



Local Chapters under  
[www.WPAFlies.org](http://www.WPAFlies.org)

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## Calendar of Chapter Events

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

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

**RSVP by Nov. 29th.**  
**for our chapter**  
**Christmas Party**

**see page 2 for details**

## President's Message *by Steve Waterman*

This is my final president's message. I first want to say that it has been an honor to serve as president and I am very proud of what the chapter has accomplished over the last two years. I also want everyone to know that I will still be an active member of the group. I get a lot from my membership and I hope that what I give back is a fair trade. I am very grateful to the chapter members who have supported me in my building project and to all of the pilots who have been gracious enough to take me along on flights during this time when most of my flying funds are going towards building my own plane. It has kept me in into flying and kept me motivated. I am going to step back a little from the leadership role I have assumed over the last several years but I consider many of the chapter members to be among my very best friends and I will always want to be involved with the chapter projects.



Finally I have to thank the many people who have worked along side of me in order to do all that the chapter has accomplished. First of all my board, Dave Wheeler, Past President; George Futas, Secretary; Greg Bell, Treasurer; and my three directors, Les Smith, Brandon Freeman, and Sandy Allen. Stephanie Allen comes to every board meeting in her role producing our terrific newsletter as does Frank Hummel in his role as membership director. The board meetings have been very productive and we always seem to finish up with dinner at a local restaurant which makes things social and fun. I also want to thank Janis Wheeler, Gary Evans, Lori Bell and Chris Smith for organizing our very successful general meetings which I know the members enjoy as we have had a pretty good turn out for them.

Dave Wheeler has worked very hard on our new website with awesome results. Many members devoted countless hours to very successful Aviation days. Members have put on informative workshops, Kevin Kelly and others put on much enjoyed Aviation Academies, and we have all supported scholarships, airport cleanups and countless other community interactions which have advanced the interests of general aviation. I urge all members to continue to stay involved in the chapter and to support our state president, Les Smith who is doing an exceptional job of keeping our organization on top of many challenges which face pilots in our state.

Thank you to all. Hope to see you at the Christmas party. It has been a privilege to serve as your president. And I will continue to serve the state organization as your VP West.

## Smokey's Eyes In The Sky *by Frank E. Hummel*

At times aviation is exactly the best tool for the job at hand. A view from above is not only majestic, but also informative. A perspective that allows for observing what is happening on the ground. Add supplemental day and night vision capabilities to that of our own eyes and observations are enhanced. Now add to the mix two way radio communication above and beyond the standard equipment found in general aviation aircraft. This combination only begins to describe the aircraft of the Washington State Patrol Aviation Section.

As with aviation in general, Washington State Patrol's Aviation Section has evolved significantly in sophistication and capability since its inception in 1959. Today's WSP aircraft fleet is composed of three Cessna 182s and two 206s, as well as two King Air B200s. Aircraft and operations are primarily based near the state capital in Olympia (KOLM) with supplemental operations out of Ephrata, Washington (KEPH).

*continued on page 7*



## 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@WPAFlys.org**

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**Vice President Vera Martinovich**  
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**Secretary George Futas**  
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**2012 Director Les Smith**  
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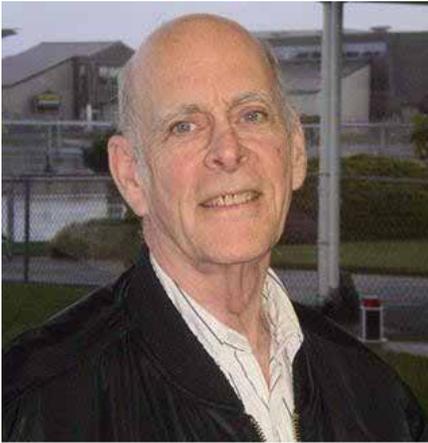
**2013 Sandy Allen**  
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**Past President Dave Wheeler**  
[paine-past\\_president@wpaflys.org](mailto:paine-past_president@wpaflys.org)



# Introducing your 2014 Board Members

**President: Dave Wheeler**



**Vice President: Per Nyholm**



**Treasurer: Greg Bell**



**Secretary: George Futas**



**2012 Director: Les Smith**



**2013 Director Sandy Allen**



**2014 Director Brandon Freeman**



**Past President: Steve Waterman**



**Aviation Academy Director:  
Kevin Kelly**





**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](http://www.christmas-house.org) for more details. Let's make the children's holiday spirit soar!



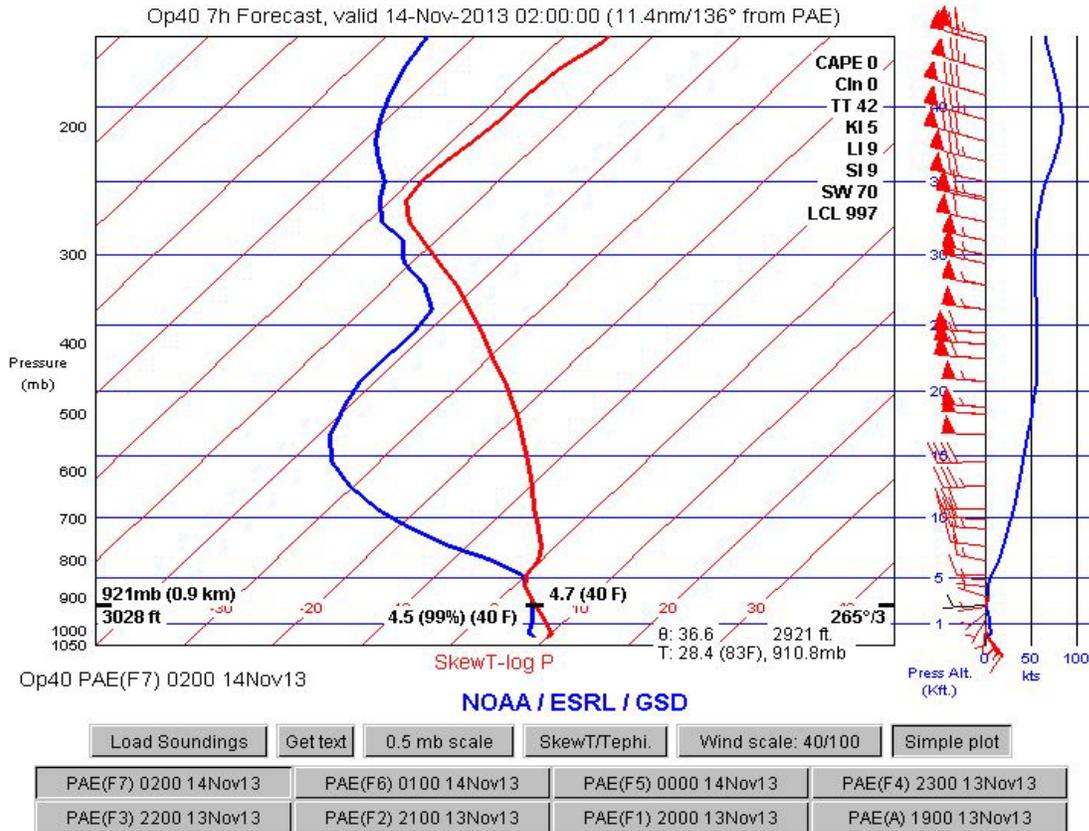
by George Futas, CFII ASME

In the Pacific Northwest we have rapid changes of weather, especially in the mountain regions. Forecasts are derived worldwide from weather balloon soundings. Skew-T charts are computer generated forecasts for airport locations and are one of my favorite weather briefing tools.

When flying IFR or VFR in general aviation airplanes the key information pieces I look for are:

Cloud bottoms, tops, layers, freezing level, wind direction and speed at various altitudes, and changes projected over several hours. The information is displayed in bold as you move the cursor up/down.

Looking at the Figure for KPAE at the 0200 UTC (6 PM PST) forecast:



- The Red line is Temperature; the Blue Line is Dew Point (Temp. & Humidity).
- Where they converge (RH=100%) is the approximate cloud base (3,000' MSL).
- Where they diverge is the approximate cloud tops (5000' MSL).
- Freezing level is where the 0 deg line crosses the Red Line (approximately 5,000'). Above that is little moisture but significantly increasing wind speed from the west.
- Wind speeds and true direction are shown for each altitude on the right.
- Cursor movement up/down on the chart provides details for various altitudes.
- The Get Text button provides specific data in table form.
- All data is approximate, but gives more precise data than other sources I've found.

By looking at projections for an airport, or group of airports over several hours, I can plan IFR or VFR flights with more confidence, or cancel with better understanding of the unfavorable conditions aloft. I use Skew-T in conjunction with other weather information (NOAA' ADDS, Satellite, Radar, DUAT(S) Briefings, etc), to get a total picture of the weather before deciding to go/no-go and routes. There are two Skew-T sites, one uses Java, the other uses Flash. Try it yourselves.

<http://rucsoundings.noaa.gov/>

Special VFR Clearance. Featuring John Krug

Subscriber Question:

“When and how can a VFR pilot get a special VFR clearance to arrive at or depart a towered airport?”

John's answer:

“A Special VFR Clearance is an ATC authorization for a VFR aircraft to operate in weather that is less than the basic VFR minima. Basic VFR minima are 1,000 foot ceiling and 3 miles visibility. If the reported weather is less, a pilot can request a Special VFR Clearance.

Several conditions must be met; the visibility must be at least one statute mile, the pilot must remain clear of clouds and at night, the pilot must be instrument rated in an IFR capable aircraft.

The request for clearance can be made with either the Control Tower or Approach Control. (ed note: at airports that are in Class E contact ATC that is in control of that airspace. This may be either Approach or Center. Class G does not require SVFR) It is not necessary to file a complete flight plan but the request should have enough detail to allow ATC to fit the flight into the traffic flow. The clearance will usually contain an at or below altitude to separate the SVFR from IFR traffic and still allow the pilot to maneuver clear of clouds.

SVFR can be an effective tool to allow a VFR aircraft to land or depart in conditions below basic VFR. On those days when there is a stubborn 900 foot cloud deck over the airport but you can see into the next county, a SVFR clearance can let you fly towards better weather. That is the most important point about a SVFR – always make sure you are flying towards better weather or have an escape plan. You never want to be trapped in marginal conditions.”

This tip is courtesy of PilotWorkshops.com

**January 10th, 2014 General Meeting and Program, new location Walter Hall Golf Course  
1226 W Casino Rd, Everett**



**Program: Dave Waggoner, Airport Director on  
Paine Field Airport Issues**



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

Missions flown across the state by the Washington State Patrol include the expected as well as the unexpected. Not surprisingly, some of the Aviation Section's missions include patrolling state roadways for aerial traffic and DUI enforcement while also providing traffic congestion management information. Washington, being a coastal and international border state, brings homeland security missions into the mix. Law enforcement support for other agencies, counter drug support, natural disaster related missions, environmental threats (oils spills, floods, wild-fires), search and rescue, and critical transportation are all part of their mission.



Aircraft instrument panels are well equipped for IFR operations with Bendix/King KLN 94 and KMD 550 GPS navigation and moving map systems, Ryan Traffic Collision Alerting Device (TCAD) and Aspen ADI/HDG primary flight instruments. The King Airs are also equipped with Universal UNS-1Ew Flight Management Systems. But this is only the beginning of the on board equipment inventory. It is the specialized surveillance and communication equipment that allow these aircraft to be the powerful tools they are. Equipment such as LoJack receivers for airborne stolen vehicle tracking and recovery. Radios to communicate not only on civil aviation frequencies but also with military, government, and other law enforcement resources. Satellite telephone add communication capabilities for additional coordination. Perhaps most impressive is the map database system coupled to visible and infrared cameras mounted in steerable and automatic tracking gyro-stabilized pods installed on the airframe. Highlighting and selecting a ground feature captured by an onboard camera displayed in the aircraft brings up exact location and property information, which in turn is relayed to ground resources which is particularly useful in pursuit and search and rescue situations. DataLink network infrastructure, on the ground and installed in the aircraft, allow for real time video downlinks in addition to onboard video recording, a powerful tool when providing evidence for prosecution. The Washington State Patrol Aviation Section demonstrates exactly how the right equipment fills a mission's needs successfully.

Washington State Patrol aircraft are operated by Trooper Pilots, both in the role of aircraft pilot and Tactical Flight Officer. Trooper Pilots join the Patrol as existing pilots, or train to become pilots while already a Trooper. In either case Trooper Pilots first work ground patrol for several years prior to being eligible, as well as needing an aircraft single engine - land, instrument and commercial certificate, to apply to fly with the WSP.

My opportunity for a fly along with the Washington State Patrol was nothing less than a deluxe Disney ticket.

Spending the day with the Aviation Section of the WSP in the air and at their base of operations in Olympia at KOLM is an eye opening experience. What is accomplished with the equipment and a small staff with a modest budget is remarkable. Four pilots who also can act as Tactical Flight Officers, two supervisors who are also flight crew members, two maintenance staff, and one office staff member keep the Aviation Section running.

A WSP Cessna 206 arrived at Paine Field where I met my Trooper Pilot and Tactical Flight Officer. No, the aircraft do not carry weapons, but the flight crew does.

Following take off for Olympia and a bit of patrol work the specialized equipment on board was demonstrated. Most impressive. The Aviation Section has a hangar with offices at the airport where my hosts provided a comprehensive tour, followed by almost two hours in their operations control center. Following a presentation, some time was spent reviewing video recorded by these aircraft from recent missions of all types. All I can say about that is, yikes! Yikes for both the good and not so good. It is powerful watching a life clearly being saved, as well as unfortunate outcomes we would prefer not to think about. I can say from first hand observation that you don't want to be in the sights of these airborne video systems while being sought, there will be no escaping.

For the return flight I was hooked up with a another WSP aircraft and pilot. A Cessna 182. After a similar review of that aircraft and equipage we launched for Paine Field.

As a technically minded individual and pilot I found this experience overwhelming on many levels. But more than that I found myself surprised. Surprised by the people I met. Without exception they were all accommodating, answered all my questions, professional, remarkably gracious, and transparent. They made it clear there was nothing I could not inquire about or share. The WSP wants the public to know what they do and how they do it. Furthermore, it was clear that their primary motivation is helping others. Keeping citizens safe from peril, this came through to me strongly and by my measure is what drives them.

Thank you to Lieutenant Jim Nobach and Sergeant Korthuis-Smith who worked with me to make the arrangements for the fly along. I also extend considerable appreciation to my pilots and hosts; Trooper Pilots and Tactical Flight Officers; Scott Sborov, Jeff Hatteberg and Chris Noll.

I have a new found respect for those I met, their mission, the Aviation Section, Washington State Patrol, and law enforcement in general!

Washington State Patrol's Aviation Section are not only the eyes in the sky helping to keep us all safe, they are also our friends in the sky when we need them most.

## Legislative Corner

by Les Smith

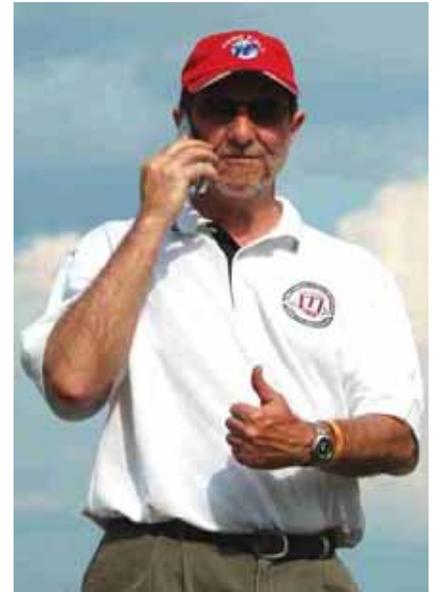
### Aviation Investment Study

WSDOT officials recently held the first advisory committee meeting for their Airport Investment Study. Here's an introductory presentation released in late summer of this year.

According to WSDOT, the goal of the Airport Investment Study is to evaluate current investment levels for airport preservation and safety projects, assess short-term and long-term improvement needs, and to determine the costs of doing nothing. The role of the advisory committee is to represent each of our constituent groups, communicate our perspectives on key issues, and to provide comment on the reports throughout the process. Despite the focus on airport preservation and capital needs, this study has generated a lot of interest from the General Aviation industry about the current (and future) level of excise taxes imposed and where that revenue goes. Yours truly and John Dobson sit on the advisory committee.

Here is a link to the first presentation (ed note: see below) and we will be sending more information on this effort as it becomes available.

WSDOT Aviation Division officials also gave us a preview of upcoming legislation they plan to pursue in 2014 that includes rerunning SB 5430, which would dedicate all aircraft excise taxes to the aeronautics account, SB 5000, which would require better visibility of MET towers, and adding \$565,000 in additional airport grant funding.



### House Republican Survey

With the special Transportation session being called for by Gov. Inslee, Olympia House Republican leadership published an online survey. Yours truly sent a message to WPA membership asking that they take the opportunity to remind the survey authors that Transportation includes General Aviation. A similar message was sent to the following organizational leaders, asking that they review and if they saw value to share the message with their membership. From early responses, it seems to have been well received and the use of the survey was gaining momentum.

WAMA	Kandace Harvey
WA-SPA	Stephen Ratzlaff
NBAA	Kristi Ivey
WASAR	Matt Towers
WSCAA	David Ketchum
RAF	Bob Kay
SASA	David Mischke

I have also shared with several EAA chapters and, of course, with Tristan Atkins at WSDOT Aviation.

### FAA Releases Drone Integration Roadmap

The FAA recently issued its first ever "roadmap" outlining the steps it says will be necessary to safely integrate unmanned aircraft systems (UAS) into the nation's complex airspace.

The 72-page document outlines the FAA's approach to mixing drones into civilian airspace safely and securely while addressing privacy concerns. This will involve establishing specific certification requirements for UAS operators over the next five to 10 years. Initial certification standards for unmanned aircraft are planned for release starting next year, with incremental changes and improvements planned over the next 15 years, the agency said.

Huerta noted that the FAA plans to select six UAS test sites to begin detailed research on integrating drones into U.S. airspace. These Congressionally mandated test sites will conduct studies into what certification and navigation requirements will need to be established, including a close look at NextGen sense-and-avoid technologies.

[http://www.faa.gov/about/initiatives/uas/media/uas\\_roadmap\\_2013.pdf](http://www.faa.gov/about/initiatives/uas/media/uas_roadmap_2013.pdf)

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

## Priced slashed \$30K and it's yours



**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

### 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](http://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](mailto:alan@glasairtraining.com)  
<http://glasairtraining.com>  
425-466-8472

**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, 425-404-9211

**1967 PA28 180 Cherokee**, TTAF 4149, SMOH 747, Cyl new 500, ann 7/13, many added STCs; Rosen visors, one Piece window, 2ft. Extended wings & Stabilator, P&I +9 new ttl renovation 2003 @ KTTD Premier Av, impeccable! pics & info: [970 640-7287](tel:9706407287), [blhartbell@ymail.com](mailto:blhartbell@ymail.com) \$59k OBO



### 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](mailto:richarddnewman@mac.com) 808 391-3914 mobile