



Local Chapters under
www.WPAFlies.org

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Calendar of Chapter Events

July 11th-13th Arlington Fly-in

August 9th Movie Night at PAE

September 6th Hangar Party at
PAE North Corp. Hangars

Return to Sno-Isle
Le Bistro in October

President's Message *by Steve Waterman*

One of the important jobs that the Washington Pilot's Association has is to be a guardian of the airports around the state. The aviation division of WSDOT has established a program whereby groups can adopt a field to help maintain it and more importantly show that it is valued.

The Paine Field chapter has adopted Skykomish and this last weekend, eleven members of our chapter showed up to do a little trimming of the brush and we also installed a couple new fire pit rings. It was a very nice day and three of our member flew in. Paul Wolf who is the WSDOT official organizing the program was on hand and told our group about future plans and projects for Skykomish as well as other fields around the state. He made it clear that he could not do all of the work required without help and also that it will help to keep these fields open when groups like ours show interest. Besides recreation, Paul wanted us to know that fields like Skykomish are a valuable public facility serving as aerial bases for fire fighting and search and rescue missions.



We all put in a few hours of work and then had a nice cookout and social time. I want to thank the members who put in their time representing the chapter in such a valuable project. They were: Frank Hummel, Will Silva, Jennifer Eckman and her son Jeffrey and husband Adam Kilzer, Don Otis, Charlie Longley, Mark Wilkerson, Brandon Freeman, Gary O'Donald and Mark Henninger.





**NOTAM: No July Meeting.
Stop by the WPA booth at Arlington Fly-In and socialize.**



Officers: Paine-BOD@WPAFllys.org

President Steve Waterman
paine-president@wpaflys.org

Vice President Vera Martinovich
paine-vice_president@wpaflys.org

Secretary George Futas
paine-secretary@wpaflys.org

Treasurer Greg Bell
paine-treasurer@wpaflys.org

2011 Director Brandon Freeman
paine-board1@wpaflys.org

2012 Director Les Smith
paine-board2@wpaflys.org

2013 Sandy Allen
paine-board3@wpaflys.org

Past President Dave Wheeler
paine-past_president@wpaflys.org

Legislative Corner

by Les Smith

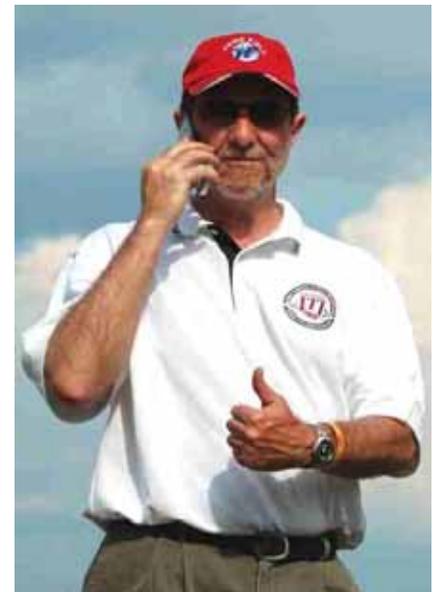
In last month's account, we reported that the recent FAA Authorization bill had ended the **air traffic controller furloughs**. Transportation Secretary LaHood announced that, with this funding, the administration will be able to avoid the announced tower closures – at least for this fiscal year (ending September 2013).

Governor Jay Inslee has signed a resolution proclaiming June as General Aviation Appreciation month.

The Chairman of the NTSB has sent Governor Inslee a letter recommending that Washington state enact legislation requiring that meteorological evaluation towers are marked and registered in a directory. At the Governor's direction, WSDOT has responded to the NTSB. WSDOT has also shared these letters with the bill sponsor of this session's SB 5000—Senator Honeyford. This will be valuable for a new coalition likely to form in the fall, to reintroduce this bill.

The Washington Pilots Association Youth Aviation Scholarship Foundation is official! The IRS has approved the WPA's application to have our Foundation operate as a 501(c)(3) organization. This means that all contributions to the WPA scholarship program, provided they are made directly to the Foundation, are tax deductible.

Efforts are underway to thwart action by the FAA to require funding for "extraordinary activity levels" associated with fly-ins around the country this summer. In the case of AirVenture, FAA is asking for \$500,000 for per diem, overtime and travel. Although not attracting much attention, a similar fee was requested by the FAA at Sun-n-Fun. The Arlington Fly-In is affected as well. A letter asking the FAA to desist is circulating in the Senate, collecting signatures, and is to be presented to FAA's Michael Huerta in the next few days.



That's it for now. Keep the blue side up and remember - your freedom to fly comes from the actions of our citizenry!

The town is nestled up against the Canadian border, and flying to the north side of one of the roads near there puts you in Abbotsford airspace. The runway is hard to spot at first, and with houses and hangars close to either side of it, it feels like landing on a residential street. Lunch at the golf course about a half mile to the north was quite good and came with a nice green back-drop and entertainment, as lots of would-be golfers practiced their driving style.

by John Peck



Aviation Academy Graduates 35 Students

by Kevin T. Kelly, Aviation Academy Director



Aviation Academy, sponsored by the Paine Field Chapter of the Washington Pilots Association (WPA) and Snohomish County Airport (Paine Field), is a ground school-like course that provides young adults (ages 13-18) with information about aviation careers, and what it takes to become a pilot. The program is taught by volunteer aviation professionals and enthusiasts, all with goal of sharing the joy of flight with the next generation. The course—held each spring at Everett Community College’s Aviation Maintenance classrooms at Paine Field—consists of eight classes which include subjects such as weather, navigation, flight planning, Air Traffic Control, and Four Forces of Flight. Students also attend a field trip that includes a tour of the Paine Field airport environment, air traffic control tower, fire station, and the Museum of Flight Restoration Center. Other tours include visiting the Future of Flight Aviation Center & Boeing Tour and the Historic Flight at Kilo-6 facility at Paine Field. The program culminates with our graduation and flights on General Aviation Day, where our graduates get to utilize what they have learned in a practical application.

This year, we had 35 students attend the course. With that many students, it takes the support of many individuals and organizations to make the program successful. I’d like to thank the Paine Field airport staff and Paine Field Fire Department; class instructors Greg Bell, Steve Waterman, Les Smith, Allen Kam (NOAA), and Richard Newman (Chinook Flight Simulations); our Career Night guest speakers, including Amy Bellesheim, Naval Aviator LT Scott Brazelton (NAS Whidbey Island), Austin Wood (Boeing engineer/CFI), and Chuck Cole (Embry-Riddle Aeronautical University); classroom helpers Evan Seitz and Brandon Freeman (both former Aviation Academy students), Austin Wood, and Mark Wilkerson; Michelle Johnson at EvCC Aviation Maintenance; Sheree Van Berg (Museum of Flight Restoration Center); Jackye Skerlong and the staff of the Future of Flight gift store; John Sessions, Vanessa Dunn and the volunteers at Historic Flight Foundation; variations organizations that donate handout materials; and the Young Eagles pilots who flew our students on Aviation Day.

New to the program this year was the introduction of a quiz at the end of the course. Those students who scored 80% or better were submitted for a drawing during the graduation ceremony for the chance to win an introductory flight lesson (funded through the Jim Hannah Memorial Scholarship) or a free flight simulator session donated by Chinook Flight Simulations.

We look forward to sharing the joy of aviation, and the many career opportunities that the industry offers, with next year’s class!

Aviation Academy Student Receives Flight Lesson Scholarship



by Kevin T. Kelly, Aviation Academy Director

Back in 2011, Aviation Academy received generous donations, totally \$1,260, in memory of Anacortes Chapter member Jim Hannah. With those funds, we established the Jim Hannah Memorial Scholarship. Since that time, the funds were to be used as scholarships for Aviation Academy students who could not cover the \$70 tuition fee. Over the past few years, however, we have only received two requests for the funds.

Seeking to put good use to the donations, the chapter board decided that we could further promote the next steps after Aviation Academy by offering to fund an introductory flight lesson to an Aviation Academy graduate. In our first effort toward that end, we developed a quiz for the Aviation Academy students to take at the end of the last class. Those students who scored 80% or better were submitted for a drawing during the graduation ceremony on May 18th.

The student selected was Collin Whitney, who scored a 90% on his exam. Collin took his introductory flight lesson on June 13, 2013.

Richard Newman of Chinook Flight Simulations also donated a free simulator session for another Aviation Academy student who was selected at the graduation ceremony.

We look forward to sending more Aviation Academy students on their first flight lesson in the future!





Three Mistakes - A Confession

I consider myself a pretty good pilot, don't we all. It is fair to say that those of us who fly take considerable pride and care in doing so. Pride in the science and art of operating a machine that very few do. A machine that requires one's full attention, as well as considerable knowledge. A machine that is operated within a complex system. A machine and system that can at times be most unforgiving. A machine that brings reward in a way nothing else can.

After just under four years and a bit more than 400 hours of flying I feel comfortable in the cockpit. Rarely do I feel I make a significant mistake. Certainly there are aspects of operating the aircraft that could be better. Flying a proper pattern, not messing up a radio call, or tighter speed control on final for example.

Recently three mistakes occurred back to back on a single VFR flight. It was a short 15 minute hop from a pilot controlled airport to a complex Class D airport. The origin airport was most familiar, the destination airport an infrequent destination and less familiar.

Mistake one. Appropriately contacted the destination tower with a position and intention report, but declared my position to the *east* rather than the west. This became clear after being asked to IDENT and the tower controller then mentioning my error. Oops.

Mistake two. Cleared for the destination runway, a base leg and turn onto a long final. Landing clearance came next. As required, I repeated the landing clearance, but with the incorrect runway identification, using instead the similar runway identification from my home airport. Received from the tower controller a correction to my read back. Darn it!

Mistake three. Landed, instructed to take the first available taxiway and *something* else. Assumed standard procedures in taxing past the turnoff hold line. Right away I was confronted with an odd circumstance. This airport has two parallel runways rather near to one another. There was very little space as I came to a stop on this taxiway between the two hold short line markings for each of the parallel runways. It was then that the controller rather enthusiastically requested me to proceed expeditiously across the parallel runway to make adequate room for the arriving aircraft on very short final. Crap!

That's three in a row. Flustered! Why did this happen?

For the first one I had been flying sightseeing circles nearby and *east* of the departure airport for the benefit of a passenger, all while dutifully broadcasting on CTAF position and intentions. Five short minutes later during the first position report to the destination tower controller out of my mouth came "*east*" instead of west. Had *east* on the brain.

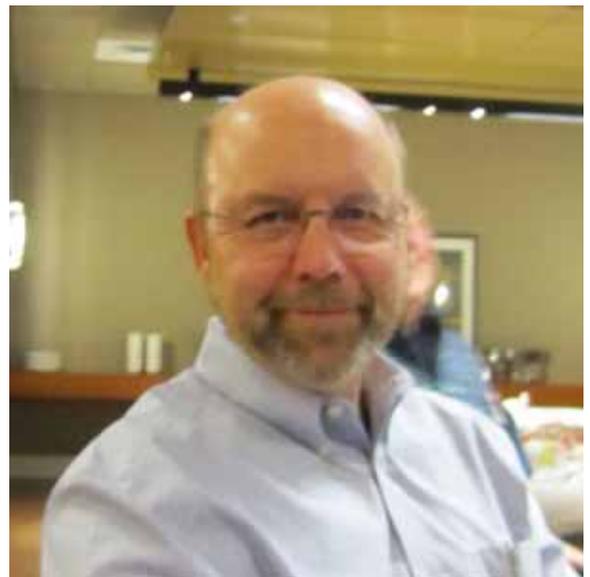
Second mistake, that was just lazy. Experience has me reciting my home airport runway identification most often. At the destination airport with a similar runway heading it was easy for me to recite during read back what I had transmitted over the radio so many times before.

My third mistake, where the runway exit was not as instructed, it was that *something* which I did not understand when originally transmitted, causing the confusion.

So...what now? I have been thinking about these three sequential mistakes. Why did they happen? Declaring my position incorrectly to the *east* when it was to the west was a case of not thinking first. Normally, when providing position reports, I will visualize a compass before keying the microphone. After circling for sightseeing just *east* of the departure airport I was both conditioned and then not thinking about geographic situational awareness. Mistaking the assigned landing runway identification was the same, not pausing to think about the facts then the words before responding. Missing the runway exit instruction to expedite the parallel runway crossing was a matter of assuming what was said. The correct action in this case was simple, "say again".

It is said confession is good for the soul. So is practice. I look forward to flying this route again soon.

by Frank E. Hummel





Announcing Challenge Air Fly Day

Saturday, July 27, 2013

Paine Field Airport

Historic Flight

10719 Bernie Webber Dr., Mukilteo, WA

Free for all children and youth with special needs!

Challenge Air for Kids & Friends, a national children's nonprofit organization, is recruiting volunteers, pilots and special needs children between the ages of 7-30 for its "Fly Day" event. Highlights of the day include: an educational ground school, a 30-minute flight, face painting, clowns, cool static aircraft, lunch, service animals and much more! To register as a day-of volunteer, volunteer pilot or as a participant (*first come, first*

served and free for all children with special needs) log on to: www.challengeair.org.

For more information contact April Culver at (214) 351-3353 or email: aculver@challengeair.org.

Challenge Air builds self-esteem and confidence of children and youth with special needs, through the experience of flight.

Register Online @ www.challengeair.org



CHALLENGE AIR
for kids & friends

www.challengeair.org 1-877-FLY-KIDS www.facebook.com/Challengeair





Mystery Airplane for June
Submitted by *Dave Wheeler*

The **PL-11 Airtruck** is a New Zealand agricultural aircraft.

A strikingly unusual aircraft, the PL-11 Airtruck was developed from the Kingsford Smith PL.7 as a de Havilland Tiger Moth replacement for the New Zealand aerial topdressing market by Luigi Pellarini in 1960 for Waitomo Aircraft. The prototype was constructed using bits of war surplus ex-RNZAF North American Harvards. It featured all aluminium structure, a high-wing monoplane with a steel stub wing and V lift struts, steerable tricycle undercarriage, an extremely stubby pod fuselage, the cockpit (made from shortened Harvard glazing) being mounted directly over the radial engine, providing excellent forward view and very high drag, beneath it was room for a superphosphatehopper or up to 5 people in a cabin. The strangeness was completed by twin booms each supporting unconnected tail units, (the idea being a truck could reverse between the tail units to load the hopper). Despite the outlandish appearance the Airtruck was perhaps surprisingly successful, if unable to compete with the Fletcher Fu24 in its design market.

The first Bennett Airtruck, ZK-BPV, took to the air on 2 August 1960,[1] and crashed during trials in October 1963. Following company reorganization the second example, known as the Waitomo PL-11 Airtruck and registered ZK-CKE, flew in March 1965. It commenced commercial operations late in February 1967 but crashed a few days later. An unconfirmed report indicates that a third airframe was largely constructed but never flew.

A shortage of Harvard parts led to the type being redesigned for all-new construction by the Transavia Corporation, as the Transavia PL-12 Airtruk, 118 of which were produced in Australia between 1965 and 1985.

Mystery Airplane for
July
Submitted by *Les Smith*



Wurst Case Survival School

Are You Properly Equipped for the Worst Case?

The Wurst Case Scenario Survival School (WCSSS) was designed to give the individual information and practical application, combined in a controlled stress environment, to enhance the individual's ability to retain vital survival knowledge and skills. Graduates from the Wurst Case Survival School will graduate knowing they have accomplished something worthy while greatly enhancing their ability to survive a crisis situation. **We are now offering a half-day seminar on equipping yourself and your aircraft in the event of a worst case scenario!**

Specific Objectives include:

- Survival Mindset: Developing the will and courage to survive a crisis situation
- Equipping yourself in layers of survival equipment
- Survival Equipment for the aircraft
- Using the aircraft to survive



Why attend this seminar? Understanding how certain items of equipment can be used in a survival situation is paramount to survival and rescue. This 4 hour seminar is designed to show pilots and crew members various types of equipment that can be easily carried on your person and in your aircraft during every flight. Our "layering method" was developed over many years of experience in wilderness travel, mountaineering and in military operations high in the mountains of Afghanistan. Our instructors are all highly skilled, former military officers with extensive survival training in a variety of environments.

What you need: Come as you are! Our instructor provides an opportunity for you to see easy and affordable tools and methods that you can use to equip yourself and your aircraft to deal with a crisis situation.

Next Steps: This course is a primer for the 2-1/2 day Wurst Case Scenario Survival School where the student will be placed in a survival scenario in a controlled environment at our compound near Albany, Oregon. This course will show you HOW to survive and affect a rescue. Our advanced 3 – day course offers instruction in wilderness medical care, travel and advanced skills.

NEXT CLASS: 20 July at Jefferson County Airport

Cost: \$25 per person (check or cash due on day of event)

Contact: Steve McLaughlin 509-885-4541 mclaugsa@yahoo.com



Paine Field Aviation Day Videos up and running on our YouTube Channel

<http://www.youtube.com/WPAPaineField>

CLASSIFIED ADS

Advertisements are free to WPA members for aviation related items and/or services
 Space limitations will give priority to Chapter members
 Paid advertising is available for non-aviation ads in the state WPA WINGS newspaper

I purchased two tickets for Oshkosh EAA Airventure and find I am unable to go. I will sell to any of our members for a 20% discount from the member price. Please call me at 206-459-0549 if you are interested. The ticket are for the whole week. I paid \$114.00 each. I will sell them for \$90 each. Sincerely, Doug Maryatt (Paine Field)

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

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

CASCADE FLYERS
 Paine Field based Cascade Flying Club has membership opportunities available. Well maintained hangered C172 and GNS430 equipped C182 with good availability. www.cascadeflyers.com or 425-954-3180 for info

Own This Cover Girl!

Featured on the cover of ABS magazine August, 2007.

Our stunning 1992 F33A Bonanza needs to find a new home as the FAA won't let me fly anymore. Turbo-Normalized, TKS-equipped and loaded with plenty of capability including 1,247 pounds of useful load! Coupled GPS with roll-steering automatic pilot.

It's your dream airplane!



- Approximately 2200 Hours Total Time
- 290 Hours on a Turbo-Normalized IO-550 w/GAMIjectors - 300 HP!
- TKS Weeping Wing Ice Protection System with Heated Stall Warning Vane
- GNS-480 WAAAS Approach-Certified GPS/KX-155/KR-87/KT-76A
- KFC-200 Flight Director/Autopilot with Roll-Steering/Slaved Gyro/HSI
- PS Engineering Model 7000 Audio Panel with Intercom and Recorder
- Altitude Alerter with Transponder Output Monitor
- All Cylinder CHT/EGT • TIT Graphic Engine Monitor with Memory/Output
- Fuel Management Computer with Digital/LED Gauges
- Osborne Metal Tip Tanks - 120 Gallon Total Fuel Capacity
- High-Capacity Oxygen System with Range-Maximizer Flow Regulators
- Standby Alternator and Instrument Pressure Pump
- HID Landing Light/Remote Landing Gear Lights/Rosen Sun Visors
- ZAON XR9 Anti-Collision Warning System/DAVTRON Digital Clock/OAT
- Bendix WX-1000 Stormscope
- Cygnus Chart Desk/5th Seat Available
- Serial Number CE-4663
- Excellent Paint (2007) and Ultra-Leather Interior Condition
- No Damage History/All Logs/Hangered/Fresh Annual and IFR Cert.
- Located at KPWT in Washington State
- Ask about her hangar - it's for sale, too!

Contact: Jim Posner (415) 990-0664
jimposner@comcast.net

Best offer over \$279,500 takes it!

Experienced pilot (CFII, ASME) interested in share ownership in well maintained IFR/GPS equipped C-210, Cardinal RG, or Bonanza that will accommodate my 6'4" frame. Contact George Futas at 425.260.4445 or gfutas@corusinc.com

2009 Glasair Sportsman 2+2. Two Weeks to Taxi build. Both trike and Tail Wheel configuration. IFR. See more details at: <http://glasairtraining.com/2009-glasair-sportsman-22-trike-with-tail-dragger-conversion-two-weeks-to-taxi-built/>
 Contact: Alan Negrin, CFI, MEI, Alan Negrin Aviation Services, LLC
alan@glasairtraining.com
<http://glasairtraining.com>
 425-466-8472