



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

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## Calendar of Chapter Events

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

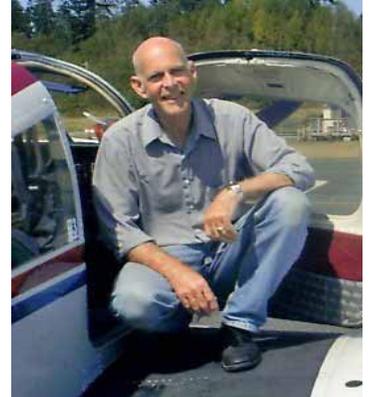
April 3rd Board Meeting  
April 4th Gen Mtg & Prgm

**March 7th, 2014  
General Meeting and  
Program,  
Walter Hall Golf  
Course  
1226 W Casino Rd, Everett**

**RSVP for dinner by Feb 28th**  
see page 2 for instructions

## President's Message *by Dave Wheeler*

Happy almost spring! Yes, it is getting to be that time of year when we open the hangar door and let the air in to dry out the moss that has collected on the north side of the vertical stab. We have had a pretty mile winter and there has been some flying, but if it has been a while why not grab your favorite flight instructor and do some slow flight (while maintaining altitude and heading) maybe some really steep turns and a bunch of landings. Just be sure that the takeoffs equal the landings. And remember what those two



pedals on the floor are installed for. When I do flight reviews for people that have not flown in a while the first thing I usually notice is that the pilot tries to point the nose of the plane with aileron. The rudder is the control that points the nose, on the ground and in the air. OK, I'll give you the one about the Ercoupe. That is the exception...

Since it is coming up on spring, I'd also like to touch on membership. If you haven't already done it, renew today. Right now!! You are already online reading this, so paste this link <https://secure.netsolhost.com/wpaflys.org/membership/payment/cc.aspx> into your browser to renew your membership. It is just that easy. You'll find some great benefits, and as Frank points out a bit further down on the page you can get your full membership money back in fuel savings, and even more. The more you fly, the more you save.

We have been asked by the airport office to help with their spring food drive. I sent out an email blast a few days ago, and there is a post on the website about it. To refresh, please bring a bag of nonperishable groceries to the March Meeting. Oh, by the way, cash (checks) is OK too. Last year the airport raised 2.3 thousand dollars, and 600 pounds of food. Let's do more this year. Remember the Seahawks? "I'm In!"

Paine Field Aviation Day (PFAD) update. The board of Directors met with Dave Waggoner and Bruce Goetz and while the airport is going to scale down PFAD we the WPA stepped up to do the static airplane display, and Young Eagles (YE) flights. We feel that giving flights to the Aviation Academy Graduates is very important, and tied to that is YE. Start your planning now to bring your plane for either the display or YE flights. Both are important.

And, we are still working the insurance issue, but as of this writing we don't have a policy, and therefore can't return to Sno-Isle in March like we thought. So, March meeting will again be at Walter Hall Golf Course, as is April. Sno-Isle is closed in April for spring break. We should have all of this sorted out and the policy and agreements in place for May, just in time for the summer months off. It will all work out.

I talked with Walter Hall folks today, and decided upon Corn Beef and Cabbage for a traditional St. Paddy's Day Dinner. Complete with red potatoes.

May you find VFR and Tailwinds.

## March 7th Program The Kenmore Air Story

A short overview of the origins and continuing innovations of the largest seaplane airline in the USA, in continuous operation since 1946.



Chuck Perry has been flying seaplanes for almost 30 years. He was raised in Ketchikan and learned to fly in the challenging weather of Southeast Alaska. He was the Director of Safety at Promech Air in Ketchikan before coming to work for Kenmore Air in 2002. He was appointed as Asst. Chief Pilot in 2004 and in 2012 he became the Chief Pilot for Kenmore Air. He enjoys flying seaplanes throughout the Pacific Northwest and Canada.



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### 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.paineairportwpa.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.

### Calling all aviation enthusiasts!

Aviation Day this year will be Saturday May 17th.

I will be organizing the General Aviation Static Display Ramp.

We are looking for good and unique examples of various aircraft to display for the public.

The airport will offer lunch vouchers and hats to all pilots showing their planes.

We are encouraging pilots to stay to talk about their planes but it is not required.

I hope to organize in categories like LSA, Homebuilt, Rotor, Cessna, Piper, Mooney, etc.

Please let me know if you are interested by responding to email and I will then get you all the details.

Thank you,  
Steve Waterman.  
[paine-past\\_president@wpafllys.org](mailto:paine-past_president@wpafllys.org)



### Upcoming Events

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



WW II B 17 Survival Story

B-17 "All American" (414th Squadron, 97BG) Crew  
Pilot- Ken Bragg Jr.  
Copilot- G. Boyd Jr.  
Navigator- Harry C. Nuessle  
Bombardier- Ralph Burbridge  
Engineer- Joe C. James  
Radio Operator- Paul A. Galloway  
Ball Turret Gunner- Elton Conda  
Waist Gunner- Michael Zuk  
Tail Gunner- Sam T. Sarpolus  
Ground Crew Chief- Hank Hyland



In 1943 a mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of WW II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot, then continued its crashing descent into the rear of the fuselage of a Fortress named "All American", piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame, and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest; the split in the fuselage went all the way to the top gunner's turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft miraculously still flew!

The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart.

While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position. The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky.

For a brief time, two more Me-109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the appendage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out.

The fighters stayed with the Fortress, taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane to land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.

This old bird had done its job and brought the entire crew home uninjured.  
I love these old war stories, especially the ones with a happy ending !

## Want To Save On Avgas?

There are numerous reasons to considering renewing your Washington Pilots Association membership for 2014. We each have our own. One reason to renew some of us have in common is a fuel discount. Castle and Cooke, based on Paine Field, kindly offers WPA Paine Field Chapter members a 15 cent per gallon discount at their self-fueling station on Paine Field (KPAE), as well as the self-fueling station on Arlington Airport (KAWO). Members of record for 2014 as of February 28th will be eligible for the Castle and Cooke avgas fuel discount at both locations.

For those members new to this fuel discount program, the procedure to participate is simple. After early March visit the Castle and Cooke FBO office on Paine Field to register the credit card you wish to use for fuel purchases. This is best done during normal business hours Monday through Friday. Every time the registered credit card is used for fuel purchases the discount is automatically applied. If you have previously registered a credit card as a WPA-PAE member, it is not necessary to do so again.

Thank you,

*Frank E. Hummel*  
 WPA-PAE Membership Director  
 Frankh909@gmail.com

### How Much is the WPA-PAE Chapter Fuel Discount Worth?

WPA-PAE Chapter Membership Dues (\$40) Payback Schedule after Fuel Discount

		GPH														
		4	5	6	7	8	9	10	11	12	13	14	15	16		
Flight Hours per Year	10	Flight Hours per Month	0.8	6	8	9	11	12	14	15	17	18	20	21	23	24
	20		1.7	12	15	18	21	24	27	30	33	36	39	42	45	48
	30		2.5	18	23	27	32	36	41	45	50	54	59	63	68	72
	40		3.3	24	30	36	42	48	54	60	66	72	78	84	90	96
	50		4.2	30	38	45	53	60	68	75	83	90	98	105	113	120
	60		5.0	36	45	54	63	72	81	90	99	108	117	126	135	144
	70		5.8	42	53	63	74	84	95	105	116	126	137	147	158	168
	80		6.7	48	60	72	84	96	108	120	132	144	156	168	180	192
	90		7.5	54	68	81	95	108	122	135	149	162	176	189	203	216
	100		8.3	60	75	90	105	120	135	150	165	180	195	210	225	240

## NOTICE OF CONSTRUCTION AT ARLINGTON MUNICIPAL AIRPORT (AWO)

### TAXIWAY A LIGHTING AND SIGNING PROJECT

Starting Tuesday, February 18th the airport will begin its Taxiway A Lighting and Signing Project. The project involves the installation of taxiway edge lighting along Taxiway A and installation of lighted signs. The project also includes the replacement of the existing lighted runway exit signs on the east side of Runway 16/34 and the replacement of the existing lighted hold short signs on Taxiway A. During the project there will be intermittent closures of Runway 16/34 and intermittent closures of portions of Taxiway A.

Work adjacent to the runway (Phase 1 of attached diagram) will be done at the beginning of the project which means Runway 16/34 and portions of taxiway A are scheduled to be closed daily from 7:00 AM to 5:00 PM during the week starting February 18th for approximately 3 weeks. The runway 16/34 closure schedule is:

- Week of February 16th – Tuesday thru Friday**
- Week of February 23rd – Monday thru Thursday**
- Week of March 2nd – Monday thru Thursday

Runway 16/34 will be open at night and the runway lights will be operational. The FAA approach lighting system will be operational only over the weekends from 3:00 PM Friday to 7:00 AM Monday. The Localizer will be operational at night and on the weekends.

Runway 11/29 will remain open during the project.

## Legislative Corner by Les Smith

### In the other Washington...

The **General Aviation Pilot Protection Act of 2013** (HR 3708), aka the Rokita Bill, which would revise the requirements for a 3rd class medical, remains in the House Transportation and Infrastructure/Aviation subcommittee.. Despite 40 sponsors, the bill has not changed status since December 11th.

The House passed H. R. 3578, a bill that forces the FAA to submit any sleep apnea policies through the formal rulemaking process, rather than by decree via the Federal Air Surgeon's Quarterly Bulletin, as was attempted last year. With House passage, a companion bill moves forward in the Senate.

### In Olympia...

After an organizational meeting in late last year, the **Washington State Legislative Aviation Caucus** met for its first official meeting on Jan 28 with 15 legislators from either chamber. In addition to the legislators, there were staffers from other legislators offices, and a group of stakeholders and lobbyists in attendance. The group reviewed aviation bills before the House and Senate this session; received an update from AOPA's David Ulane as well as a briefing from WSDOT AD Director Tris Atkins. Yours truly attended this meeting and found it interesting how Caucus members run the gamut from active aviators to those that simply recognize the importance of aviation to the state's economy. The next meeting is scheduled for February 28th.

**Airport Funding Day**, sponsored by WACAA and WAMA, and supported by WPA and AOPA, held an all-day legislative briefing in a conference room in the Cherbourg Building on the legislative campus. The goal of the briefing was to better inform legislators and staffers as to the degree to which our state's airport infrastructure is underfunded. A series of story boards were on hand and those of us supporting the event escorted attendees around the room elaborating on talking points for each of the boards.

**SB6054 and HB2441** are companion bills on aeronautic safety aimed at requiring MET towers to be marked to improve their visibility. Yours truly joined others in testifying before the Senate Transportation Committee, where it subsequently was approved and passed on to the Rules Committee. It is up to the Rules Committee to pass the bill to the Senate floor for a vote.

**SB5430** is a bill to reallocate the revenue collected through **aircraft excise taxes** so that 100% would go to the aeronautic fund, as opposed to the current 90/10 split between general fund/aeronautic fund. Since this bill passed the Transportation Committee in last year's session, it started this session before the Senate Ways and Means Committee. Due in no small part to WPA members active support in contacting the committee chair and committee members, the Ways and Means Committee passed the bill to the Rules Committee.

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



### **April 4th Meeting and Program; Arlington Fly-In**

by Barbara Tolbert, Mayor of Arlington.

She will talk about the founding of the Arlington Fly In and how it has changed over the years.



# 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).