



Local Chapters under
www.WPAFlies.org

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Calendar of Chapter Events

Jan 7th Board Meeting
Jan 8th Mtg PAE Issues

Feb 4th Board Meeting
Feb 5th Mtg Flying Australia
Feb 20th WPA State Mtg

Mar 3rd Board Mtg
Mar 4th Mtg F104 land speed record

Sno Isle Le Bistro
9001 Airport Road
Everett, WA 98208

Doors open at 6:30 P.M.
RSVP required for \$15 Dinner
by Jan 3rd
RSVP instructions on last
page

President's Message *by Rich Jones*

Last summer our Northwest Beech Boys formation group was invited to fly at the Arlington Airshow and we managed to get a 4 ship formation of Bonanzas together for the event. We were not able to schedule a practice for the event but we decided we had flown together enough recently that we could get by without practice. As I had coordinated with the Air Boss our team thought I should lead the flight at Arlington. I had some apprehension leading this 4 ship flight because I usually fly one of the wing positions (which believe it or not is a much easier job). Our team was doing a great job as we took off, joined up and moved from our "Finger Four" to "Diamond" configurations. Landings were to the south that day so show flights fly a right pattern on Runway 16 west of Arlington in order to stay clear of arriving traffic from the east. We reconfigured into echelon left so that we could perform the right overhead break to land keeping us west of the airport. At about 1 mile final on runway 16 the tower advised that there were several aircraft west of the field and we would have to break left instead of right. This instantly raised my blood pressure as our echelon is now in the wrong side! With barely enough time to get this done I gave the command "Beech Boys go echelon right now!" on our flight frequency. While this was not part of our briefed routine the team quickly crossed under from left to right echelon right just as it was time to start the left overhead break. I need not have worried about how this change in plan would work out as the team just did what needed to be done right on queue.



Working with the WPA Paine Field Chapter Board and committee members gives me the same kind of feeling. Professional people who know their jobs very well and just quietly get them done. So while being the Paine Field Chapter President may be a new thing for me I have a great deal of confidence in the people around me much like I do with our Northwest Beech Boys formation group.

As I write this today I received the news that the full Senate has passed the Pilot's Bill of Rights 2 yesterday by unanimous consent. It now goes to the House for consideration. This looks like a great way to start the new year!

January 8th General Meeting and Program:

Our 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 took 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.

by John Stieber



2016 Membership Renewal Season

It is also the season for numerous other occasions and activities. While looking ahead to the holidays also think about your aviation community. Including friends, activities, flying in any general aviation aircraft seat, and supporting the organization that "has your back".

2016's Washington Pilots Association promises to be better and stronger than ever. Really. We have been talking about it and working towards that goal all year. Both at chapter and state levels.

If you have not already done so PLEASE consider renewing your Washington Pilots Association membership for 2016 online at www.wpaflys.org. It's easy.

Sincerely,

Frank E. Hummel
WPA State Director at Large
WPA Paine Field Chapter Membership Director



Officers: Paine-BOD@WPAFlys.org

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2015 Director Frank Hummel
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2016 Steve Waterman
paine-board3@wpaflys.org

Past President Dave Wheeler
paine-past_president@wpaflys.org

My Skyhawk in the Future of Flight Gallery

It has been 10 years since the Future of Flight opened. In celebration the FOF had a gala on December 17th. I, along with HFF, MOF and FHC, were asked to display aircraft. The idea was to have an aircraft for every decade since 1903.

Rich and I were pleased that we were invited to attend the gala as a quest of FOF. I was asked to display my Lindy trophies. When I found out the Erik Lindbergh was the MC, I thought it would be wonderful to take a photo of him standing by one of his grandfather's legacies (the trophies) and of course my aircraft.

It was an adventure to get my 1969 Skyhawk in the gallery through an opening that was less than my wingspan. The QED was suppose to be in that spot, but tugging into that area was a bit difficult. My Skyhawk was there for one week. Upon departure, it took a little less than an hour to move it to the hangar door, there was a crowd watching. Most were from a group of college students visiting from Japan. I thought it strange that they wanted photos of themselves with my airplane. Skyhawks are the most common aircraft, over 43,000 built, in the world. Maybe they were just surprise that we could move it through such a small opening. The Rich said, they don't have the opportunity to see small aircraft in Japan. Now outside, ready for engine start, I looked back at the glass hangar doors to see a lineup of people with cameras pointed. I guess we sometimes forget how lucky we are here in the US to have this ability to fly.



by Stephanie Allen



Robert Hamilton of Dynon Avionics presents winner with D2



Brandon Freeman, formally with Kenmore presents winner with Scenic Flight



Vera Martinovich from HFF presents winner with Beaver Membership,



Kevin Kelly presents winner with Starbucks Gift Basket



Terry Wilcoxson, Castle and Cooke, presents winner with Fuel Card



Karyn King, Photos Happen, presents winner with Coffee Table Book

Thanks to all of our very generous donors

D2 Portable EFIS, donated by Dynon Avionics valued at \$1095.00

Kenmore Air scenic flight for 2, donated by Kenmore Air, valued at \$202

One Beaver Membership at HFF (includes flight) donated by HFF, valued at \$150

\$125 Fuel Card, donated by Castle and Cooke

2 Hours of Flight Instruction donated by George Futas

Coffee Table book of photos and note cards, donated by Photos Happen, valued at \$50

Jewelry by TGIB

Starbucks Gift Basket



Pilot of the Year Carolyn Moeller

Carolyn has been a mentor and example for many pilots throughout the years in learning and doing things right and safely in aviation. I have flown with her when I flew Regal Air's planes, and found she provided beneficial critique and valuable knowledge and insights.



Spark Plug of the Year George Futas

Providing articles for the newsletter, safety seminars for the membership and the one who always reminds members of the meetings as well as keeping track of the RSVPs.



Sponsor of the Year Regal Air

For years Regal Air supports WPA-PAE by making their lobby available for Saturday morning fly-outs. Most Saturday mornings anywhere from a few pilots and passengers to 17 individuals gather in the Regal Air reception area, crowding the lobby, drinking their coffee, using the facilities, all while being graciously welcomed.



Wright Stuff Award John Marzulli

On June 7th, 2015, about 30 minutes after crossing the Cascade Mountains, John's Zenith CH-701 experienced a loss of fuel pressure and engine power just south of Arlington. He was able to safely land in a 300' RC strip. The cause of the issue turned out to be a fuel pump failure.

Editors note: Individuals submitting nominations are kept secret

2015 Christmas Party at the Future of Flight



Christine Russel from FOF
welcomes all



Mystery Airplane of the Month submitted by Les Smith



Another success story for Paine Field Chapter of WPA's Aviation Academy

So it's not Thursday yet, but I don't care. Last Friday (December 11th) at the WPA Paine Field Christmas party, I reconnected with the man who gave me my first airplane ride just over 20 years ago.

I was involved in the 1995 Aviation Academy class and rode with him in his Skylane (PAE - AWO - 0S9 - PAE). Soon as I get recurrent, I plan to return the favor.

Thanks Jerry, for letting a doofy 7th grader take the controls for the first time way back when

Brandon Freeman

By George Futas, CFII



Saturday the 19th Dec. was the first almost reasonable weather for VFR flight in several days. The METAR's at both airports, and a couple enroute, was MVFR (Marginal VFR). Ceilings were typically Broken at 2500-2900, visibility 10 mi, and forecasts for Broken 4000+ later in the day.

Three airplanes in our WPA Paine Chapter flew from KPAE to KBLI (Bellingham) for a fun brunch. One flew VFR under the clouds along the shoreline, one climbed VFR to on top and flew NW over the water, and then found a hole SW of KBLI, and the third launched VFR and flew V23 on top then received and IFR clearance to descend through the clouds and complete and ILS approach.

The lunch discussion raised the question – what does the Scattered and Broken forecast really mean, especially to VFR pilots? What does MVFR really mean to us ? How can VFR only pilots use the information to plan their flights more safely.

Some definitions are:

Cloud Cover: Few= 1/8 to 1/4 covered; Scattered = 3/8 to 4/8 covered; Broken = 5/8 to 7/8 covered, where cloud (sky) cover represents the summation total of the sky condition element from the METAR report. Ceiling is Broken or Overcast cloud cover.

METAR cloud reports: The vertical (directly overhead) distance visibility to clouds from the AWOS location. To compensate for the danger of rapidly changing sky cover, the data is averaged and weighted during a 30-minute period.

Flight category conditions: VFR when ceiling >3000 ft and visibility >5 mi; MVFR when ceiling is 1000-3000 ft or visibility is 3- 5 mi, and IFR when ceiling is 500-1000 ft or visibility is 1-3 mi. http://www.aviationweather.gov/adds/metars/description/page_no/4

As pilots we need to recognize that Scattered could be almost Broken cover, and Broken could be almost Overcast ! Also the winds can change things quickly.

For our flight Saturday the lower level winds were reported 10-15 kts, with gusts, and at 5000' were forecast 20-30 kts. So we expected clouds would form and holes open/close frequently due to terrain and turbulence. Also, with our famous convergence zone N/S of KPAE the lower level winds could be higher. I was cruising on top at 5500 coming back to KPAE with 20 kt headwinds, saw a big hole and decided to fly under back to the airport. Guess what, I found the winds were: 30 Kts at 2000' south of KBVS for about 10 mi.!

Thus for safety of your flight remember that Scattered can become Broken or Overcast quickly with winds above 10 kts at the cloud levels. Whether you choose to bounce in turbulence 500' below the clouds, and remain legal at least 500/1000' above terrain, or choose to fly on top, consider your alternatives if the weather changes against your favor. Have plenty of fuel and keep an eye behind you for you may find the 180 turn is your best alternative.

Plan ahead to have fun, fly safely, and fly again another day !

The WPA General Membership Meeting is just around the corner and we are looking for a few good volunteers. These elections are critical to the health and well-being of the WPA.

Attached for your review is the WPA Organizational Chart with their associated job responsibilities. Please share it with your membership. Anyone with any level of interest should contact me personally. Even if you have limited time we do, "encourage our Directors to recruit for Association members to form a committee around each of the functional areas". It's a great way to learn our system!

The following positions are up for election / appointment:

- President . . . Every Year
- Secretary . . . Appointed by the President
- VP East . . . Even Number years
- Membership . . . Even Number years
- Airport Affairs . . . Even Number Years
- Safety and Education . . . Even Number Years

Please do not hesitate to give me a call with questions or thoughts.

John F. Dobson
Washington Pilots Association
360-898-2316



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



Dinner \$15.00. Back to Le Bistro at Sno Isle

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

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

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



50% SHARE FOR SALE

1973 Cessna Cardinal FG 177B \$42,500
Many upgrades in 2001 - Avionics, Exterior Paint, Interior Leather, Plastic. Non "D" engine, PowerFlow exhaust, JPI EDM-700 Engine Analyzer with Fuel Flow coupled to GX60 GPS, 60 gal extended range tanks.
TT: 2071 hrs SMOH: ~450 hrs
To request Fact Sheet, please email lesmithjr@gmail.com.

BFR's, Instrument proficiency or IFR Rating in your airplane.
Special rate for WPA members.
George Futas gfutas@gmail.com 425 260 4445

For sale 1975 Cessna Skylane, at KPAE, TT 2200, TSMOH 615, IFR Cert, Very nice updated panel, Leather, 1998 paint scheme, much more. \$105,000
Call for information, 425 466 1949



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BFR's and Tail Wheel endorsements in your Single or Multi-Engine aircraft. Also Sea Plane qualified.
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Looking for partnership at KPAE or Harvey Field (S43)
A student pilot is interested in 1/2, 1/3 or 1/4 share of suitable for dual instructions high/low wing aircraft based in KPAE or Harvey Field. The preference is given to low/midtime engine.
Dmitri., Kirkland, WA 206-925-3282

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
<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, blhartbell@ymail.com \$59k OBO

