



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

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## Calendar of Chapter Events

April 1st Gen Mtg @ Rosehill  
May 5th Board Mtg  
May 6th Gen Mtg  
May 16th Aviation Day

Rosehill Community  
Center  
Mukilteo

Doors open at 6:30 P.M.  
RSVP required for \$15 Dinner  
by March 27th  
RSVP instructions on last  
page

## President's Message *by Rich Jones*

Saying good-bye to a friend.

During the past year I have been the caretaker of a nice old 1957 H35 Bonanza that belonged to my late flight instructor, mentor and friend of many years George Luck. I had the privilege of really getting to know George while he instructed me in instrument flying during 1998. There are so many facets to George's life that it would take pages to cover them all, decorated Air Force combat pilot & test pilot, Boeing executive, etc. I enjoyed the privilege of hearing about many of George's flying experiences during our long friendship. It takes a long time to know a man of so many accomplishments but over the years we did a lot of flying had the pleasure of camping together at EAA AirVenture in Oshkosh Wisconsin.



After George's tragic death last spring I became the caretaker of Bonanza N5583D. This was a natural thing for me to do as I had been helping George with his airplane maintenance for a number of years and had flown his airplane a number of times. So during the past year I have had a few more hours of flying Bonanza N5583D in order to keep her in active flying status. But now Carolyn has decided to sell their Bonanza. I showed N5583D to a prospective buyer yesterday and it appears that the sale process is underway.

It turns out that the prospective buyer and I have known about each other for many years but we had never met. He has seen my Bonanza many times in various places in the past but we never seemed to be in the same place at the same time. His wife was one of my peers in CAD/CAM while I worked at Boeing. So it appears that Bonanza N5583D will be moving a short distance to a new hanger at Harvey Field in Snohomish, Washington. Given the close proximity of N5583D's new home I am sure that we will be seeing each other from time to time.

I am reminded by these recent events that airplanes seem to have a life of their own and we as their owners are merely their current care takers. My first airplane was a 1975 Cessna 172M and she was sold to a student pilot who moved her to Stark's Twin Oaks Airpark just south of Hillsboro, Oregon. She has resided there for the past 28 years that I have owned my 1958 J35 Bonanza. I have not seen her for a long time but thanks to ADS-B my wife noticed her flying by on the iPad late last year. I once heard her on the same Unicom frequency and asked her pilot how she was doing. I was glad to hear that she was still flying just great!



**In memory of George Luck, Carolyn Luck has  
donated \$1000 scholarship in his name.**

## Paine Field Aviation Day May 21st 10 am to 5 pm

Paine Field Aviation Day - Save The Date - Saturday May 21st

Paine Field Aviation Day will be held Saturday May 21st. This annual aviation event draws many from the local community and region. An intimate opportunity to enjoy a few hours or the entire day around aircraft, flying, and many like minded and enthusiastic attendees.

If you might be interested volunteering in any capacity for part of the day, let me know at frankh909@gmail.com.

Best regards,

Frank Hummel  
PFAD Volunteer Coordinator



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**Treasurer Greg Bell**  
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**2014 Director Brandon Freeman**  
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**2015 Director Frank Hummel**  
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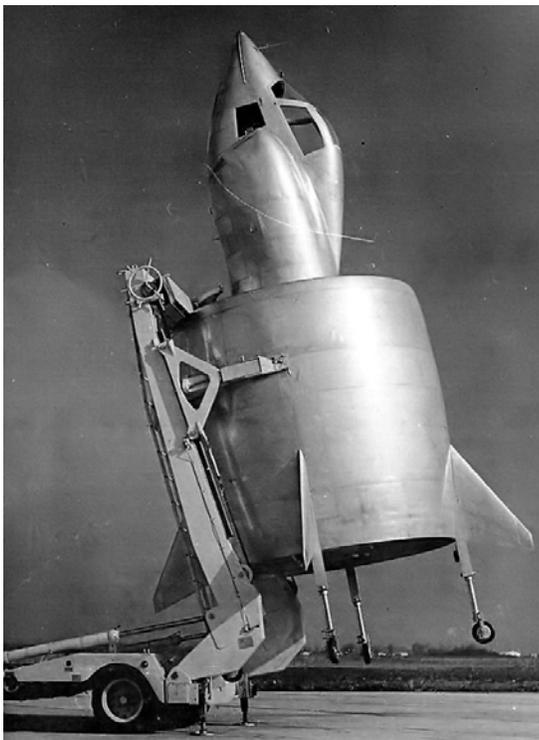
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**Past President Dave Wheeler**  
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### March's Mystery Airplane of the Month submitted by Rich Jones

**The SNECMA C.450 Coléoptère** (meaning "beetle" in French, descended from Greek for "sheathed wing") was a VTOL aircraft developed by the French company SNECMA in the 1950s. It was a single-person aircraft with an annular wing designed to take-off and land vertically, therefore requiring no runway and very little space. The sole prototype was destroyed on its ninth flight.

**Three members identified the aircraft correctly. The first was Dave VanHorn ,and for his timely efforts, received a WPA logo white Polo shirt.**





**Christiansen Room at Rosehill is limited to 48 attendees. You must RSVP for this meeting. No walk-ins will be allowed.**

**If you have made a reservation and can not come, please cancel through the same e-mail address.**

**We may have a waiting list.**

**Dinner will be catered at our usual \$15 pp**

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

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

**Program Speaker: General Bill Hathaway. He was the Air Force leader at PAE during the Cold War**

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**Save the Date  
Paine WPA Picnic is Aug 6th at Frontier Air Park**

By popular vote and thanks to Gregg Ortega and Alix Frazier for hosting, the Paine chapter of WPA will be holding a summer picnic at Frontier Air Park.



Classic Car show, games, lunch ~catered BBQ by Shawn O'Donnell's American Grill & Irish Pub (custom burger BBQ), and libations by Brew-Bakers Brewery.

Plenty of parking for cars. Aircraft parking by invitation only please.

Details coming soon. Party starts at 11 am, tent camping available.



# Paine Field General Aviation Ramp Gates

know your gate number





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### Cessnas 2 Oshkosh 2016

Thinking about flying your Cessna to Oshkosh, Wisconsin this summer for AirVenture? Popular opinion is that joining the Cessna 2 Oshkosh mass arrival is by far the most enjoyable and safest way to do so. We will be holding the required one day C2O formation flying clinic Saturday June 11th in Olympia, WA. June 25th is the weather backup date. Once again hosted through the generosity of Jorgensen Air Service. Think about it. Many have casually joined and keep coming back. The C2O formation mass arrival and training is a great introduction to gentle formation flying and prepares the pilot in an easy going and informative manner. If you have any questions please send me a note at [frankh909@gmail.com](mailto:frankh909@gmail.com).

Best regards,  
*Frank Hummel*  
C2O PNW Clinic Lead



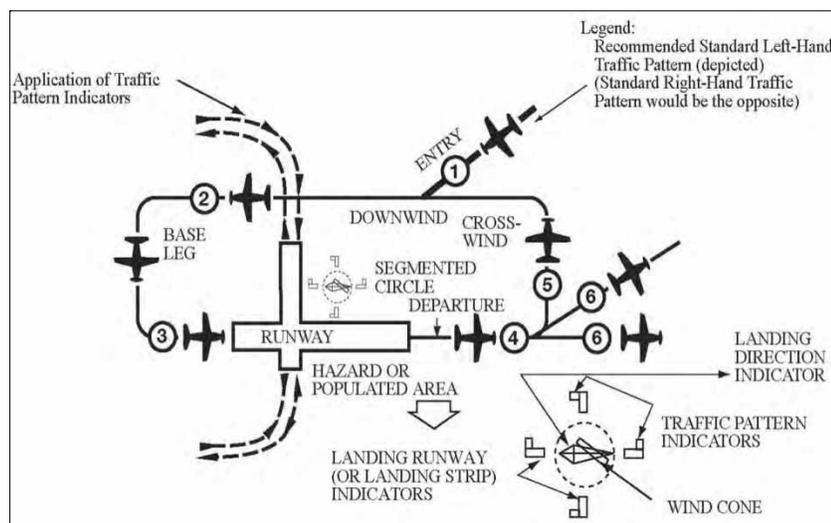
## NON-TOWERED AIRPORT TRAFFIC PATTERNS – THINK SAFETY

By George Futas, CFII

During Flight Reviews one subject I believe important to discuss is traffic pattern entry and departure at non-towered airports. For us pilots in the greater Seattle Area based at towered airports we get spoiled when the tower gives us straight in and base leg entries, and downwind departures plus traffic advisories.

**Flying into and out of non-towered airports has increased risk for us, since see-and-be-seen is easier said than done.** The purpose of the following FAA procedure is to provide the greatest margin of safety for us at non-towered airports. However, it only works best when every pilot follows the prescribed procedure entering and leaving the traffic pattern, and provides the recommended radio communications.

**Look it up and read the AIM Section 4-3-3 TRAFFIC PATTERNS.** Fig 4-3-2 illustrates the recommended traffic pattern operations for single runway. Notice the inbound and departure path, and think about why it provides the greatest margin of safety from other aircraft.



**What about departing to the same direction as the downwind pattern?** Simple, climb on departure path to an altitude 500' above pattern altitude before making your turn in the downwind direction. You will be above pattern altitude, climbing, and wide of the pattern – easily seen by inbound aircraft. Remember to make your radio call with position and intent when turning so inbound aircraft are alerted.

**Think about it - aren't the few extra minutes of flight time worth it to increase your margin of safety.**

**VFR pilots should be aware if the airport has an IFR approach,** since IFR traffic is generally "straight in" or "circling" to land. How can you tell if the airport has IFR approaches? In this area the AF/D lists "SEATTLE APP/DEP CON 1XX.XX". Also the Enroute Low Level L1-2 chart plus ForeFlight, Garmin Pilot, WingX and others identify airports that have Instrument Approach Procedures (IAP's). VFR chart shows some, not all.

**ATC tells IFR pilots to switch to CTAF frequency normally when 5-8 miles from the airport.** IFR pilots are expected to broadcast their position and intent on CTAF then. I recommend VFR pilots be listening on CTAF when 10 miles out and broadcast their position and intent 6-8 miles out initially. Thus all pilots, VFR and IFR have the best opportunity to become aware of other traffic and avoid potential conflicts.

**Courtesy and safety should prevail.** It is dangerous when someone on downwind ignores IFR traffic on a straight in approach. I find most pilots in our area are sensible and courteous when good communications are practiced by all parties, and allow time for each other to adjust their flight path for safety.



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

Dinner \$15.00. New location for April: Rosehill Community Center in Mukilteo.

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).

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 Special rate for WPA members.  
 George Futas [gfutas@gmail.com](mailto:gfutas@gmail.com) 425 260 4445

**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



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### 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



**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