



Local Chapters under
www.WPAFlies.org

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Calendar of Chapter Events

October 3rd Planning and Board Meeting

October 4th mtg & prog. Dynon Avionics

November 1st Elections & Year in Review

Dec 6th Christmas Party at the Hilton Garden Inn

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

Doors open at 6:30 P.M.
Catered dinner \$13 at 7 P.M.,
Meeting & Program
@ 7:45 PM

RSVP required for Dinner by
Sept. 29th

Wpa.painedinner@hotmail.com

President's Message *by Steve Waterman*

I just got back from the quarterly state board meeting of the WPA in Spokane. The weather was not cooperating so our president, Les Smith drove us to Ellensburg, where Dave Lucke met us and flew us the rest of the way to Spokane. It was a warm and sunny day east of the mountains. We had a good turnout of about 15 people; seven of whom were from the west side. Representatives from many of the chapters reported on their activities including fly-ins, training sessions and scholarships. The WPA is doing good work around the state promoting aviation and improving safety.

Decisions were made to allocate money from our political action fund to help an aviation friendly candidate in an election in the Shelton area where decisions are being made that could impact the future of that airport.

A great deal of the discussion during the board meeting revolved around the building of positive relationships with businessmen and political leaders around the state. There was discussion around the subject of an Aviation Caucus which we expect to be formed in the state legislature soon and the need for us to be alert to the opportunity to encourage our individual representatives to join.

Off the topic of the meeting but to the point of creating connections; was a recent event at the ribbon cutting ceremony for the rebuilt east runway at Paine Field. A hand full of our members, including Les Smith, Rich Jones, Stephanie Allen and Charlie Longley took Snohomish County leaders for a scenic ride as part of the activities around the runway dedication.

I just want our members to know that the WPA is taking a proactive role in order to protect the interests of aviation around the state.



October 4th Program: Modern Glass Panels: the technology behind the the magic.

Did you know that the leading world-wide manufacturer of Glass Panels for single engine aircraft is right here in Seattle? No, not Garmin or Honeywell. Dynon Avionics sells more Glass Panels than anyone else in General Aviation, for experimental, Light Sport, and military.

Robert Hamilton, President of Dynon Avionics and Paine Field Chapter member, will do a presentation on Dynon and share photos from Sun N' Fun



Call for Nominations for 2013 Awards to be presented during the 2013 Christmas Party.

Nominations are coming in. Do you have one? Please make sure to submit your nomination(s) soon!

Section 4 – Criteria for Indicated Awards.

Pilot of the Year. This is the highest award the Chapter may give. The nominations shall be a licensed pilot judged to have made outstanding contribution(s) to the advancement of general aviation throughout the past year. Recipient of this award shall be nominated for the State WPA Pilot of the Year competition.

Sponsor of the Year. To be awarded to the individual, group, or company who contributes most significantly in helping the Chapter to achieve its stated goals. This contribution should not be a financial one but rather should be based on the greatest contribution of effort, expertise, donated services or facilities and leadership training by the example it sets.

Sparkplug of the Year. This Award shall be given to the person or persons, who by their enthusiasm, talent, leadership ability and hard work inspire others to get involved and actively participate in the projects of the Chapter.

The Wright Stuff. The Wright Stuff Award shall be given in response to circumstances surrounding an incident that required outstanding flying or judgment. The criterion is that the aircraft must have been under power with a pilot in command.

E-mail nominations to Frank Hummel frankh909@gmail.com

Officers: Paine-BOD@WPAfly.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



Last call for Nominations of Officers: President, Vice President, Secretary, Treasurer, 2014 Director

Send e-mails to Paine-Secretary@WPAfly.org with your nomination. Elections and an open call for nominations will be held at the November General Meeting.

Section 1 – President. The President shall be the Chief Executive Officer of the Chapter and shall preside at all meetings of the Chapter. He shall, with the assistance of the outgoing President, submit a report of the operations of his Chapter for the fiscal year to the State President of the Washington Pilots Association at their first regular meeting each year. He shall be an ex-officio member of all standing committees of the Chapter, sign all official documents, counter-sign all checks unless waived by the President, appoint all committees, and perform such duties as are required of this office.

Section 2- Vice President. In the absence or disability of the President, the Vice President shall exercise all powers and perform all duties of the Office of the President. The Vice President shall act as parliamentarian at all Chapter Meetings.

Section 3 – Secretary. It shall be the duty of the Secretary of the Chapter to keep the minutes of all the meetings. The Secretary shall attend to the giving and serving of all notices of the Chapter, handle all correspondence, and is custodian of all documents and records, and shall keep a current list of all members.

Section 4 – Treasurer. The Treasurer shall notify all members when dues are payable and receive all monies. The Treasurer shall notify the Membership Standing Committee Chairperson who will notify the applicant for membership of their election or rejection. The Treasurer shall give receipts for all monies and deposit same in the name of the Chapter in such repository as shall be selected by the members. The Treasurer shall keep correct records of the financial affairs of the Chapter, making monthly reports of said finances, have custody of all funds belonging to the Chapter and disburse same as authorized by the members. The Treasurer shall collect all annual dues and issue proper receipts to the members. He shall remit to the State Secretary or Treasurer within thirty days after receipt, appropriate dues together with the current name and address of each member paying dues and a statement as to whether each member's dues are for a new or renewal of membership.

Section 5 – Chapter Directors. Chapter Directors, by nature of their three year term, are to provide direction and continuity to the Board of Directors. The Chapter Directors, elected by the members, and the outgoing President acting as a Chapter Director, shall each be assigned by the newly elected President to act as Chairperson pro tem for one of the four Standing Committees. (See Article VIII - Committees)

Jeff LaVelle again takes the Gold in Sport Class in his Glasair III. This year's qualifying lap times were 1:12.442 or 401.446 mph and 1:12.152 of 403.059 mph. The race was won with a time of 7:18.041 at an average speed of 394.334 mph. Second place had a time of 7:42.873 at average speed of 373.179.

The Sport Class highlights the new and innovative work being done in the development of high-performance kit-built aircraft. Competition in the Sport Class is fierce, with the rapid introduction of race-driven engine and airframe technology. Sport Class aircraft race on a 6.37-mile course at speeds reaching nearly 350 mph (ed note:evidently this was written prior to Jeff competing).



**2013 Christmas Party
Friday, December 6th**

**Hilton Garden Inn 8401 Paine Field Blvd, Mukilteo, WA
Doors open at 6:30 PM**

\$30 RSVP and prepayment required.
Details coming in the next newsletter

No host bar
Dickens Carolers
Door Prizes

Dinner to be catered by the Inn:

- Honey Glazed Ham
- Garlic Mashed Potato
- Traditional Stuffing
- Green Beans w/ Roasted Almonds
- Garden Salad with Choice of Dressings
- Dinner Rolls with Butter
- Dessert: Pecan & Pumpkin pies w/ Whipped Cream
- Coffee and Hot Herbal Tea

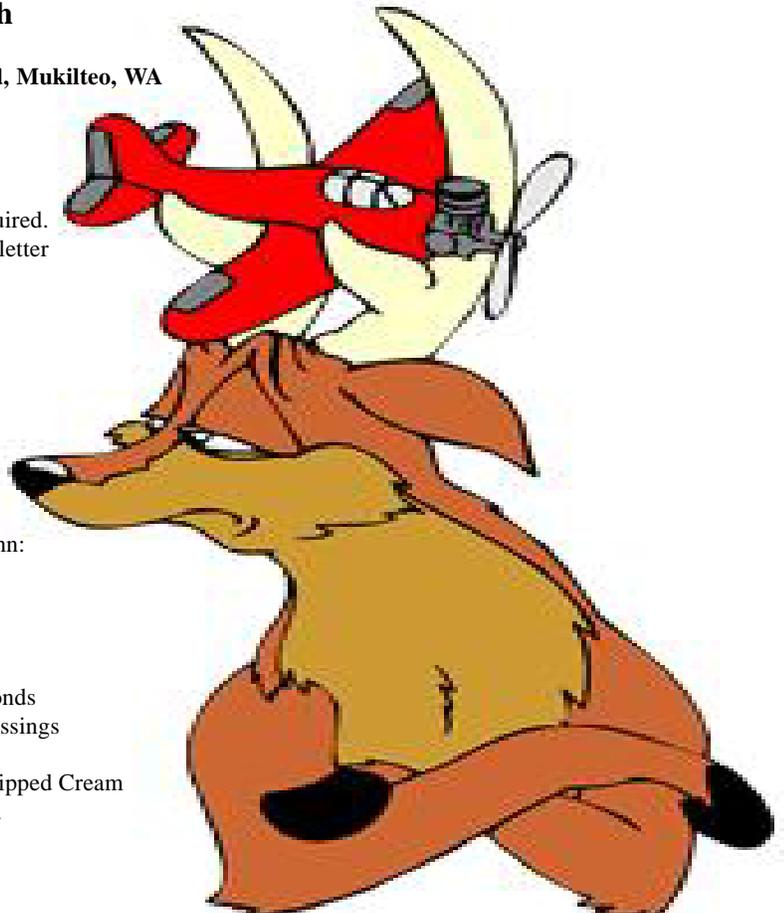


photo from PAE



Runway 16L/34R Grand Reopening

WPA members providing VIP flights for the Grand Reopening of 16L/34R. Here we are... yours truly (Les Smith), Frank Hummel, Steph Allen, Rich Jones, Charlie Longley and Mike Robbins. Also thanks to Joann Longley for taking this photo.



I attended a presentation held at the airport conference room on Tuesday the 17th on "The intersection study "of 11/29 and 16R/34/L along with it's multitude of taxiways. It included not only several options of shortening or decommissioning 11/29 but changes to the areas available for runups for those two runways. There are also potential changes to the access of 34R from Echo Taxilane, and changes to access of Alpha Taxiway.

There were six options presented of which none may be adopted in it's whole. Bill Dolan indicated that the final will most likely be pieced together from items in these options. What has been lacking for this study are comments from resident pilots. Tuesday's presentation had a small representation of resident pilots from our community of what is the largest General Aviation population in the state of Washington. We do have a say in this process. You may go to the Paine Field website to view the presentation as well as the draft papers.

Now for my personal opinion and concerns:

I do agree that the hotspot where 11/29, taxiways A, C, D and W and Taxilane H all intersect, needs change. Shortening 11/29, in the several alternatives, there is still sufficient length for the operation of both my C172 and BE35.

Eliminating 11/29, our crosswind runway, will be a safety concern for some aircraft. I would like to hear from our flight schools on what cross wind limitations they have for their aircraft. I believe they may be lower than what the FAA considers (10.5 knots) as safe crosswinds which is used for determining whether they will support that runway. 11/29 is not currently supported by the FAA.

I believe this to be the serious problem and that is the elimination of all existing runup areas for 34L/16R and 11 (don't think 29 runup areas were included) and creating a runup area on the west ramp just north of the condo hangars and south of W and east of H. This keeps "us" out of the clear zone for the large aircraft using Alpha. Number one, a runup area should never exist next to a building. There will be damage to those buildings as well as limited sight distance. Number two, current diagram shows room for five aircraft, this number is not fixed. I asked what would happen when I call a flight of six, return comment stated we will design in six spots. Now number six in our flight was a DC3. Will that work? The FAA has determined that runup (holding bays) spots need to be "striped" for each airplane to assure wingtip clearance. See figure 4-28. That may be an improvement. Number three, runup areas should be adjacent to the taxiway serving the runway ends. This suggested area is a significant distance from any runway threshold on 34L/16R. I would like to know how the ATC will handle this type of operation. Especially on a CAVU day on the weekend. Now, that hotspot with this design still exists, but is smaller. Does that mean that as you decrease the size of the hotspot you increase the pressure (more airplanes in a single small area) which increases the temperature?

Another potential is a new access from Hotel Taxilane to Alpha Taxiway located between the north and center west condominium hangar association buildings. My hangar is in the north corner, facing west of the center building and we already have issues with prop blast from aircraft that add power and turn prior to reaching the center line of Hotel. If this new access were to happen there would be an increase in the number of aircraft taxing on Hotel to access Alpha and blasting us and other nearby hangars.

There will be other issues for other pilots. There will be another meeting and comment period. So be proactive now, your opinion counts!

That's just my point of view.
Stephanie Allen

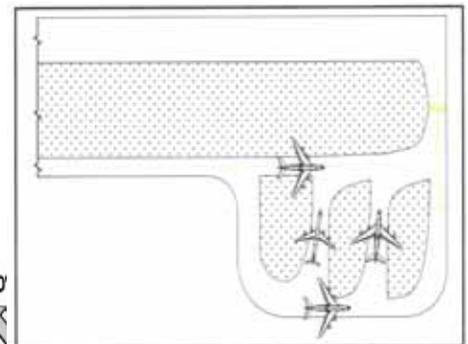
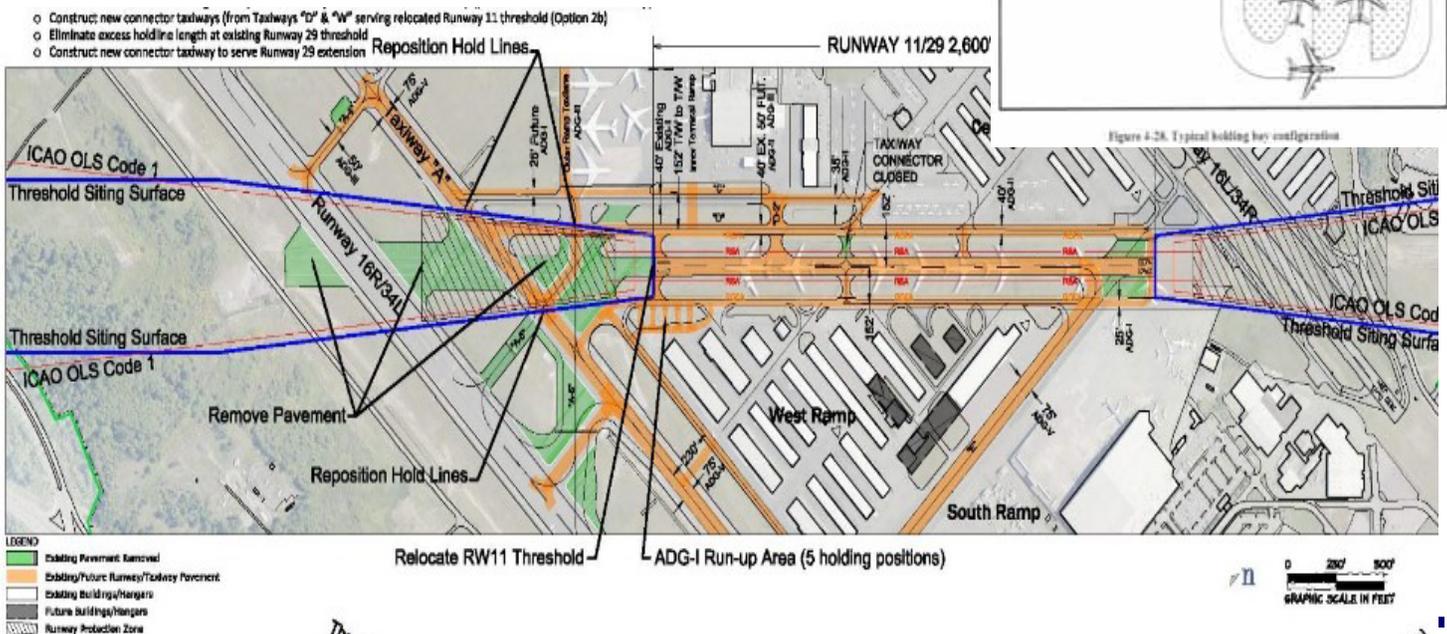


Figure 4-28. Typical holding bay configuration



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

Beautiful 1946 J3C-65 for sale – lots of great mods \$37,500

First, the 65HP engine has been replaced with the C-85-12 engine

Next we added the electric starter STC from B&C, complete with Concorde battery. There is no electrical charging system, but it has an onboard charger that you may plug in to 120 VAC. Once the battery is charged it is good for about 20 starts. Also hooked to the battery is a handheld nav/com, and intercom.

Next, it has an additional 8 gallons of fuel in the right wing, making 20 total. At 4 gph you have a lot of range. In the rear it has a Maule tail wheel conversion. Up front, Grove disk brakes, and both mains are brand new with new tubes too. Ceconite fabric tests OK, and was replaced in 1998. Aircraft total time is about 5000 total time. Engine is about 500 SMOH, but we added new Millennium cylinders. Prop is about 350 SMOH. Annual is overdue, but I'll include a fresh inspection with the purchase.

Located at Arlington Municipal Airport. Call me, Dave Wheeler, and we'll look her over 425 238-7696

Metal T Hangar in newer Building C-13

Bathroom and lounge next to hangar. Hose and wash area directly outside hangar door Epoxy floor All utilities included

Priced well below PAE airport hangars of similar type. Available immediately.
\$430 per month with one year lease, and month-to-month thereafter.

Contact Richard Newman, owner
richarddnewman@mac.com 808 391-3914 mobile

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

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



Nash Creek Aviation owned by members Charlie Longley and Tim Adamson is announcing their Grand Opening. Providing aircraft maintenance, parts and aircraft storage.

For more information see WWW.nashcreekaviation.com or call 425-789-8145.

Nash Creek Aviation is located in the old WWII hangar on the south side of the PAE and just east of FHC.

IFR equipped Cardinal 177B – Will consider 1 to 3 IFR rated WPA member pilots for shared ownership in this low time, nicely equipped AC. Contact George Futas, CFII at 425.260.4445 or gfutas@gmail.com



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 WAAS 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 +ITT 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
- Cypnet Chart Desk/5th Seat Available
- Serial Number CE-1663
- Excellent Paint (2007) and Ultra-Leather Interior Condition
- No Damage History/All Logs/Hangared/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!

