



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

## Contents

President's Message	1
Officer contact	2
PFAD	2
March 4th Program	2
Warbird Maint. Course	3
PAE GA Gate #	4
Feb Mystery Airplane	5
An Interview	6
Mar Mystery Airplane	6
Preflight After Maint.	7
Classifieds	8

## Calendar of Chapter Events

Mar 3rd Board Mtg  
Mar 4th Mtg F104 land speed record  
March 31st Board Mtg  
April 1st Gen Mtg @ Rosehill  
May 5th Board Mtg  
May 6th Gen Mtg  
May 16th Aviation Day

Sno Isle Le Bistro  
9001 Airport Road  
Everett, WA 98208

Doors open at 6:30 P.M.  
RSVP required for \$15 Dinner  
by Feb 28th  
RSVP instructions on last  
page

## President's Message *by Rich Jones*

**I was asked recently to get involved with a Paine Field gate access issue.** During the course of fact finding I found out that the individual did not know the gate numbers that they had been using. As your Paine Field gate cards expire and have to be renewed you should probably take the map on page 4 with you when you renew your gate card. The four gates that we pilots would normally access are: N-1 or N-2 for central ramp, E-3 for East Condos and S-9 for the west ramp. About once a year many of us will use gate N-13 which takes us to Russ Keyes hanger in North Corporate. Because there is no air side access via this gate without going through someone's hanger, this gate is always open during the day until 5:00pm

### **I had an occasion to recall a fairly memorable flight**

**recently.** Stephanie and I were flying our Bonanza back from a vacation in Sedona Arizona. This is a beautiful spot and I highly recommend stopping there for a few days. A very strong storm was coming into the Seattle area so our plan was to get to Redmond Oregon and stay overnight. The Redmond forecast was 4,000 overcast with visibility better than 6 miles. Further north the forecast was for some very ugly weather. A tornado took the roof off a building in the South Puget Sound area that evening. As we past Lakeview (KLKV) Oregon there was a large dust storm coming up off the dry lake bed causing us to divert to the west in order to avoid it. As we headed up the valley just north of Lakeview our ground speed increased to more than 220 KTS! This is very close to the fastest ground speed I have ever seen in our Bonanza and I was only 1,200 or so AGL. I remember thinking that if I had to turn around it would take a very long time (and a lot of gas) to get anywhere. The weather at Redmond was good VFR with high ceilings and visibility better than 10 but at about 20 miles out we encountered a wall of low clouds and mist that extended all the way to the ground. After some brief maneuvering along this line of weather it became clear that we were not getting to Redmond that day.

The best option we had at that point was to retreat to the east in front of the advancing weather. For those of you not consulting your charts yet the next available airport is Burns Oregon (KBNO) which was about 100 NM away. I always carry a lot more fuel than the planned trip will require and this was one of those occasions where had I only carried the FAA minimum fuel I could have been in serious trouble. (I always carry 2 extra hours of fuel when flying towards questionable weather.) Burns is a very rural area but the airport has two courtesy cars available and there are several hotels and restaurants. The next day the weather improved enough for us to navigate the Columbia Gorge (on our second attempt out of The Dalles) and made an uneventful trip home.

I believe that the end of a long flight can be a very dangerous place as some of us are inclined to contract a bad case of "Get-Home-Itis". My log book says that I have about 1,700 hours of cross country flying. On more than one of these flights I have had to turn around due to weather when I was within 20 miles of my destination. When the destination is very close there is a strong tendency to finish the flight. "Just a few more minutes of this weather (that I really should not be flying into) and I will be there!" The "Get-Home-Itis" risk always needs to be mitigated by continuously having an alternate plan in mind for when the actual weather is very different than the forecast.

*Safe Skies, Rich*



The first meeting of the Aviation Day Committee was held on Jan 20th. Aviation Day is a joint effort of Paine Field, HFF, FHC, Museum of Flight Restoration Facility, Cascade Warbirds and WPA.

On WPA's list is to assist with parking, Kids Area, Volunteer recruitment, Static Display and of course the WPA booth.

Leads are needed for the Kids Area and the WPA booth. Frank Hummel is leading the volunteer recruitment, so please contact him if you would like to take on the task of a lead.

The next meeting is scheduled for February 3rd. So if you have what it takes, the energy, the inspiration and the desire, please step up and contact Frank.

[frankh909@gmail.com](mailto:frankh909@gmail.com)



**Officers: [Paine-BOD@WPAfllys.org](mailto:Paine-BOD@WPAfllys.org)**

**President Rich Jones**  
[paine-president@wpaflys.org](mailto:paine-president@wpaflys.org)

**Vice President Amy Bellesheim**  
[paine-vice\\_president@wpaflys.org](mailto:paine-vice_president@wpaflys.org)

**Secretary George Futas**  
[paine-secretary@wpaflys.org](mailto:paine-secretary@wpaflys.org)

**Treasurer Greg Bell**  
[paine-treasurer@wpaflys.org](mailto:paine-treasurer@wpaflys.org)

**2014 Director Brandon Freeman**  
[paine-board1@wpaflys.org](mailto:paine-board1@wpaflys.org)

**2015 Director Frank Hummel**  
[paine-board2@wpaflys.org](mailto:paine-board2@wpaflys.org)

**2016 Steve Waterman**  
[paine-board3@wpaflys.org](mailto:paine-board3@wpaflys.org)

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

### **March 4th Program Land Speed Record in a highly modified F104**

Ed Shadle will talk about an attempt on the World Land Speed Record this fall. The car is F-104 fuselage that has been modified for land usage. This is the only group in the US that is challenging for this record held by the British for over a decade. The record is just over the speed of sound.



Our mission is to bring the world land speed record back to America. With an all volunteer team of engineers, technicians, mechanics and computer geeks, we have a vehicle built to safely break the 763 mph world land speed record set on October 15, 1997 by the British.

To date we have made 44 test runs on 10 different occasions. The year of 2013 has seen the NAE move into the higher speed phase of the project. One objective is to exceed the speed recorded by Kitty O'Neil in 1976 at 512 MPH. When our aerodynamics team gives the go ahead, we will set a date for our attempt at the world record with the requirement to exceed the current record by 1%.

# Warbird Maintenance Course



**Warbirds 101. It is a 12 hour short course, consisting of 4 three-hour classes, that gets participants closer to our aircraft than ever before.**

Paul G. Allen's Flying Heritage Collection proudly presents Warbirds 101 a short course series that allows warbird enthusiasts to learn and work hands-on with FHC's collection of amazing WWII warbirds and artifacts. This weekly series runs throughout October 2015 and allows participants to learn directly from FHC's experienced maintenance staff what it takes to keep warbirds flying. The course will include information on the airframe and power plant systems of FHC's aircraft and hands-on activities and demos with our one of a kind collection of warbirds.

## Registration

To register email the [info@flyingheritage.com](mailto:info@flyingheritage.com) account and list "Warbirds 101 Registration" in your subject line. In the body of the email include the name of the participant and any questions you may have about the program. Space is limited and registration will be processed on a first come first served basis.

## The Details

The 2nd through 5th Wednesdays in March 2016 (3/9, 3/16, 3/24, 3/31) from 6PM-9PM

Cost: \$500 for all four classes, half of this cost is due within one week of registration to secure your spot and the other half is due on 3/9, the date of the first class. Call (877) FHC-3404 to arrange payment.

Space is limited to 10 participants

Participants will have to sign a risk waiver to interact with aircraft

Participants should be at least 16 years of age, in good health, able to lift 50 lbs., climb a ladder, and work at an operational pace

Activities are planned based on permitting weather and the mechanical condition of the aircraft

A cancellation must be made by 3/1/2016. Registration fees will not be refunded if cancellations are made after that date.

## The Schedule

March 9th Airframe 1 Preflighting aircraft – run through the procedure necessary to determine if 3 of the FHC aircraft are ready to take to the skies.

March 16th Airframe 2 Flight controls and gear/flap/fold systems – see how the control sticks of FHC aircraft handle and conduct gear swings and a wing fold.

March 23rd Power plant 1 Radial vs. Inline Engines – adjust the cam and valve timing of FHC aircraft engines.

March 31st Power plant 2 Fuel Systems and Propellers – experience propeller operational demonstrations and then observe an uncowed evening run up of one of our iconic aircraft.



# Paine Field General Aviation Ramp Gates

know your gate number





## **Short S.8 Calcutta 1928**

The Calcutta biplane flying boat originated from an Imperial Airways requirement to service the Mediterranean legs of its services from and to India. The Calcutta itself was derived from the Short Singapore military flying boat; however, it is noteworthy for being the first stressed skin, metal-hulled flying boat. Imperial Airways operated five of the seven Calcuttas produced, and a single sale to the French government was followed by the French company Breguet licence-building four Calcuttas as the Bizerte. Further examples were built for the RAF as the S.8/8 Rangoon.

The first to successfully identify this mystery airplane was Kari Seppanen.



**Following his passion** – An interview with Les Smith by Steve Waterman



In a recent conversation with our past president Les Smith I asked him about his journey from chapter president to his current position with the AOPA. Les started out as an involved WPA member who was passionate about aviation and wanted to help preserve such a wonderful privilege.

Les became our chapter president and quickly got involved in the state organization, eventually serving as vice president. Even then he was already involved in the political side of aviation under the guidance of his mentor, John Dobson. As issues came to the attention of the state board, he began making contacts as he attended meetings where representatives from AOPA, WSDOT and other aviation groups were present. Later, as state president, Les was representing the WPA and sometimes testifying in Olympia on issues of importance to the general aviation community. His efforts were recognized by people at the AOPA and he was eventually offered and accepted his current job with them.

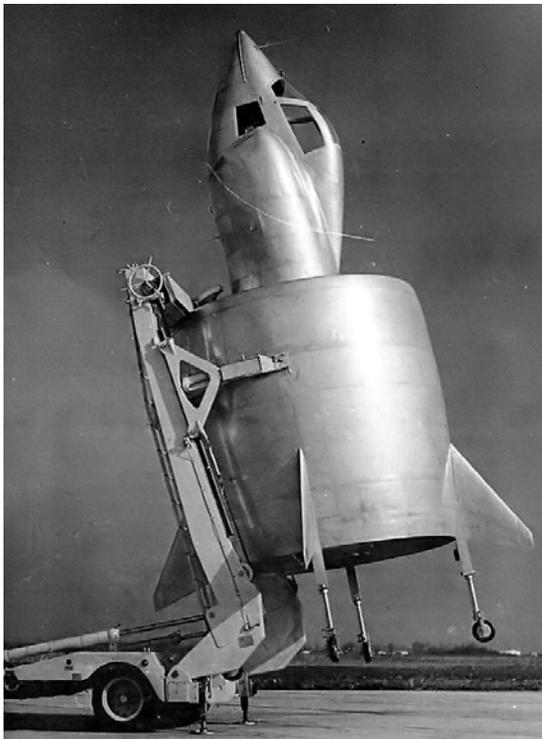
Les understands that the WPA is built on the four principles of Advocacy, Outreach, Education and Social Activities. He knows that pilots have to advocate for their avocation. We are in constant risk of having our privilege to fly being restricted or perhaps put out of reach financially for the average person.

Keeping informed about the legislative activities centered around the aviation community is every bit as important as safety training or community outreach and promotion. They are all activities that protect something that is not only our passion but a vital activity to the world economy.

Our chapter is currently searching for someone to be our legislative representative. The position would be a great way to get involved with the chapter. It could be whatever you want to make it. You would have plenty of assistance in getting started. Who knows? Maybe it could lead to a job with the AOPA.



**Mystery Airplane of the Month  
submitted by Rich Jones**



**Submit your answer to  
[Pink.Bonanza@Frontier.com](mailto:Pink.Bonanza@Frontier.com)**

**The first to successfully  
identify the aircraft will  
win a prize. You must  
attend the next meeting  
to win.**

**Newly elected State Member-  
ship Director, our very own  
Brandon Freeman**



## Advanced Preflight after Maintenance

**Background:** The NTSB found a significant number of general aviation accidents and fatalities could be avoided if pilots conduct thorough preflight inspections of aircraft that have just been returned to service after maintenance.

**Why:** There can be severe consequences with inadequate preflight inspections of aircraft that are being returned to service after maintenance.

- Pilots are strongly encouraged to discuss with mechanics what work was done before flying aircraft that have recently been maintained.
- Pilots need to pay particular attention to aircraft components that may have been affected by recent maintenance.
- Pilots should add items to their checklists after maintenance is performed.
- Learn what items need to be checked carefully after maintenance.
- After initial run-up, shut down and check the airplane carefully before flight.

**Example 1: In-flight emergencies, accidents, and deaths have occurred after pilots flew aircraft with incorrectly rigged flight control or trim systems. Four such mishaps within a 2-year span share common safety issues:**

- Maintenance personnel who serviced or checked the systems did not recognize that the control or trim surfaces were moving in the wrong direction.
- Pilots who flew the airplanes did not detect the control anomalies during their preflight checks. · In many cases, although maintenance personnel made mistakes, the pilots could have prevented the accidents by performing thorough or advanced preflight checks.
- Related incident and accident: · *In October 2013, the private pilot and passenger in a Piper PA-22 (tailwheel AC) received serious injuries when the airplane crashed during takeoff on its first flight since an annual inspection in which frayed elevator control cables were replaced. The elevator control cables were installed incorrectly such that the elevator moved in the direction opposite to that commanded.*
- **Perform Advanced Preflight and be vigilant for flight control and trim anomalies.**

**Example 2: Oil and filter changes**

- When the oil filter has been changed, after first run-up you MUST take a close look to check this- even if inconvenient and requires removing the cowling.
- Check that the oil filter safety wire, drain plug, etc. are secure and surrounding equipment is correctly in place and secured.
- Many engine failures are attributed to this problem.

**Other Examples:** Some items that would require special checking after maintenance or annual inspection:

- Propellers
- Spinners, especially hardware and cracks
- Inspection covers secure
- Tire inflation, especially if new tire(s) installed
- Fuel caps in place
- Fuel Selector positions and operation
- Instruments and navigation equipment, especially if planned flight is IFR

**Want to Learn More about Advanced Preflight after Maintenance:**

- [https://www.faasafety.gov/standdown/Content/FAA\\_M\\_Pamphlet.pdf](https://www.faasafety.gov/standdown/Content/FAA_M_Pamphlet.pdf)
- [http://www.nts.gov/safety/safety-alerts/Documents/SA\\_041.pdf](http://www.nts.gov/safety/safety-alerts/Documents/SA_041.pdf)



George Futas CFII, A&P, FAAS  
Representative



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

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

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](mailto:lesmithjr@gmail.com).

**BFR's, Instrument proficiency or IFR Rating** in your airplane.  
Special rate for WPA members.  
George Futas [gfutas@gmail.com](mailto: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



**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

**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

**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

**Glasair Aircraft Training Company**, largest single re-seller of pre-owned Glasair Aircraft. Visit <http://glasairtraining.com> for the latest listings. Glasair Transition Training, First Flights and Flight Testing, Sales Brokerage Services, Pick Up and Delivery.

Alan Negrin, CFI, MEI  
[alan@glasairtraining.com](mailto:alan@glasairtraining.com)  
425-466-8472

