



Local Chapters under
www.WPAFlies.org

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Calendar of Chapter Events

November 1st Elections & Year
in Review
November 7th Board Meeting

Dec 5th Board Meeting
Dec 6th Christmas Party at the
Hilton Garden Inn

Jan 9th Board Meeting
Jan 10th Gen Mtg PAE Airport
Issues

Change of Meeting Location
Shawn O Donells
122 128th Street SE
Everett, WA 98208

Doors open at 6:30 P.M.
Catered dinner \$20 at 7 P.M.,
Meeting & Program
@ 7:45 PM

RSVP required for Dinner by
Oct. 27th

Wpa.painedinner@hotmail.com

President's Message *by Steve Waterman*

Wow! Fall came on pretty quick this year. We will have to look harder for those nice days to go flying now. It can be a challenge but we do seem to get some very beautiful days of flying during the fall and winter.

I am reminded that all of my flight training took place in nine months between September and May when I did my check ride. Often I was deicing the plane which was kept outside and having to deal with weather and winds. But since that is a great deal of the weather we fly in around here, I guess it was good practice.

Winter is a good time to turn our efforts to maintenance on our planes and to bone up on our flying knowledge. We used to have an active program doing maintenance seminars with Everett Community College. I enjoyed going early on a Saturday morning to learn about magnetos or carburetors or learning how to do a fiberglass lay up or riveting and such. The college is still willing to work with us. All we need is someone who is willing to help coordinate the program which involves one Saturday morning a month for a couple hours. Pilots should know about the machines they are controlling.

Also if any of you have any ideas for some programs we should put on and are willing to help set them up, let me know. We have willing CFI's in the group who would instruct if someone would do the leg work to set things up. Many of my messages have been about the membership's willingness to get involved. Both the volunteer and the organization are enriched by the experience. So hit those books and fix up your planes and the next Saturday morning that the weather is not flyable, join us for hangar talk and breakfast at Shawn Odonnell's restaurant at 10AM.



November 1st General Meeting

Year in Review, MC'd by
Les Smith and Election of
2014 Officers

See page 2 for your 2014
nominees.



**Thank you for your 2013 Chapter Awards
Nominations.**

**Nominations for 2013 Awards to be presented
during the 2013 Christmas Party are now
closed.**



2013 Christmas Party Friday, December 6th

Hilton Garden Inn 8401 Paine Field Blvd,
Mukilteo, WA
Doors open at 7:00 PM

\$30 RSVP and prepayment required by Nov 29th, and available at Brown Paper Tickets.

<http://www.brownpapertickets.com/event/491936>

or mail a check made out to WPA Paine Field c/o Greg Bell 6314 136th Pl SW, Edmonds, WA 98026

No host bar, Dickens Carolers and Door Prizes
Please bring an unwrapped toy for Christmas House
Know someone interested in WPA? This is a good time to invite them.

Dinner to be catered by the Inn:

Honey Glazed Ham
Garlic Mashed Potatoes
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

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

2014 Nominees

nominations will be accepted from the floor during the meeting



President Dave Wheeler:

Dave is a past president of our chapter, CFIL,



Treasurer Greg Bell, incumbent



Vice President Per Nyholm:

Per has resided in the Seattle area since 1985 and is newly retired, working in the healthcare business for 43 years. He has been a private pilot since 1995, flying mostly C172s but also checked out in a C182 G1000 and Piper Cherokees. He joined WPA a little over a year ago.



Secretary George Futas, incumbent



2014 Director Brandon Freeman,
Brandon served the 3 year term as 2011 director and would like to continue this as the 2014 Director.



Media Advisory – Oct. 4, 2013

Contact: Bronlea Mishler

Office: 425-388-6475

Email: Bronlea.Mishler@snoco.org

Paine Field Director named local Airport Executive of the Year

Paine Field director Dave Waggoner earned high honors from the Northwest Chapter of the American Association of Airport Executives – the group named him Airport Executive of the Year at its annual banquet Tuesday, Oct. 1.

“I’m extremely honored to be recognized,” said Waggoner. “I work with a great team at Paine Field who do a wonderful job ensuring our airport meets FAA standards and who care about our tenants and our community. This award really reflects their hard work and dedication.”

The award is given each year to an airport director who has demonstrated superior performance in providing an efficient air-transport facility, maintained good relationships with surrounding communities, shown good business management, and who has a good personal and professional reputation.

Waggoner has served as the Paine Field director for more than 22 years following a 26-year career in the Navy, including a stint as commander of NAS Whidbey. In that time the county has received \$85 million in federal grants for airfield infrastructure and safety improvements, revenue has increased threefold, and the number of aircraft based at Paine Field has increased by 50 percent to 615.

Under Waggoner’s direction, Paine Field continues to build long-term relationships with local tenants, businesses and the surrounding community, and works to balance the needs of the flying public and local residents.

The Northwest chapter of AAAE includes the states of Alaska, Washington, Oregon, Idaho, Montana, Utah, Wyoming and Colorado, the Canadian provinces of British Columbia, Alberta, Saskatchewan, Yukon and Northwest territories, and the countries of Asia. The AAAE supports the educational efforts of local airport executives by bringing members together to share interests and information. Find more information about AAAE online at www.nwaaae.org.

To learn more about Paine Field, visit www.paineairport.org. For photos of Dave Waggoner receiving his award, visit the county’s Flickr site at www.flickr.com/photos/snoco/.



Paine Field Chapter of WPA will again support Christmas House through our donations of new unwrapped Toys

Bring unwrapped toys to barrels located on the field, at the Airport office, PAE Fire station, FBOs or bring your toy to the WPA Christmas Party.

Want to do more for Christmas House, you can also volunteer at Christmas House in Everett.

You can volunteer for as little as one shift or many. In order to serve the estimated 3,500 families, they need help from 50 volunteers during each of the December shifts when families select gifts. In addition, many more helpers are needed on move-in day , set up and move-out day. Check the Christmas House website www.christmas-house.org for more details. Let's make the children's holiday spirit soar!



RAF in Washington DC

On Thursday October 3, [RAF Director Tim Clifford](#) and [Maryland State Liaison Craig McCullough](#) were invited to participate in a US Congressional round table discussion regarding general aviation's impact on small business in America.

Joining the [RAF](#) on the panel were new [AOPA president Mark Baker](#), [GAMA president Pete Bunce](#), [NBAA's Ed Bolen](#) and executives from other major aviation organizations. These industry leaders were invited to appear before members of the House Committee on Small Business that included [Chairman Sam Graves](#), and [Rep. Blaine Luetkemeyer](#) as well as [Rep. Frank LoBiondo](#) who also sits on the House Transportation & Infrastructure Committee.

Although the group convened under the cloud of the government shutdown, according to Tim, "It was business as usual for these legislators who genuinely wanted to learn about the far reaching economic impact of GA."

While much of the discussion centered around regulation and rule making that impedes the growth of aviation manufacturing and use, the RAF team took a different approach. Recognizing that many members of congress have little or no knowledge of recreational aviation, the RAF team drew analogy to other more common motorized recreation including boating and motor home travel. Comparing to motor home travel, it was discussed that today you can purchase either a used Luscombe airplane or a Winnebago camper for less than \$20,000; you can also buy a new Kodiak aircraft or Prevost motor coach for \$1.5 million. Both forms of recreational vehicle are available for just about any price in between. In this way it was emphasized that aviation is not so different from other forms of recreational travel, should not be excluded from public lands and is certainly not just the realm of the wealthy and elite!

In discussion of recreational aviation's economic impact, it was explained that our type of aircraft are usually built or re-built, hangared and maintained by small businesses. An aircraft sitting in a hangar, before it ever flies, has significant economic impact in the forms of hangar rent, insurance, annual inspection and periodic maintenance. And, when we travel we land at small airports, patronizing small businesses in small town America on our journeys.

Like the motor home enthusiast, recreational aviators use their chosen form of transportation to arrive at some fun destination. The conclusion was drawn for the panel that while both travel for the same reason, when the destination happens to be the federal system of parks and forests, the motor home is most often welcomed with substantial facilities improvements to accommodate their stay while the aircraft is heavily restricted in, discouraged from or denied access to use of any facilities.

It was also noted that the one significant difference is that these other forms of recreational transportation can have a far greater negative environmental impact utilizing generators and driven tires as opposed to our group of tent campers leaving only a 30 second sound signature when we depart.

Recreational Aviation Foundation

1711 West College Street
Bozeman, MT 59715-4913
United States



Intersection Study (editors comment: I believe this to be an important issue, therefore I am publishing it again)

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 taxiing 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

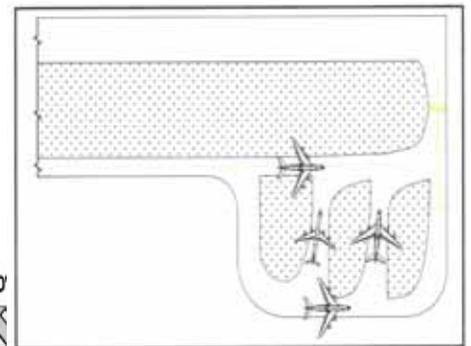
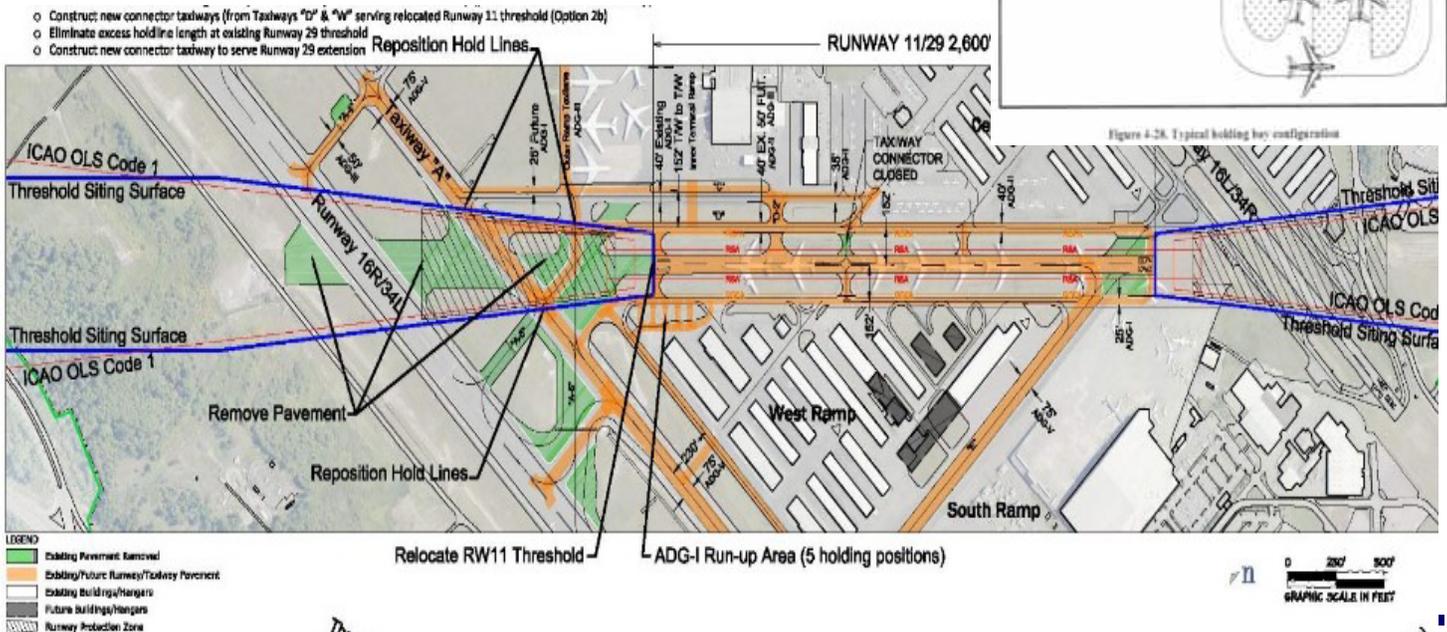


Figure 4-28. Typical holding bay configuration



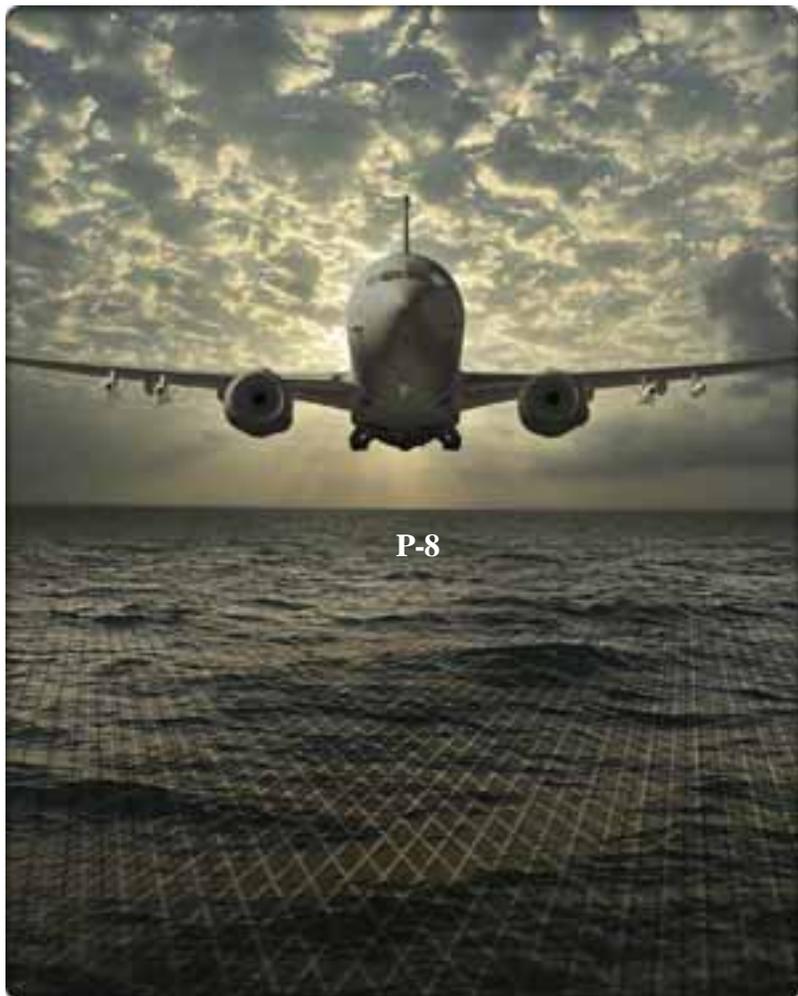
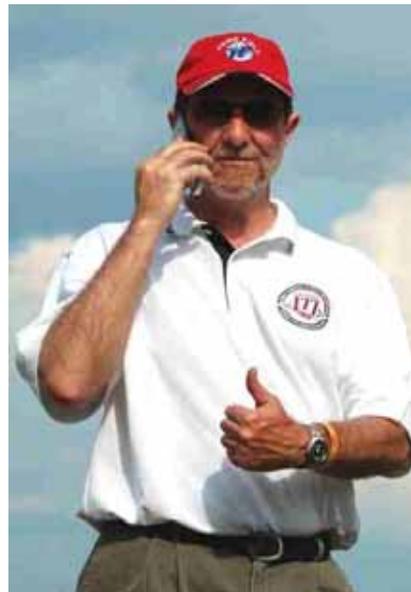


MQ-4C

Legislative Corner

by Les Smith

By now you have probably heard of the P-8A Poseidon, a Boeing 737 derivative, developed for anti-submarine warfare. The Navy plans to purchase these aircraft to replace their P-3C fleet. There are four P-3 Orion Maritime Patrol squadrons currently deployed at Whidbey NAS. Are you also aware that the U.S. Navy has announced plans to supplement P-8A patrols with MQ-4C Tritons? The Triton is a multiple-sensor, unarmed, unmanned aircraft system that is 48 feet long, a wingspan of 131 feet and max speed of 331 knots. What is more worrisome is the hold announced on efforts to provide the Triton with “sense and avoid” capability. It’s reassuring to see that Fleet brass think this capability is critical, although this would not be the first time technology was deployed prematurely. WPA and others are monitoring this situation and WPA members should be prepared if a letter writing campaign becomes appropriate. You and I are expected to “see and avoid”. Shouldn’t the same be expected of other occupants of our airspace?



P-8

There are numerous aviation groups in Washington and we have many common goals. All of us can benefit when we work together. Why should we wait for a threat to GA to appear, only to then try to circle the wagons? Why not organize now? This is why I am pleased to report that there is a growing effort to reestablish the Washington Aviation Coalition. Such an alliance will make it easier to mobilize if an issue arises and a group like this can assist in supporting the GA Caucus for which some of our legislators have expressed an interest. WPA is actively pursuing the establishment of this coalition. If you have thoughts or suggestions, please contact me at paine-board2@wpaflys.org.

Remember - your freedom to fly comes from the actions of our citizenry!

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](mailto:Jim.Posner@comcast.net)

Best offer over \$279,500 takes it!

