



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

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## Calendar of Chapter Events

January 8th Board Mtg  
January 9th General Mtg

Feb 5th Board Mtg  
Feb 6th General Mtg

March 5th Board Mtg  
March 6th General Mtg

Sno Isle Le Bistro  
9001 Airport Road  
Everett, WA 98208

Doors open at 6:30 P.M.  
RSVP required for \$13 Dinner  
by Jan 4th  
RSVP instructions on last  
page

## President's Message *by Dave Wheeler*

Here we are at the end of another year, and what a year it was. We had lots of successes. To me being a lifelong flight instructor the highlight is passing on knowledge to another, and therefore being able to give three scholarships is the best thing we did. And to have our main recipient complete the Flight Instructor certificate with our help is huge. Almost like having a child. We (like parents) had a small part in this person's upbringing. I raise a glass in toast of a job well done, and here's to countless more qualified candidates being funded in the future.



Thank you time! We had several key members that had to resign their positions this year. They are maybe no longer in the day to day operation of the chapter, but they are still here and active. Les Smith, thank you for your years of service to us. Per Nyholm, your insight at the board meetings really helped the chapter in many ways. Lori Bell, thanks for your interfacing with the membership and LeBistro staff. And Janis Wheeler, thanks for the many years of great programming and speakers you arranged to have at the meetings.

Here is a question for you. I am seeing a real decline in enthusiasm as measured by attendance to our events. In the not so distant past, we had a full house to every meeting and the other events were overflowing with participants. I'm somewhat distressed at our lackluster emotion of late. The question is: What would you like to see or do? As president I feel it is my job to make the association what you want it to be. So, let me know what you want. Total rebuild of our format? We can do that. Having meetings or fly-outs on different days or times? We can do that. Please don't think that if you speak up you'll be solicited to do the project. Naturally you may if you want to.

Are you familiar with the Pareto Principle? This is an old quality engineering term that states that 80% of the effect comes from 20% of the cause. It is true in our organization. We have the same core folks that do it all while the remainder enjoys the fruits of the labor. That is OK, but think of how much fun it would be if we had even more people coming to the board meetings and voicing their creative thoughts? Or write me a quick email or text and asking "What if we..."

I brought my concerns to a recent board meeting and found I was not alone in these thoughts, and our new board member and Membership Director Frank Hummel volunteered to head a committee to study this and bring ideas to the membership. He will hold the first planning meeting early in 2015, and I'll send out an email blast inviting all of you to attend and bring your ideas. If you want to give your thoughts more anonymously, please send me (or Frank) an email or phone call. This is brainstorming, so all ideas are welcomed. Sometimes the goofiest sounding or outlandish ideas turn out to be the best.

My contact info is:

Email: [paine-president@wpaflys.org](mailto:paine-president@wpaflys.org) or phone/text 425 238-7696.

Frank Hummel: [paine-membership@wpaflys.org](mailto:paine-membership@wpaflys.org)

Bring it on. We on the board welcome any and all input.



## 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](http://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](mailto:frankh909@gmail.com) or (206) 499-9384.

*Frank Hummel*  
WPA Membership Director



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**Past President Steve Waterman**  
[paine-past\\_president@wpaflys.org](mailto:paine-past_president@wpaflys.org)

## January 9th Program: The Oshkosh Experience, AirVenture



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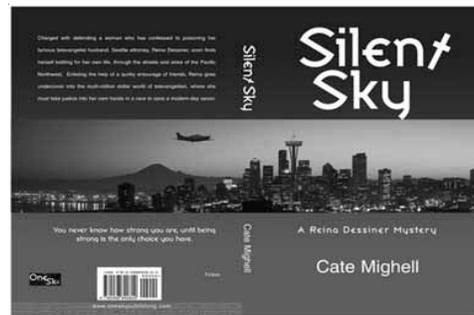
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## Meet you new VP - Rich Jones

>> How and when did you get interested in aviation?

I have always been interested in airplanes and aviation but my interest really picked up when I came to work for Boeing in 1978.

In 1983 one of my friends took me for a ride in his Cessna 152. After one more ride with him I went down to one of the local flight schools at Paine Field and started taking lessons. In 60 days from the start I had my Private Pilot Certificate.

>> What aircraft have you owned and if you own one now what model?

My first airplane was a 1975 Cessna 172M Skyhawk. I flew it for several years and had a lot of fun with it. Most trips were to destinations in Washington and Oregon. Sun River and Ashland Oregon were probably the furthest trips I made. Then I had a ride in my friend's 1956 G35 Bonanza. A quote from Maverick (in Top Gun) comes to mind: "I feel the need, the need for speed!" So I started looking for a Bonanza. After looking at many airplanes both in the Pacific Northwest and around my family home in Michigan I finally settled on a 1958 J35 Bonanza that I found in Spokane Washington. I have been flying it since 1988.



>> What non-owned aircraft have you flown?

I have not flown very many other airplanes. 1969 Mooney M20E "Super 21", EAA Acro Sport II with fully inverted fuel & oil systems, Glasair III, Eipper Quicksilver MX-2 (ultralight like airplane), Gobosh LSA, 1946 Cessna 140.

>> Are you involved or have ever been involved as a volunteer in any other aviation related organization?

I am a member of: AOPA, EAA, EAA Vintage, American Bonanza Society, Northwest Bonanza Society.

I am very involved in formation flying and have earned my Air Show Wingman card (from FFI) so I can perform in air shows that have waived airspace.

>> What is/was your career?

I am an Engineer at Boeing for 37 years working mostly in CAD/CAM and I will be retired in April 2015.

>> What inspires you about aviation?

I love the challenge of the many types of flying that I have done and the people that I am doing it with. I remember Paul Poberezney said something like: "Airplanes bring us together, friendships keep us together." He was a very wise man.

>> Why are you a member of WPA?

What I like best is the camaraderie in the organization, the monthly programs and the events we do together.

I also think that it is very important to have an organization that advocates for the pilot community at both the local and Washington State level.

>> Anything else of interest would you would like to share?

I have been very blessed with many aviation opportunities: Flying to the Bahamas with my wife, Flying in the Oshkosh Air Show, restoring two airplanes to Grand Champion Contemporary at the Oshkosh Air Show, Flying over 300 Young Eagles on an airplane ride since I started in 1997 to name a few. I am at a point in my life where I am more focused on giving back to the aviation community that has given me so much.



# WINTER FLYING – ENJOY WITH CAUTION

## WPA Paine Chapter Safety and Education Article

By George Futas, CFII

Topic for special caution now that it's cold air we fly in – we turn on the cockpit heater.

Mike Busch wrote an article in October 2014 about Carbon Monoxide (CO), which raised my awareness, and I hope yours too. While flying the amount of CO in our system that causes disorientation and physical incapacitation is a surprisingly low percentage. <http://blog.aopa.org/opinionleaders/2014/10/20/carbon-monoxide-silent-killer/>

Several years ago I lost a friend who was flying from Alaska to Seattle, and the suspect cause was CO. He was a 20,000+hr. ATP, CFII, and DC10 Captain for a major airline. In addition he had over 5,000 hr. in seaplanes, plus managed a small airplane business.

He was ferrying a C185 Amphibian for a friend, flying solo, and on a night ILS approach to Pt. Hardy, BC. ATC radar showed the plane entered a steep descending spiral and crashed into the harbor. Now we all asked "How does this happen to such an experienced, very healthy pilot?" Mike's article and the research paper he references explain a lot.

Think about it – at our annual inspections the exhaust system is checked for leaks, and fixed if they are present. Then we fly along blissfully for a year not giving it much thought. Therein lies the risk – many pilots don't recognize when they have a CO problem. Pilots have become incapacitated in less than 30 minutes of flight from CO poisoning.

Remember, CO is an invisible, odorless, colorless gas, so you cannot detect it without a specially built device. It's a byproduct of incomplete combustion in our engine.

**What should we pilots do to mitigate this risk – for ourselves and our passengers' safety?**

**First – Realize that once CO starts to saturate the blood, it deprives the body of Oxygen, and CO does not disperse rapidly. You can't correct the problem quickly.**

**Prevention – Invest in an electronic device that detects even small amounts of CO and issues an alarm. Home devices and the \$5 spot detector are insufficient.**

**Recognize - The symptoms of CO poisoning, have a CO Emergency plan, and take immediate steps to minimize further saturation of your blood.**

I encourage you to read Mike's article, and even the research paper he references. This problem is not just a winter problem.

Most important – realize the effects of small amounts of CO saturation at altitude in a closed environment are many times more hazardous to our health and wellbeing than more significant levels at sea level at home. Thus, home detectors are not a good solution.

The good news is there are inexpensive ways to detect the problem, and do something about it. I now fly with a \$200 portable device that displays and alarms at very low levels of CO. It's comforting to know the levels in my plane are below its alarm threshold.

Fly safe, and stay healthy.



**Editors note: the following are just a few of the CO detectors available from Aircraft Spruce**



## 2014 Award Winners



**Kevin Kelly 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.



**Jackye Skerlong / Jackye's Enterprises 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.



**Glenn Humann Spark Plug 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.





## To Make Dinner Reservations for our General Meetings

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

Or e-mail your reservation to  
[wpa.painedinner@hotmail.com](mailto:wpa.painedinner@hotmail.com)

### February 6th General Meeting and Program:

Paine Field: what has happened in the last year and what is to come in the future.

### March 6th General Meeting and Program:

After dinner, enjoy the FAA Wings presentation titled "Non-towered Airports Are Not Uncontrolled" and receive 1 "Wings" credit. Johnny D. Summers, FAA pilot examiner, CFI-I MEI, ATP, AMEL delivers a lively safety refresher.

## CLASSIFIED ADS

Advertisements are free to WPA members for aviation related items and/or services  
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