII, owner of BruceAir, is an all around knowledgeable guy on the use of GPS/WAAS. He will give an informative presentation on the man-machine interface, and how to most effectively use GPS. And how to avoid mistakes when we don't understand what the GPS is doing.



## Meet your new Membership Chairman: Dave Prutzman

**Editor:** *How did you originally get interested in aviation?*

**Dave:** My earliest recollection of airplanes was as a young boy – circa 1955 – when my grandfather took me to an air show. He was an aviation enthusiast, though not a pilot, and spent most of his free time building models, reading *Flying* magazine and dreaming of flying. Fast forward 15 yrs ... and I found myself working as an avionics tech in the Marine Corps, supporting Douglas A-4 Skyhawks and F-4 Phantoms on the flightline. Qualifying for my taxi license (necessary to swing the compass on the remote compass rose) was as close as I came to earning wings back then. Fast forward another 30 years...

It wasn't until I was nearly 50 yrs old that I had the time and money to pursue flight training in earnest. Growing tired of the many hours of automobile travel along the east coast to visit kids in college, I opted for a quicker "tool". Then, in the course of two years, I earned my private certificate, an instrument rating and purchased an airplane. By the way, regarding airplanes, the "tool" vs "toy" discussions continue to this day around my house!



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

**Dave:** I purchased my '01 Cessna 182T in 2002 at the suggestion of one of my flight instructors. He said, "Dave, the 182 is a good match for your missions and skills; the perfect (first) plane for you." He was right on the money. I used it for my IFR checkride and for all my GA missions since. I've enhanced some of the avionics and put close to 1000 hours on the meter and am probably one of the few pilots who doesn't yearn for another, faster, newer, fancier airplane.

**Editor:** *Tell us about your professional career?*

**Dave:** Following my Marine Corps tour and Penn State education I held various marketing and sales positions with IBM, AT&T and other technology companies. I was fortunate to have customers in various private sector industries; including banking, insurance, manufacturing and distribution. It was an exciting time – participating in the Information Explosion of the 70's 80's and 90's and witnessing the birth of the PC and Internet that would forever change our lives! I continue to embrace new technologies and marvel at the rate that they are developed and deployed.

**Editor:** *Have you ever been involved as a volunteer in any other aviation related organization?*

**Dave:** In 2004, while living in the Philadelphia Area, I began volunteering for Angel Flight East (AFE) missions. As many others have discovered, being in a position to give something back is a very satisfying experience... not at all over-rated! I met wonderful people on every mission that I flew and every meeting or event that I attended. Eventually, I shifted my focus from flying missions to coordinating the missions, directing staff activities, fundraising and expanding the reach of Angel Flight East to more patients and pilots. I served as a volunteer, board member and officer until my 2010 relocation to Seattle forced my resignation.

**Editor:** *What brought you to Seattle?*

**Dave:** A little more than a year ago, my wife, Barbara, accepted a two-week consulting assignment in Seattle. That assignment led to a full time job opportunity with a Redmond-based company that she was eager to pursue. Since our 5 children were all successfully establishing their own independent lives and careers in various cities, we decided to shock our friends and family and launch on an adventure to the NW. And, well, here we are... loving every minute of our new life in the Pacific Northwest.

*continued next page*



## Membership Has its Benefits

Have you renewed yet? Your membership with Washington Pilots Association affords you a number of benefits that make the reenrollment fee worthwhile.

**The Mission of WPA** is to advance the interests of General Aviation in Washington State through Advocacy, Outreach, Education and Social Activities.

The WPA is the only non-profit organization of pilots and others interested in aviation that is focused on the serving the needs of pilots and promoting General Aviation in the State of Washington.

**Sharing the knowledge and experience of fellow pilots.** WPA provides an environment that recognizes the Pilot Certificate as a license to learn. We acknowledge that every pilot has something to teach as well as something to learn. We simply provide an organization with the camaraderie that supports the teaching and learning that we all desire.

**Monthly meetings and year-round social events.** Whether it be general meetings with informative topics, such as January's State of the Airport program from Dave Waggoner or hearing from manufacturers such as Oregon Aero (with generous handouts for the attendees), General Meetings provide a learning venue with the advantage of a social event with an aviation theme. Further, there are other social moments like hangar parties, movie nights and Christmas parties for us to enjoy time with fellow aviation buffs.

**Education and training through guest presentations and maintenance seminars.** Topics from monthly meetings or our Saturday morning Maintenance Seminars provide additional learning opportunities from regional experts and our own talented membership.

**State and Chapter newsletters (Wings and Paine Flyer).** These publications challenge and inform us.

**Saturday morning fly-outs.** Where do you want to go for breakfast today? There are many great places within 100 miles that offer a good meal as an excuse to fly. Whether you have a plane or not, this Saturday morning event offers an opportunity. If you are simply an aviation buff, we'll try to find an empty seat to share. (All we ask is that you share expenses with your pilot). If you have an airplane, you could discover that this event offers as much as a 50% discount on fuel.

**Fuel Discount through Castle & Cooke.** With your Paine Chapter membership, and by obtaining and registering a BP Air card with Castle & Cooke, you can enjoy a \$0.25 per gallon discount on fuel purchased here or at Arlington. At today's fuel prices, you'll have saved the cost of your \$40 membership renewal with the purchase of 160 gallons.

**Enjoy member discounts** at numerous locations across Washington; on fuel, meals, flight instruction, pilot supplies, flight planning software, propeller service, even a fishing lodge in British Columbia! There's also the free use of a rustic cabin on Stuart Island in the San Juan Islands.

**Advocacy in Olympia.** With 138 airports (and counting) we all know the loss when another airport falls prey to poorly executed land use by local governments. WPA is fighting to add teeth to state laws. We played a role in saving Vista Field last year. And lobbyists in Olympia were impressed with our letter writing campaigns and the influence we wielded on last year's excise tax debates in Olympia. Even if you rent rather than own, the leveraging of unwarranted large increases in Excise tax on GA would have had a calamitous effect on Aviation businesses including FBOs, as well as individual owners.

From the list above, choose your favorite reason for renewing your membership today. If you've already done so, then Thank You!

by Les Smith

*Continued from page 3: Your new Membership Chairman*

**Editor: How did you come to join WPA?**

**Dave:** Two weeks after the moving van pulled out of our driveway last July, I was attending the 2010 Arlington Fly-In. My plane was waiting for me back in PA and I was eager to learn more about GA in Washington: the favorite destinations, NW weather patterns and mountain flying. But more importantly, I was eager to learn about (and become part of) the flying community. I lucked out when I met Steve Waterman, WPA Membership Director at the event. From behind the WPA booth, he answered my questions, directed me to the WPA website and invited me to the next meeting. I joined immediately and quickly met some new friends with common aviation interests who were eager to share their knowledge and experience. I wanted to do the same. So it was an easy decision for me to volunteer as a WPA membership director for 2011. There's nothing I like more than expanding the *Flying Friends* folder of my contact database.

**Editor: So you eventually flew your SkyLane out here from Pa?**

**Dave:** Yes, I did. A good friend from NC joined me on the 5 day, 2300 mi trip (KMRH to KPAE) in August. It was a very successful trip and a wonderful experience for both of us. Steaks & cigars in Kansas City, music & BBQs at the Sturgis Bike Rally, and poker in a Montana saloon while waiting for better weather! But all the details of that trip are either recorded in my log book or only discussed in off-the-record interviews!

A NEW YEAR? Think NEW RULES! . . .  
. . .At least when it comes to fuel discounts.

With so many things to remember every day, it's easy to miss a simple to-do like renewing your WPA membership for 2011. (All annual memberships expire Dec 31st.) But you may want to add Feb 28th to your mental checklist of important dates; like April 15th TAXES or July 4th PICNICS . Well, maybe that's an exaggeration. But, if you buy AvGas at PAE or AWO, you might want to mark your calendar – or better yet, renew online now - to save a buck!



**The Good News:** Castle & Cooke Aviation has graciously agreed to continue offering a 15 cents per gallon fuel discount on self-serve AvGas to WPA members in 2011. This is in addition to the 10 cents per gallon discount for using an Air BP Visa card at the pump.



**The (Not-So) Bad News:** A new “Enrollment Window” has been established - Jan 1st thru Feb 28th – and it begins this year. The limited enrollment period is a result of increased administration costs and system restrictions associated with the newest fuel computer at the pumps. **Enrollment is automatic for all WPA members who have renewed their \$40 annual membership by February 28th.** (Of course, like previous years, the credit card swiped at the pump must match the credit card stored in the Castle & Cooke's database.) If you fail to renew by the deadline, the WPA discount will NOT be offered to you again until Jan 2012!

Follow these easy steps:

- Visit the WPA State Website [www.wpaflys.org](http://www.wpaflys.org)
- Select the Bermuda pink “Join or Renew On-line, Today!” button
- Follow the instructions for updating your personal information
- Provide credit card payment information
- Your 2011 Membership Renewal is Complete!!



Of course, there are other reasons to keep your membership in good standing: weekly (Sat 10 AM) flyouts from PAE, monthly maintenance seminars, networking, educational and social events, and participating in the collective voice of general aviation that gets heard by the legislators in Olympia and Washington, DC.

To the many of you who promptly renewed your membership already... Thank you.

To those few who required a friendly reminder, why not consider online renewal as the next item on your pre-flight checklist? Go ahead and complete it as soon as you're finished enjoying this issue of the newsletter.

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### Answers to last month's Trivia questions

Question #4. A pilot flying over a desolate, remote part of the country notices a downed airplane that apparently is the result of an accident. How would he know if that aircraft had already been reported and identified?

- A. It would be marked with a large red X
- B. The plane would be marked with a yellow cross
- C. There would be a large tombstone just off the nose of the aircraft

Question #4. B. The airplane has been reported and identified if the crash site has been marked with a conspicuous yellow cross. If there is no yellow cross - you have found an undiscovered crash site.

..

Question #5. For WWII buffs. Two WWII aircrafts: One was named - Rhapsody in Glue. The other was named the Wooden Wonder. Name these two WWII aircraft.

.Question #5. Rhapsody in Glue was the Cessna T-50/UC-78 Bobcat, also known as the Bamboo Bomber. It was a twin-engine tail dragger built of wood, fabric, tubular aluminum and lots of glue. The second was the de Havilland Mosquito, a 400-mph, twin-engine combat aircraft built almost entirely of wood.

Question #6. During World War II, which one of these oldie but goodie comedians was machining part for Douglas for the DC-3 in his garage?

- A. Bud Abbott or Lou Costello
- B. Stan Laurel or Oliver Hardy
- C. One of the Marx Brothers
- D. One of the Three Stooges

Question #6. Groucho Marx founded Marman Products which eventually had more than 500 employees. He was funny guy until 1933. In 1941 he became an inventor. He developed the Marman clamp which attached atomic bombs to aircraft for use in the war.

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**Sno-Isle Vocational Skill Center**  
**9001 Airport Road**  
**Everett, WA 98201**

Catered dinner \$13 at 7 P.M.,  
Meeting & Program@ 7:45 PM  
*RSVP required for Dinner by Feb. 28th*  
[Wpa.painedinner@hotmail.com](mailto:Wpa.painedinner@hotmail.com) or

call 425-388-5125 ext 6

**Aviation Photography**  
**March 4th**

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

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### Calendar of Chapter Events

March 3rd Board Meeting  
March 4th General Meeting. Long Bach Nguyen -  
Aerial Photographer  
March 5th Maintenance Seminar Aircraft Welding

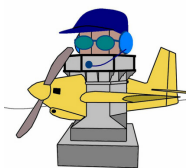
April 7th Board Meeting  
April 8th General Meeting GPS/WAAS @  
O'Donnell's Restaurant

May 5th Board Meeting  
May 6th General Meeting  
May 21st General Aviation Day

### Safety tip of the month

Weather as a Cause/Factor in accidents

Because general aviation aircraft are usually smaller, slower, and more limited in maximum altitude and range than transport-category aircraft, they can be more vulnerable to hazards posed by weather. Adverse wind conditions, precipitation, icing, and convective weather have a greater effect on aircraft that lack the speed, altitude, and/or range capabilities to avoid those conditions. The top three environmental causes/factors cited in general aviation accidents in 2006 were all related to wind: crosswind, gusts, and tailwind. Because aircraft are most susceptible to the effects of wind during takeoffs and landings, the effect of adverse wind was reflected in a high percentage of general aviation accidents that occurred during those phases of flight.



**General Aviation Day, May 21st**  
**Wanted: Volunteers, display aircraft**  
e-mail to  
[johnwstieber@aol.com](mailto:johnwstieber@aol.com)

**If you have not paid your 2011 dues, your benefits will end on Feb 28th. Pay online at [www.WPAfllys.org](http://www.WPAfllys.org)**

## CLASSIFIED ADS free to WPA members

ads will run for 2 months unless otherwise requested

**Hangar space available.** Any size aircraft up to a 737 will fit. 28 ft ceiling will accommodate Caravans and Beavers on floats. office and shop space also available. Nash Creek Companies, Tim Adamson, 678-472-4633

T-hangar in the Eastside Condos at PAE for rent for \$365 per month. It is available immediately.

**Rented**

Please call Jim O'Connor 425-530-1218 or email [coyotescribber@integra.net](mailto:coyotescribber@integra.net).

### 2010 Aviat Husky A-1C

Order your new 2010 Husky with choice of engines, props, color schemes and 6 panel options . Contact Alan Negrin to arrange a demo flight. Save Huge \$ now on closeout priced, 2008 and 2009 Husky demo aircraft. There are still a few demo aircraft available with full two year factory warranties.  
425-285-9162 [alan@northwesthusky.com](mailto:alan@northwesthusky.com) <http://www.northwesthusky.com>

Northwest Aviation Center now located at the Arlington Airport has immediate openings in the shop for your Annual Inspection or other maintenance that you may require. Call 425 238-7696 for an appointment and we'll get you right in. Anything from an oil change to an engine change we can fix you up. Done the right way, for the right price.

C152 II; 50% ownership available - 1979 Cessna very economical, great for flight training or building time. Low time. Hangered at Paine. If you are seriously interested, call Marc for details (425-445-1081).

**BFR's and Tail Wheel endorsements** in your Single or Multi-Engine aircraft. Also Sea Plane qualified.  
Contact Alan Negrin, CFI, MEI. 425-285-9162