



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

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## Calendar of Chapter Events

Feb 6th Board Meeting  
Feb 7th Gen Mtg  
Feb 22nd WPA State Gen Mtg

March 6th Board Meeting  
March 7th Gen Mtg & Prgm

April 3rd Board Meeting  
April 4th Gen Mtg & Prgm

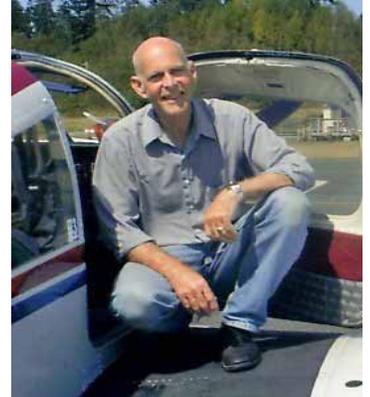
**February 7th , 2014  
General Meeting and  
Program,  
Walter Hall Golf  
Course**

1226 W Casino Rd, Everett

**RSVP for dinner by Jan 30th**  
see page 2 for instructions

## President's Message *by Dave Wheeler*

I really want to thank everyone for being flexible in our moving the meeting location of late. The reason is that the Sno-Isle now requires that all meetings held after hours to have a liability insurance policy in effect. Since that requirement hit the streets we have been scrambling to look into getting such a policy. Since we have a relationship with the State President we recommended that this be looked at, at the state level so that all chapters would have the same coverage. To date we are still working on this, so our February meeting will be at Walter Hall Golf Course. We hope to have all of this solidified by the March meeting so we may return to Sno-Isle. But, (pay attention, as there will be a test) the April meeting will again be at Walter Hall as Sno-Isle is closed for Spring Break.



I have always wanted to get the actual Directors more involved in the actual hands on running of the association, and wanted to do this by assigning each director to each of the four pillars of the association. At the last Board of Director's meeting we made this happen.

So, here is the responsible director and their committee.

Director	Committee
Brandon Freeman	Outreach
Les Smith	Advocacy
Sandy Allen	Education
Steve Waterman	Social/Promotion

Now, this doesn't mean that the Director must do all the work. It just means that they are responsible to guide the committee and assisting in the vision of the association, to get the work done. An example is Steve Waterman is the Social chair. But he is not responsible to arrange for monthly speakers. That will still fall upon the shoulders of the speaker chair, Janis. I really want to thank the Directors for stepping up to these additional assignments that are clearly above and beyond the job descriptions as outlined in the bylaws. We'll be getting them updated to align with this new philosophy soon.

Another item to think about is the Paine Field Aviation Day, (PFAD) or GA Day as we used to call it. As you remember Paine Field took over the majority of the responsibility for PFAD last year as it has grown into this huge endeavor. This year, both Historic Flight Foundation, and Flying Heritage Collection both want to have a major event. The airport thinks that adding PFAD to this already hectic schedule might be too much for them to administer. They talked about maybe having a PFAD Light this year, or something scaled back a bit. So, the bottom line here is to stay tuned. We still want and need to give the Aviation Academy Graduates airplane rides, and we have kicked around some ideas for that. We also love to fly the EAA sponsored Young Eagles Flights.

*Dave Wheeler*  
*May you always find VFR and Tailwinds*



### Wanted! Program Ideas

Do you have a program, such as a travel log, aircraft building experience, safety seminar or know someone that does?



Contact Janis Wheeler [jwasc@live.com](mailto:jwasc@live.com)

We need your ideas! Thanks!

### Dinner Reservations can now be made on the PAE WPA website

In January, we'll have another way to get your reservation for the dinner meetings. On the home page of our website: <http://www.painefieldwpa.org>

- 1) just click on the Dinner Reservation tab,
- 2) enter your email, subject (dinner please – or something of the sort)
- 3) in the message block tell Lori how many for dinner, and hit submit.

Naturally you may still use the email that goes straight to Lori: [wpa.painedinner@hotmail.com](mailto:wpa.painedinner@hotmail.com)

We are just trying to make it easier. Lori will still send out the reminder each month.

### Officers: Paine-BOD@WPAFlys.org

**President Dave Wheeler**  
[paine-president@wpaflys.org](mailto:paine-president@wpaflys.org)

**Vice President Per Nyholm**  
[paine-vice\\_president@wpaflys.org](mailto:paine-vice_president@wpaflys.org)

**Secretary George Futas**  
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**Treasurer Greg Bell**  
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**2012 Director Les Smith**  
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**2013 Sandy Allen**  
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**2014 Director Brandon Freeman**  
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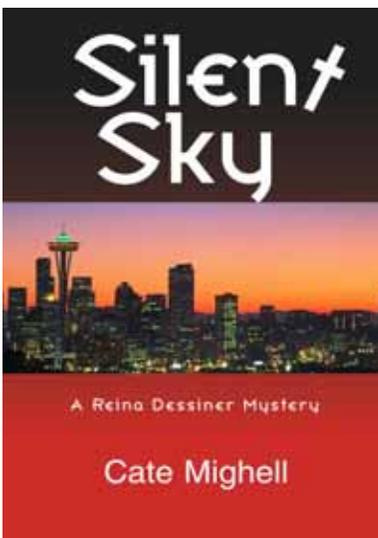
**Past President Steve Waterman**  
[paine-past\\_president@wpaflys.org](mailto:paine-past_president@wpaflys.org)

### It is not too late to renew your WPA membership for 2014

If you have not already renewed your Washington Pilots Association membership for 2014, please consider doing so now. It's easy. Go to [www.wpaflys.org](http://www.wpaflys.org), there on the right side is a red "Join or Renew Online Today" button which will take you through the simple process step by step. If you have any questions please send me note or give me a call.

Thank you for supporting *your* Washington Pilots Association.

*Frank E. Hummel*  
Membership Director  
[Frankh909@gmail.com](mailto:Frankh909@gmail.com)  
(206) 499-9384



### February 7th General Meeting Program:

Cate Mighell is a Seattle native and incurable adventurer. She is passionate about pushing boundaries, in business, in travel, in hobbies, in expectations, in writing. She has lived several lives, as a French teacher, a stay-at-home Mom, a flight school owner, a medical equipment company CEO, and currently as an author of her new aviation-steeped Seattle mystery, *Silent Sky*.

Cate will be speaking about women in aviation and what it takes to break with conventions and follow your dreams.





**Steve Waterman's RV7A Project**

Now working out of my garage. Finished with the tail and wings. On to the fuselage



**FHC assists Paine Field in demolition.**



**Upcoming Events**

**February 8, 8-5**  
**P-51 Ground School and Formation Clinic**  
**Instructor John Posson**

**February 22, 12-1:30**  
**Exceptionally Plane People: Waco Aircraft Company**  
**Historian Bill McCutcheon**

**March 8, 8-5**  
**Spitfire Ground School**  
**Instructors Mike Lavelle and John Sessions**

## Mystery Airplane for January submitted by Les Smith



**The Burnelli CBY-3 Loadmaster was an unconventional transport aircraft designed by American engineer Vincent Burnelli and built in Canada in 1944 by Canadian Car and Foundry.**

### Design and development

The CBY-3 "lifting fuselage" was an evolution of the earlier Burnelli UB-14. Burnelli worked as a designer at Canadian Car and Foundry (CanCar) in Montreal, and the CBY-3 was intended for bush operations in northern Canada. The sole prototype was extensively tested but failed to gain a production contract.

Head-on view of the Burnelli CBY-3 exhibited at the New England Air Museum at Windsor Locks, Connecticut in 2005

Burnelli had a lifelong career devoted to exploiting the advantages of the lifting body airfoil concept that characterized many of his earlier aircraft designs. His last design, the CBY-3 was manufactured by CanCar in Montreal, but ownership reverted to Burnelli, when the CBY-3 was unable to gain a production contract. The name of the aircraft, CBY-3, was derived from the name of the three partners involved in its creation: CanCar, Burnelli and Lowell Yerex and "3" from the number of partners involved. Lowell Yerex was a New Zealander who had formed TACA – Transportes Aéreos Centroamericanos (Central American Air Transport) in Honduras in 1931, and joined the project when Burnelli convinced him that the CBY-3 could be used as both a cargo and passenger aircraft.

A follow-up design in 1942 for the CC&F B-1000, a bomber using the same lifting body principles, remained a "paper project"

### Operational history

Originally registered CF-BEL-X while still in the experimental stage, this one-off, twin-boom, aerofoil-section fuselage, high-lift airliner garnered significant interest from the industry. CF-BEL-X underwent rigorous testing and proving flights designed to show off its potential. Despite a trouble-free test program and glowing accolades from the press and industry observers, no production orders resulted and the prototype was later sold in the United States as N17N.

Side view of the Burnelli CBY-3 at the New England Air Museum in 2005 during restoration

Moving to Southampton, New York, Burnelli continued to promote his airfoil-shaped fuselage transport aircraft. In 1955, he adapted the CBY-3 to carry an expedition of 20 passengers and 41 sled dogs, along with their equipment, to the North Pole, but the enterprise was canceled.

The Loadmaster continued to fly regularly as a commercial airliner both in northern Canada and South America; acquired with design rights by Airlifts Inc. in Miami, Florida, it went to Venezuela, and returned to Burnelli Avionics for refitting with Wright R-2600 engines, finally ended its flying days at Baltimore's airport in Maryland.

## Giving Back

by Kevin T. Kelly

I have always wanted to fly for as long as I can remember. My father occasionally took my siblings and I to Newark International Airport to view the airplanes arriving and departing (when you could walk all the way to the gates without a ticket), and listen to flight crew/controller communications through kiosk speakers that were set up along the windows. I grew up with posters of the Apollo 11 astronauts and a Scholastics Book Club poster of various airplanes (a copy of that very same poster hangs in one of the Everett Community College classrooms at Paine Field) on my wall. The one thing that I lacked was the mentorship of a pilot who could provide me with the information about where to begin realizing my aviation dreams. Information on General Aviation seemed to be sparse in the early 1980's (particularly, with all of the issues GA faced back then). I tried to get the Navy to train me, but the use of corrective lenses was not authorized. Spending a few years on an aircraft carrier just served to fuel (a little pun intended) my flying aspirations.



Fast-forward eleven years to 1999, when I took a free aviation ground school course at Boeing. One of my instructors was none other than the great Dave Wheeler. Following that course, I took an introductory flight at Northway Aviation with the chief instructor at the time, Richard Newman. From there, I tried saving up money for flight instruction over the next six months, but I was growing impatient. At the General Aviation Day in May of 2000, I took a scenic flight offered by Northway, which was also offering student loans for flight instruction. The flight (which as piloted by the person who would later become my primary instructor) and the loan inspired me to start lessons. Since then, I've wondered: If I knew about General Aviation years before, would I have become a pilot earlier?

When I was growing up in New Jersey, I learned the value of volunteering from my experiences in Boy Scouts. I was taught so much by people who volunteered their time to passing on their knowledge and skills. That volunteer spirit translated into my service in the Navy. Following that, I have volunteered my time over the years as a Cub Scout leader, a Little League baseball coach, and a Cascade High School Band Booster member, among other non-profit organization activities. These days, I consider myself very fortunate to be able to fly and be a part of the wonderful aviation community.

The great thing about being a member of the Washington Pilots Association is that the organization is very much involved with promoting General Aviation around the state, and our chapter provides opportunities for us to share our passion of flight with others outside of our organization. Of course, the most visible promotion of GA is the annual Paine Field Aviation Day, but we also have our Aviation Academy program and our annual scholarship program. All of these programs and events help to educate others about the joys and benefits of GA, as well as create new aviation friends, enthusiasts, and future professionals. We are always looking for help with these activities, and a little time on your part allows you to give back in big ways. Sharing your passion, experiences, and knowledge of aviation can give the next generation of pilots, mechanics, or controllers a leg up on a bright future!

If you would like to help and give back to aviation, please contact Kevin Kelly at [aviation\\_academy@wpaflys.org](mailto:aviation_academy@wpaflys.org) to volunteer with Aviation Academy activities, or at [paine-scholarship@wpaflys.org](mailto:paine-scholarship@wpaflys.org) to volunteer as a scholarship selection committee member. Please be sure to sign up to help at the Paine Field Aviation Day, and we encourage you to submit ideas for other ways that our organization can give back!



**HR 3708 remains in committee**

The bill officially named the General Aviation Pilot Protection Act of 2013 and sometimes referred to as the Rokita Bill, named for its author, would revise third class medical certification. It remains in committee, currently referred to the House Transportation and Infrastructure, Aviation Subcommittee. This is where it has been since December 11, 2013. 26 of the 32 committee members are also members of the GA Caucus. We're looking for details that are said to be coming soon via ePilot and on AOPA.org on how to help.

**MET Tower legislation has been introduced in Olympia**

Companion bills in the Senate (SB 6054) and House (HB 2241) have been introduced to enforce steps for better visibility of these temporary towers, erected to test locations for the viability of wind generation. Ten other states have enacted legislation requiring these towers to be marked. Both the FAA and the NTSB recommend states enact legislation to mark guyed towers. During the past ten years, there have been 14 fatalities from ag pilots colliding with met towers or guy wires. Each of these bills specifically excludes telecommunication antenna (including HAM - a major hurdle for last round).

**AOPA fly-in in Spokane**

AOPA has announced a series of fly-ins to be held around the country this year, with the closest to be held here in Washington at Felts Field (KSFF) in Spokane. Scheduled for Saturday, August 16th, the local Spokane chapter is already gearing up to support and participate. All of us in WPA will also offer support by getting the word out and organizing chapter fly-outs to KSFF. Watch for more details to come.

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

**WPA YouTube** by Brandon Feeman

As you may or may not know, we recently set up a channel on YouTube, the idea being to get the word out via social media about our chapter, WPA in general, as well as some of the great things we get to do as part of the GA community. However, it has not been very active as of late. This is something I hope to fix as we begin the New Year, and I already have a few ideas percolating.

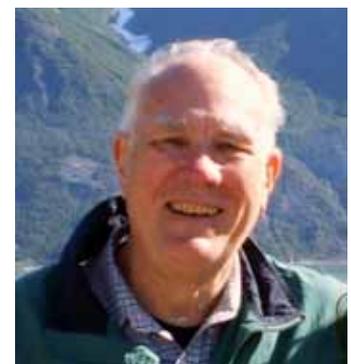
However, I'm always on the lookout for fresh content. If you have ideas, would like to assist, or just have a great flying video on your hard drive you would like shared with the interwebs, email me at [paine-board1@wpaflys.org](mailto:paine-board1@wpaflys.org).

You can view our channel at [www.youtube.com/wpapainefield](http://www.youtube.com/wpapainefield)

**Paine Chapter Safety and Education Activity**

Our second IFR Refresher Seminar was given 18 Jan at KAWO by George Futas and Dave Wheeler, both CFII's. The three hour seminar and interactive forum was designed for IFR pilots that may be a bit rusty and want to become more active in IMC safely. Attendees were from PAE, AWO, BVS, BLI, and EAT. Advanced FAA Wings credits were given to attendees.

*Warm Regards,  
George Futas*

**Photos Wanted**

At our last meeting and general program, Dave Waggoner asked for photos. He was tired of always seeing photos of my red Skyhawk. So, grant him his wish and send your aviation photos to [Red.Skyhawk@Frontier.com](mailto:Red.Skyhawk@Frontier.com) and you will get to see your photos in the newsletter. Please send high resolution as a jpeg file. Photos embedded in e-mails or word documents may not have good resolution.

Photo taken by EAA photographer over WI during AirVenture 2008



# 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



### Hangar for Rent – Eastside - Building C-13

Bring your bird in out of the weather. Clean, easy access, and lighted. Utilities included. Bathroom, pilot lounge, wash rack at end of building.

Available January. \$430/month with lease.

Contact George Futas 425 260 4445

**Paine Field Partnership** – I am looking to purchase a 50% share of a six seat single based at KPAE. Or looking for a partner to purchase a Turbo Saratoga, T210, T206, Etc. +/- \$75k each partner. Please contact Todd @ 206.920.3673 or email [N8433A@gmail.com](mailto:N8433A@gmail.com).