



Local Chapters under
www.WPAFly.org

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Calendar of Chapter Events

November 6th Board Mtg
November 7th Gen Mtg; Yr in
Review & Elections

December 4th Board Mtg
December 5th Christmas Party

Sno Isle Le Bistro
9001 Airport Road
Everett, WA 98208

Doors open at 6:30 P.M.
RSVP required for \$13 Dinner
by Nov 2nd
RSVP instructions on last
page

President's Message *by Dave Wheeler*

Hello – wow, it looks like fall is upon us with vengeance! We had a pretty good light show at our house last night, complete with rain and wind. I had fun, by going online to Skyvector.com and watching the red cell pass our house. Almost real time.

This month I just want to have a bunch of reminders. First, The Christmas party, Dec 5th 2014 at “On Silver Lake.” 11525 19th Ave SE Everett, 98208. Normal time, doors open 6:30, dinner at 7:00. Janis and I visited the caterer (Ole Soul Creole on Hewitt – west end in Everett) and we have the menu set, with Ham and Turkey, and all the stuff that goes with it. Included at the site will be a cash only no host bar as well, with hopefully your favorite libation being poured, plus beer and wine. We’ll have the induction of officers, a few door prizes, the annual awards and then dance the night away to the swinging sounds of “Silver Wings” with music from light rock to some swing tunes, and all of it danceable. Might even toss in a Christmas tune or two for good measure.

Again this year, we are using Brown Paper Tickets for fund collecting. The tickets are only \$35.00 and then there is a small processing fee. I just printed my tickets and it was totally painless. There is an option for part of the processing fee to go to a charity of your choice too. Several broad categories to choose from. Seems like a win-win deal.

The direct website is: <http://www.brownpapertickets.com/event/903523>

Time is also running out for the two positions that we really need to fill. Later in the newsletter is the job description for each position. Lori Bell has been taking the reservations and liaison with the restaurant. She says it is really fun because you really get to know the members as you see them each month and get to put the name to the face. And, the program chair, is a bit more involved as you are contacting potential speakers for our meetings. Janis has a nice list of prospects so it should be pretty easy to call them up and ask them. Remember we have canned programs for January, July, August, Sept November and December, so there are only 6 meetings to fill. That doesn’t sound so bad does it? Let me know so Janis and Lori can work with you to get you up to speed. The chapter thanks you.

For the November program Les Smith is putting together our “Year in Review” slide show so we can remember what a great time we all had at the various activities we did. As an added treat, I met with our new Airport Director Arif Ghouse and invited him to our meeting. He said that he would come barring any last minute conflicts. I hope he can make it. We talked about General Aviation and his thoughts about us and out “little” planes. He said that he is really excited that GA is so alive and well here. His last assignments at SeaTac and Heathrow before that, he commented that GA was sadly missing.

See you all at LeBistro in November, and at On Silverlake in December. Until then,
May you find VFR and tailwinds.



November 7th General Meeting

Year in Review, MC'd by Les Smith
and Election of 2015 Officers

See page 7 for your 2015 nominees.



It is Not too Early to Renew Your WPA Membership for 2015

WPA Membership renewals can now be made for 2015. For those without a current membership, renewing now is valid for the remainder of this year and all of 2015.

Simply go online to www.wpaflys.org, click on the red JOIN OR RENEW ONLINE TODAY button, and follow the steps. The system can help with your Member ID and or Password should you need it.

Questions? Need help? Please contact me at frankh909@gmail.com or (206) 499-9384.

Frank Hummel
WPA Membership Director



Officers: Paine-BOD@WPAFlys.org

President Dave Wheeler
paine-president@wpaflys.org

Vice President Per Nyholm
paine-vice_president@wpaflys.org

Secretary George Futas
paine-secretary@wpaflys.org

Treasurer Greg Bell
paine-treasurer@wpaflys.org

2012 Director Les Smith
paine-board2@wpaflys.org

2013 Sandy Allen
paine-board3@wpaflys.org

2014 Director Brandon Freeman
paine-board1@wpaflys.org

Past President Steve Waterman
paine-past_president@wpaflys.org

Call for Volunteer: Events Coordinator

This very important position is responsible for finding, contacting, and facilitating presenters for our monthly dinner meetings. This is actually quite fun. You don't have to find speakers all by yourself. There are plenty of members who will suggest great speakers for you, while you get the credit for bringing them to the group. You will need to find speakers for the months of January (this month the Director of Paine Field is usually the presenter), February, March, April, May, and June. So, you only need to come up with five speakers for the year. This position is also responsible for finding caterers for our summer programs in August - Movie Night, September - Hangar Party, and December - Christmas party. You will help to orchestrate the miscellaneous needs of the summer events as well, such as ordering tables and chairs for the hangar party for example.

There are three ways that this position may be done; you can do it by yourself, with a partner, or with a team. Any way you choose to do it, you will also have the backing, advice and direction of the Board of Directors to help you if you need it or would like it. This position does not take a lot of time as there is a lot that is already in place as we do this all the time. However, you do need to focus when it is time to get it done.

I am very happy to hold your hand to learn what is needed and how to do it for as long as you need my help. This is a fun position because you get to meet interesting people and you are acknowledged for being a very important contributor to our group. Our speakers not only educate and entertain, they help us to make our chapter attractive to new and old members alike. This helps to keep our chapter strong, active, and in the know. So don't be afraid to jump into this position. Jump on in, the water's fine.

Janis Wheeler

Call for Volunteer: Dinner Coordinator

Please consider volunteering for this fun, once a month job. Job Description: Send a monthly email blast using the WPA system notifying Paine Field members of upcoming general meeting/dinner about two weeks prior. Take reservations via email and send confirmations to each guest. Send an email to Becky at Sno-Isle Technical Skills Center on the Monday morning before the event with the count. Check in guests and collect money at the dinner. Count and turn over money to the treasurer.

This is a great opportunity to meet many members of the Paine Field chapter of the WPA!

Lori Bell



First Time Buyer Adventure *by Greg Bell*

I have been renting a Diamond Star DA40 from a fellow Paine Chapter member for the past eight years. I trained in 172's but really got to like this airplane. A few months ago the owner informed me and the other couple of renters that he would be moving out of state sometime in 2015 and was taking his plane with him. I was saddened to hear the news. I would be losing access to a nice plane and a pretty good deal. He always took very good care of it and fixed any squawks in short order.

I had been looking to buy a plane for about the past couple of years with a partner. We really thought we wanted/needed a 182 so we could go on double dates and stuff or carry hundreds of pounds of camping gear for Airventure, etc. We came to realize that a 182 equipped the way we wanted was out of our price range and burned too much fuel for our budget.

At news of my rental flying away, I started looking at Diamond Stars in Trade-A-Plane. I found a 2003 that had only been on the market for about a week. It was in Reno and looked like a great deal. I called and was dismayed to hear that an offer had already been made on it. We made our own offer, which they liked better and accepted. The emotional and paperwork roller coaster rapidly commenced.

A few days later I get a call from my would-be partner stating that he had changed his mind and didn't want any part of the deal. His name was already on all the documents. He had neglected to inform his fiancé about the impending purchase. Apparently she isn't as passionate about aviation as me. The roller coaster is now going downhill....

A few days later, in early August, my family and I went on a backpacking trip in Yosemite National Park. This had been planned for months and there was no way to change the dates. Not good timing to be off the grid when you're trying to buy a plane. The plan was to fly the rental Diamond to the Mammoth airport (KMMH), only a few miles from the hotel that we were going to stay at and get acclimatized to the high altitude. They even had a free shuttle. My flight planning seemed to include every detail. Foreflight is very helpful in that regard.

The anticipation was immense. Unfortunately shortly before the trip several factors came together which caused me to ground myself after self-evaluation. It was a difficult decision. I wasn't feeling that well and knew some of the flight would be at altitudes over 12,000' due to the Sierras. There were also emotional factors. We had a death in the family plus I was highly distracted by the process of buying a plane. I figure three strikes you're out.

The drive to Yosemite was long and arduous. My wife Lori had to put up with me saying "If we'd flown, we'd be there by now" about 1,000 times. Since we were driving rather than flying we had to leave a day early which forced us to start on a Friday. It took us 6+ hours to get south of Portland. The entire trip took about 22 hours of driving and would have been only about five hours of flying.

We spent the night in Medford and continued on the next day. Our route took us through Reno so I thought it would be a good idea to stop and look at the plane that might be mine in the near future. It was only a few minutes off the highway so Lori and I met with the broker, Earl Kessler of Vast Aviation, at Reno-Stead airport, home of the Reno Air Races. It looked great and had obviously been well cared for. I decided to proceed with the purchase. Part of the deal was a fresh annual, so I had the option of changing my mind if they found anything majorly wrong. Earl turned out to be great broker to deal with, especially for a first time buyer like me. He has sold over 60 planes in the last few years, is a CFII and a Pilatus charter pilot.

Before and after the backpacking there was lots of signing, faxing and emailing from the hotel, which took away from my supposedly relaxing vacation. I even tried to wire money while I was in California but was unable. Earl did a great job of keeping the plane from getting sold to someone else, even though no money had changed hands and there were a few more interested parties inquiring while I was off the grid in the High Sierras.



The drive home wasn't nearly so bad. Shortly after returning, the roller coaster started going up the hill as I was getting closer and closer to becoming an aircraft owner. The broker offered to deliver the airplane from Reno to Portland for free. He has a son and a one year old grandson there that he hasn't gotten to see much. That sounded like a win-win situation so I agreed to it.

In late August my 1" thick manila folder of documents and forms was complete and the plane was officially mine. A couple days later Les Smith and Frank Hummel flew me down to Hillsboro in their Cardinal to take delivery of the plane. I was quite grateful to them both, as it saved someone (probably Lori) at least a seven or eight hour roundtrip drive.

The roller coaster is almost reaching apogee. Diamond Star N243DS was enroute from Reno to Hillsboro at the same time Cardinal 34612 was taking me southbound. Earl was flying it IFR so I could track it on Flightaware from the backseat on my smartphone while on the way. I got a notification that they had landed about 15 minutes before we did.

As we were landing I could see it glistening in the sunshine on the ramp. We taxied up and met up with Earl and his passenger. There was a photo op key ceremony, then some familiarization with the plane and all the extras that came with it. After that we took the airport courtesy van and headed off to lunch at a local restaurant. Champagne would have been appropriate if we weren't about to aviate.

We dropped off Earl at the Max train station adjacent to the airport and proceeded to take my new baby home. Frank took off first, solo in the Cardinal, while Les accompanied me on my maiden voyage back to Paine Field.

By the time we got to the runway the tower told us there would be a delay due to an emergency aircraft. It turned out to be a Kingair with a possible gear problem. After a few minutes I thought I heard a whining sound coming from my engine. I turned around to see that a rather large Gulfstream jet had taxied up behind me. The delay went on for almost 20 minutes. I was so glad to not be a renter at this point. 0.4 on the Hobbs would have been a lot of dollars just for sitting at the runway idling. The Kingair flew away to somewhere else but by then there were about eight planes waiting to land, plus a few departures ahead of me.

We finally got airborne and called up Frank on an air-to-air frequency. By this point he was over 40 miles away. Roller coaster went slightly down hill again but now it's going over the top and I have achieved zero gravity, as my feet aren't really touching the floor at this point.

I am enjoying the plane very much along with the late summer / early fall weather. As of this writing I have put 25 hours on it in about a month and a half. Let me know if you would like a ride in it or would like to own half of it.

Ask the pilots who have landed long and have gone off the end of the runway. They will tell you to go around early and often. But, sadly it's too late for them. Almost all runway over-runs started with an unstabilized approach.

I think the first sign of an unstabilized approach is that little voice in the back of your head telling you something is not right. We all have made lots of good approaches and it is not too hard to tell when things just don't look right. But the urge is strong to press on and see if we can't get it all together by touchdown.

So the real question is - When is it too late to save the approach?

At the airline I worked for, our policy on visual approaches was to have all parameters where they were supposed to be prior to reaching 500 feet above ground level. In our case the parameters were speed stabilized at proper approach speed, sink rate stabilized at less than 1000FPM and final flap configuration. I always planned to have all that done at 1000 feet then if I missed a little, I still had time to fix it before 500 feet. Now if we were making an instrument approach then we needed all those things at the FAF. A go-around was mandatory if we were not on those numbers

That policy worked good for me for many years so that is what I use for my general aviation flying. I try to recognize 500 feet above the ground on all visual approaches and at that time I double check that the green gear light is on, confirm my speed to be within 10 mph of my target and in a position that given my current sink rate I will land where I planned. If I don't have the airplane within those parameters, I go around.

I always plan to land just past the numbers except on very long runways where it may be advantageous to land at a different spot. But, I always have a spot planned.

If I am doing an instrument approach I plan to be stabilized with gear down and landing checklist complete prior to the FAF. I am simply too busy flying the approach to be bothered with changing airspeeds, trimming and checklists inside the FAF.

The pilot who has not thought this through ahead of time will someday find himself floating down the runway wondering if it's too late to go around or if he will get stopped by the end of the runway. This is a poor time and place to try to make that decision. On the other hand, having already made the decision on approach standards before you takeoff, you only have to execute the missed approach if you don't meet the standards."

Wally Moran
from Pilotworkshops.com



Christmas Party December 5th, 2014

Join us, and all your WPA friends for our annual Christmas (holiday) party. December 5th Friday night at "On Silverlake, 11525 19th Ave SE in Everett, 98208.

Doors open 6:30 and we'll have all the fun you can have. No host (cash only) bar will be pouring all the good stuff, we'll have the induction of the new officers and board, annual awards, door prizes, and then dancing to the swingin' sounds of Silver Wings.

A scrumptdelicious dinner will be served by Ole Soul Creole and will be traditional Turkey and Ham with all the trimmings.

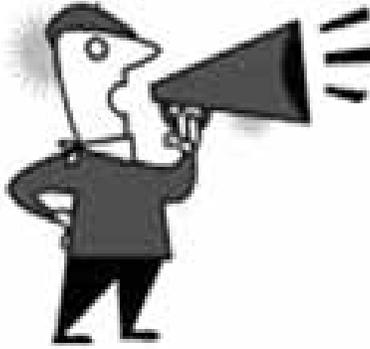
Please go online to purchase your tickets for only \$35.00 per person. Invite all your friends to join us too. I have set up a FaceBook event too, so your friends can go there and order their tickets.

Facebook: <https://www.facebook.com/events/583156035124182>

Here is the link to the tickets: <http://www.brownpapertickets.com/event/903523>

Please make all reservations through "Brown Paper Tickets."

Call for Nominations of Officers: President, Vice President, Secretary, Treasurer, 2015 Director



Send e-mails to Paine-Secretary@WPAflys.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)



Call for Nominations for 2014 Awards to be presented during the 2014 Christmas Party.

Section 4 – Criteria for Indicated Awards.

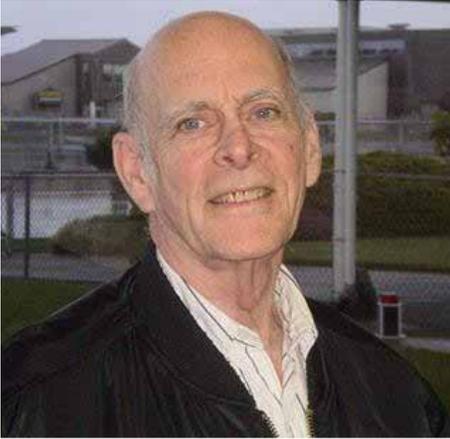
Pilot of the Year. This is the highest award the Chapter may give. The nominations shall be a licensed pilot judged to have made outstanding contribution(s) to the advancement of general aviation throughout the past year. Recipient of this award shall be nominated for the State WPA Pilot of the Year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



President Dave Wheeler, incumbent



Vice President Rich Jones
IFR rated, owner of J35 Bonanza that was 1996 Oshgosh Grand Champion. Engineer at Boeing, soon to be retired.



Treasurer Greg Bell, incumbent



2015 Director Frank Hummel
current WPA Membership Director



Secretary George Futas, incumbent

**All positions are still open for nominations.
Nominations will be accepted at the meeting.**





We seem to be in sort of a lull for things legislative. Of course, any candidate would think I was CRAZY to say that right now. But maybe that explains the lull. Issues that will need the attention of our legislators, whether at state or federal levels, are momentarily on hold while the election ballot period is open. There are some who argue that mid-term elections are equally or more important than presidential election years. You're offered a slate for positions that can make specific decisions that can have a very local and immediate effect on your life. So be sure to exercise the most essential freedom this country offers you – a voice in your government!

Notice of Proposed Rule Making (NPRM) on Non-Aeronautical Use of Hangars – Nearly 2,500 comments have been posted and although the comment period closed on October 6th, the scribes are still working to process the comments. This will take a while and results or decisions are not expected until well into the new year.

Third Class Medical Reform – This issue is very much alive, despite there being few recent announcements. I'm told we should expect to hear more between now and the end of the year.

Unmanned Aerial Vehicles/Systems – As suddenly as it cancelled the rule on Oct. 10th, the FAA has reinstated Advisory Circular 91-57, the Model Aircraft Operating Standards that have guided radio control aircraft operators since 1981.

Airspace – It's not in our backyard, but bucking a perceived trend of ever more airspace carved out of the National Airspace System (NAS), a Restricted airspace off Martha's Vineyard is returning to NAS. Think twice before setting foot on the island underneath it, however, because unexploded ordinance dropped during its use as a bombing range from 1943 to 1996 poses a likely hazard.

The 2015 legislative session in Olympia is expected to be a very busy one, as lawmakers struggle with the McCleary decision, a Jan 2012 ruling where the State Supreme Court found that the state has not provided "ample" funding for basic education for all students. It is widely anticipated that as lawmakers search for education funding, they will look to all possible sources. This means that the 2015 session is likely to wind up resembling the 2010 session, in which raising the aircraft excise tax was debated. The best offense we have for this likelihood will be a broad set of relationships between many in our aviation community and many of our legislators.

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

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
Barrels will be out after Thanksgiving.





To Make Dinner Reservations for our General Meetings

<http://www.painefieldwpa.org/dinner-reservation/>

Or e-mail your reservation to wpa.painedinner@hotmail.com

WPA Safety Seminar – Winter Flying Forum – VFR & IFR

12 November 7PM- 8:30 PM

Paine Field Administration Building

A brief seminar plus substantial discussion among attendees about decision making, alternatives, and personal experiences leading to safer flight activities during winter months. Examples of real situations will be discussed.

FAA Wings credit will apply. Look for announcement and sign up on: <http://www.faasafety.gov/>
submitted by *George Futas*

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

Nose Dragger Tug 12V DC with new battery
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Contact: Alan Negrin, CFI, MEI, Alan Negrin Aviation Services, LLC
alan@glasairtraining.com
<http://glasairtraining.com>
425-466-8472

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 \$59k OBO



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