



Local Chapters under
www.WPAFlies.org

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Calendar of Chapter Events

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 Feb 1st
RSVP instructions on last
page

President's Message *by Dave Wheeler*

Someone asked me a while ago, "What do you do for a living?" Well, I am a flight instructor I replied. They again asked "Yes, I know you are a CFI, but what do you do for a living?" Fair enough, and here is my reply.

I became a certified pilot in early 1970 and in 1972 started working on my Commercial. I had never thought about being a pilot or CFI as a career until I got my Single Engine Sea class rating at Kenmore Air Harbor and Bill Fisk the Designated Pilot Examiner there suggested that I check into my GI Bill benefits. Good idea, so I did, and found that I had a skid tub full of money with my name on it. Since I had my own business (auto repair) I was free to fly as much as I wanted to, so I did, and made the jump from high wing to low wing at the same time. I learned in my dad's 1956 C172 and did the SES add on at Kenmore in a later version C172 on floats. I moved to Seattle Flight at Boeing field, and they were the Piper dealer. My first intro to the low wing airplane was in a Cherokee 140, and it was love at first flight. I liked the visibility, and stability of the Piper more than the Cessna and seldom went back to the high wing. I flew the Cherokee 140 for my instrument, the Cherokee Lance for my commercial, and the Piper Navajo for my Multi engine add on class rating. Yes, expensive airplanes to rent, but at that time the GI Bill was changing and I had all this money and a short time to use it, so I spent all the money I could.

I had some GI Bill money left over and went back to the Cessna for my CFI and changed to Snohomish as I now lived in that area. I flew the same plane that many of you have, and that was good old 58Q the Cardinal Retract and flew their Champ for my spin training, back to the C172 for my instrument flight instructor rating.

By now I had around 500 hours total time and a friend asked if I would teach him to fly. Well, OK, and started training him in my dad's C172. I realized that this was kind of fun, and maybe I should look at teaching more. And as it turned out, he soon ran out of money. I saw an ad in the paper for a CFI position on Paine Field and went to check it out. Thus the next chapter in my career path.

The flight school on PAE turned out to be the Grumman Dealer called SkyTrek Aviation. For some reason they hired me and I closed the auto shop in Kenmore and went to work full time for them. For the next two years I worked my way up their internal ladder, and qualified to be the FAR part 141 Chief instructor and jumped at that opportunity. After another year, I ended up buying the school and ran it until 1985 when another guy came along and wanted it a lot more than I did and I sold it to him, but along the way I picked up my Multi engine Instructor rating and Airline Transport Pilot Certificate (ATP.) We were also a FAR 135 operator, and I was also the chief pilot of that side of the house. Funny, as I was able to get the ATP after a 135 FAA recurrent check ride. I had already taken the written, and I thought I did a pretty good job on the 135 ride so I asked the FAA after that ride if he would also issue the ATP. He agreed.

This takes us up to 1985, and about 5,000 hours total time. I'll finish this up next month and talk about 1985 to 2015, the next 30 years. Stay tuned.



February 6th General Meeting and Program:

Our new Airport Director, Arif Ghouse will give us an overview of what changes are in store for Paine Field over this coming year. As you are aware, Arif is taking the position Dave Waggoner has held over the past twenty years and it should be an enlightening presentation considering the ever changing landscape of Boeing on the field over the years. Look forward to seeing everyone at the meeting at Sno-Isle 2/6.

by John Stieber

Meet your new Programs Co-chair Sheri Clarke



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

I was drawn to engineering at a young age and in JR.HS became passionate about the Apollo Space Missions. Since I did not prefer doing speaking reports in front of class, I utilized my drawing skills to make elaborate drawings of spacecraft as props. If you know me now you know I have gotten over my shyness to speak in public! In high school I thought about joining the Navy and maybe becoming a pilot, but in 1974 I would have been a vanguard and did not have the “moxie” of Amelia Earhart. Three years ago I finally fulfilled a dream and can see the world like a bird!

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

I do not own an aircraft but plan to join a club or become a partner in an aircraft in a few years.

>> What non-owned aircraft have you flown? Mostly Cessnas and RVs.

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

I have volunteered at the Historic Flight Foundation in the museum.

>> What is/was your career?

Last February I was certified as a gas controller at Puget Sound Energy. I work in a computerized control room where we monitor the high pressure natural gas delivery piping system stretching from the Canadian border to Chehalis. During my 12 hour shifts I must be very “situationally aware” and constantly scan all my “instruments”. It is very challenging work.

>> What inspires you about aviation?

One word “freedom”. Okay and not having to ride the ferry for hours to get to the San Juan Islands!

>> Why are you a member of WPA?

The camaraderie, advocacy work and Saturday fly outs!

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

I am planning to start flying low wing aircraft and obtaining my instrument rating.

Officers: Paine-BOD@WPAFlys.org

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paine-president@wpaflys.org

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paine-vice_president@wpaflys.org

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paine-treasurer@wpaflys.org

2013 Sandy Allen
paine-board3@wpaflys.org

2014 Director Brandon Freeman
paine-board1@wpaflys.org

2015 Director Frank Hummel

paine-board2@wpaflys.org

Past President Steve Waterman
paine-past_president@wpaflys.org

by Les Smith

The Washington state legislature gets underway on Monday, January 12th

Building on the work of the last two years with SB5430, reallocating aircraft excise taxes at 100% to the Aeronautics Fund, **new companion bills** are to be filed on Monday once the session is underway. At that time they will be assigned bill numbers. The Senate bill is sponsored by Senator Hobbs, who also sponsored last year's SB5430, and by Senator King, who also co-chairs the Senate Transportation Committee. The House bill is sponsored by newly elected Rep Tom Dent, a WPA member who owns an aerial application company in Moses Lake. Rep. Tarleton is asking Rep. Gael Tarleton, among others, to co-sponsor. Rep. Tarleton is co-chair of the WA State Legislative Aviation Caucus. New this year is that the Association of Washington Business is adding its support for this legislation. Bill supporters are optimistic in that the bills offer an opportunity for legislators to demonstrate bipartisan cooperation on a bill generally seen as positive. Most behind the scenes efforts will be on budget-minders, emphasizing both the small amount this removes from the General Fund, as well as the projections for net-sum gain via sales tax on the financed projects.



The **Washington State Aviation Alliance** (WSAA) was finalized on Dec 31, of 2014, with an initial 5 members, being WAMA, WSCAA, WPA, AOPA and WSDOT Aviation. Likely to join soon is WSPA, WPPA, PNBA. The WSAA is intended to formalize efforts to coalesce aviation groups that have formed and failed in the past, tending to last only as long as impending threats were perceived. WSAA's mission statement is "The Washington State Aviation Alliance serves as a collective voice for aviation and airport-related organizations to protect and promote aviation in the state of Washington."

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

ELT Upgrade Experience

My 121.5 Mhz ELT died recently, so I replaced it with a 406 Mhz ELT. Here's what I found:

The 406 Mhz units are usually dual or triple frequencies, and have an additional option to transmit a GPS location signal. Price is all over the map. For the cost difference between a replacement 121.5 (\$200) and the 406 (\$600), I felt the 406 is a better insurance policy - and hope I never need it.

Replacing and upgrading with a unit from the same manufacturer, with the same form factor, obviously saves installation cost and paperwork. The antenna must be changed for the 406 Mhz, and is part of the unit package. Wiring to the Remote Unit and to the GPS source can be an expensive installation cost when upgrading to a GPS unit and/or switching manufacturers.

My biggest decision - to upgrade to a unit with GPS transmission or not. I decided to upgrade to a dual 406/121.5 Mhz unit w/o the GPS from the original supplier - Ameri-King (the AK-451-2D) and used the existing mounting hardware and Remote Unit wiring. Thus the installation was quick and easy.

For the cost difference between an ELT with and w/o the GPS (about \$400), I decided to spend the difference on a PLB (Personal Locator Beacon), which in my mind offers me more utility, and avoid the added cost of installing new remote unit and GPS wiring.

George Futas, CFII
N177DH



January Meeting Review– The Oshkosh Venture

Presented By: , Steve Waterman, Frank Hummel & Les Smith, Stephanie Allen & Rich Jones

The 2014 Air Venture attracted approximately 10,000 airplanes, 500,000 attendees, and 1000 exhibitors.

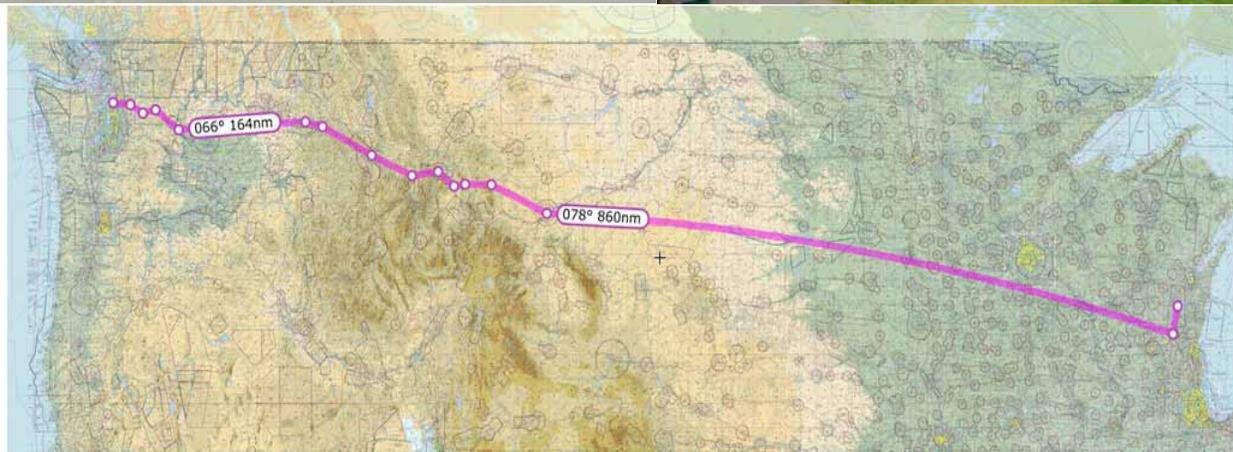
The overall theme of the presentation was – attending Oshkosh is an event every pilot should attend, and there are many ways one can make the trip and enjoy the week- long event. Each of the presenters have attended multiple times and have many memorable experiences to share.

Steve is building an RV7A He provided an overview on all the activities going on: including “how to, hands on” skill training for airplane builders; seminars of interest to pilots of all experience levels; vendors of aircraft and components proudly showing their products and talking to attendees; aircraft exhibits; and daily air-shows. Steve described his hands-on experience with the building of a LSA aircraft during the Oshkosh week by EAA volunteers.



Les and Frank emphasized how it's easy to plan and fly a route to Oshkosh (KOSH). They discussed the route they flew in their Cardinal, what to expect upon arrival (it's unique - read the NOTAM, follow the procedure, and it becomes easy), plus the options and benefits to join Formation Flight mass arrivals for various aircraft types (Beech, Cessna, Mooney, etc). They described the experience of camping with thousands of others on the airfield, the logistics, friendships developed, and “social events”.

Rich and Stephanie shared their experience in becoming involved in the Vintage Aircraft Association, the work they did on their 1958 Beech Bonanza and 1970 Cessna 172. Both pay meticulous attention to detail. Each described what they did to restore their respective aircraft, what it meant to them to attend Oshkosh, and how while at Oshkosh they found themselves being judged. One year Rich's Bonanza was awarded Grand Champion, and a few years later Stephanie's Cessna was awarded Grand Champion. Their aircraft have been featured on the cover page of Vintage Aircraft magazine. They were married at Oshkosh in a small ceremony, among thousands of aviation friends.



By Frank E. Hummel, Membership Director and 2015 VP West Candidate

Greetings,

Let me say right from the start that I am writing to you today not only as WPA Membership Director, but also as a candidate for the 2015 VP West position.

Although I have occasionally contributed to our Washington Pilots Association publications on a variety of other topics over the years, most often my messages are reminders to consider renewing your WPA membership. This message is that again, if you have not already done so please consider going to www.wpaflys.org to join, or renew your membership. But this time, there is more for you to consider.

During the annual state WPA general meeting held in Puyallup at the Northwest Aviation Conference, candidates for open state board positions up for election are presented to those attending.

Well before the February general meeting the WPA leadership team seeks out qualified candidates for board positions and determines if they would be willing to accept a nomination. Those that agree then become part of a slate of candidates members vote to accept or reject. Now here is the relevant part, most of the time there is only one candidate for any of the open positions. At times it is considerable work on the part of your leadership team to find and recruit candidates. After all, we are an all-volunteer organization driven by a shared interest and passion for aviation. Candidates and board members have responsibilities and lives outside of WPA and aviation; families, jobs, chores, and other interests. No one gets paid here, we all participate in our own way because we choose to.

This is where it gets interesting for 2015. Late last year a call went out seeking candidates for open state board positions to continue supporting our WPA organization. For the first time in a long time two individuals, independently and unbeknownst to the other, expressed an interest in the VP West position. Mr. Jim Posner / Bremerton Chapter and myself, Frank Hummel / Paine Field Chapter. As a result an election will take place for the entire slate of candidates which includes a vote for Mr. Posner or myself for the VP West position. Details on how to vote regardless of attending the annual general meeting in Puyallup during the Northwest Aviation Conference on Saturday February 21st, 2015 will appear in the next edition of WINGS and on the WPA website www.wpaflys.org.

I know Jim Posner and can say without reservation, you have two candidates for the position of VP West before you that are passionate, active and involved, care about our members, and are committed to the wellbeing of our Washington Pilots Association.

As for me, I am a member of the Paine Field Chapter and its membership director as well as the WPA State membership director. Over the past few years my aviation involvement has included; Paine Field Aviation Day Volunteer Coordinator, Cessnas 2 Oshkosh Northwest formation flying clinic lead, Challenge Air volunteer pilot, 2014-2016 Washington State Aviation System Plan Update Committee member, pilot and aircraft owner partner. Professionally for 30 years or so I have worked in avionics product development with about half of that time in different management roles.

My views are simple, take care of the membership and their priorities, and the organization will take care itself.

Regardless of who wins this election, I will be happy with your selection. Please vote. And oh, if you haven't already, please join or renew your membership.

Sincerely,

Frank E. Hummel
WPA Membership Director
2015 VP West Candidate



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Washington Pilots Association – Paine Field Chapter
2015

Kurt Mason Aviation Education Scholarship

1. **DEADLINE** for scholarship applications is Tuesday, March 31, 2015 (no exceptions).
2. Refer to criteria below for eligibility requirements.
3. Refer to application process below for a list of the supporting documents needed (i.e., reference forms, evidence of GPA, etc.) Incomplete applications will not be considered.
4. If any question does not apply to you in this application please put N/A in the space.
5. Type or print legibly. Illegible applications will be returned to you. You may also download a copy of the application online at <http://www.paineairportwpa.org/scholarship>.
6. You will be notified by mail or email in May regarding the status of your application.
7. If you have any questions about the application, please email us at paine-scholarship@wpaflights.org

NOTE: Scholarship funds will be awarded to the student upon evidence of registration in an accredited post-secondary institution or flight school.

Purpose: To provide a \$1,000 scholarship to a deserving student seeking education and career opportunities in aviation or aerospace fields.

Criteria:

1. Be a U.S. Citizen or legal resident.
2. Be enrolled (or accepted) in an accredited college, university, or flight school as an undergraduate in one of the following programs:
 - a. Flight training program
 - b. Accredited college or university for an aviation degree
 - c. Accredited college for Airframe & Powerplant certification
 - d. Aerospace labor training program
3. Demonstrate financial need.
4. Have an enrollment status equal to at least a half-time (6 credit hrs) student or be enrolled as a flight training student.
5. Have a minimum cumulative grade point average (GPA) of 3.0 or show satisfactory flight training progress.

Application Process:

1. Applicant must submit the following items:
 - a. Completed scholarship application form.
 - b. A two page, double-spaced essay, describing your academic and career goals and explaining why you are interested in pursuing a pilot certificate or degree in aviation.
2. Participate in a live interview (if selected from qualifying applications).

Deadline for the application is **Tuesday, March 31, 2015**. Applications postmarked after this date will not be considered.

Please mail OR submit application in person to:

Kurt Mason Aviation Education Scholarship
Washington Pilots Association – Paine Field Chapter
Snohomish County Airport / Paine Field
3220 100th Street SW
Everett, WA 98204

To Make Dinner Reservations for our General Meetings



E-mail your reservation to wpa.painedinner@hotmail.com

If unable to email, you can make reservations on line at:
<http://www.paineairportwpa.org/dinner-reservation/>

RSVP for dinner deadline is always no later than Sunday evening prior to the General Meeting

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
Space limitations will give priority to Chapter members
Paid advertising is available for non-aviation ads in the state WPA WINGS newspaper



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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

