



Local Chapters under
www.WPAFly.org

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Calendar of Chapter Events

May 5th Board Mtg
May 6th Gen Mtg
May 21st Aviation Day
June 2nd Board Mtg
June 3rd Prg Medical Issues
June 18th Skykimish
July 1st-3rd Jackpot Fly-in
Aug 6th Pinic

Sno Isle Le Bistro
9001 Airport Road
Everett, WA 98208

Doors open at 6:30 P.M.
RSVP required for \$15 Dinner
by May 1st
RSVP instructions on last
page

President's Message *by Rich Jones*

Going to Oshkosh this year?

This July I will make my 28th trip to Oshkosh Wisconsin for the annual EAA Convention. My first AirVenture was in 1987, the year after the Rutan Model 76 Voyager completed its trip around the world on December 23, 1986. I arrived in a 1956 Cessna 172 with my two brothers and witnessed the only visit of Voyager to the EAA Convention. (You can see it in the National Air and Space Museum now.)

Beginning in 1990 I made most of my visits to the EAA Convention in my 1958 J35 Bonanza. I would fly to Michigan and visit family. Then my younger brother would accompany me in his 1956 G35 Bonanza to the EAA Convention where we would camp in the Classic Camping area. In 1996 my Bonanza won the Gold Lindy Grand Champion Contemporary Airplane Trophy which stunned me as I was only there to attend the show and had no thoughts about competing in the Vintage Airplane Judging! From that point on my Bonanza was a "Returning Grand Champion" and welcomed as such every year.

My wife (Stephanie) made her first trip to Oshkosh in 1999 in her 1968 Cessna 172K. We had known each other for several years by then and I gave a seminar in my hanger on going to Oshkosh which covered the best routes, fuel and overnight stops, and how to camp with your airplane at Oshkosh. Stephanie flew my flight plan with her friend Rebecca and John Dobson accompanying in his Cessna Cardinal. We were married in front of our Bonanza in 2002 on the Vintage Airplane show line by the EAA Chaplin. (Chaplain Eddie had arranged for one of the EAA film crews to come by and film the wedding ceremony which later appeared on the Oshkosh 2002 DVD at the EAA store.)

For some time my wife wanted to get her 1968 Cessna 172K Skyhawk restored a bit so that it would look OK next to our Bonanza. We may have got carried away with this effort and as we finished the new windows and interior I could see the makings of a really outstanding restoration. We had the Skyhawk in good enough shape to show in 2007 so we took her to Oshkosh and won the Silver Lindy Reserve Grand Champion Contemporary Trophy. The judging chairman encouraged us to bring our Skyhawk back again the next year and we left with the Gold Lindy this time (after we painted the engine). At the awards ceremony it was announced that we were the only married couple to win three Lindy Trophies. In 2009 the Bonanza developed a bad exhaust valve so we left her home and went to Oshkosh in the Skyhawk. (It was cool showing up at Oshkosh in my wife's "first time Returning Grand Champion Contemporary" in any case.)

Beginning in 2011 my arrivals at Oshkosh were with the Bonanzas to Oshkosh mass arrival. I had been flying formation with a number of these guys for several years and Larry Gaines (who runs B2OSH) helped me get my FFI Airshow formation flying card. (My FFI card was my ticket to fly in the Oshkosh Airshow in 2012 which for me will always be a very memorable event.) I had watched the Bonanzas arrive while camped in the Vintage area for years and then we became part of them. These days I train new people in formation flying at a clinic in Bremerton (KPWT) every year so that they can also participate in this event.

During my 27 trips to Oshkosh there have been many adventures, many new friends met and old friends welcomed again. As I reflect on those 27 EAA Conventions so far I find that it is the people that make me want to be at Oshkosh again. Whether it is looking at airplanes, sitting under an airplane wing together watching the airshow or telling stories around the camp fire (i.e. LED lamp) in the evening with our favorite beverage in hand it is our friends both old and new that brings us together again. This year especially I will also be thinking of my friend George Luck who is no longer with us. It will be my privilege to attend an event that honors his memory and service to the aviation community.

This year think about starting your own Oshkosh tradition. If you have not been to an EAA Convention yet this would be a good year to start. What other airport will ever have 10,000 plus airplanes on it for a week! If you have attended AirVenture in the past then think about reconnecting with friends there again. Yes, there are a lot of other things you could be doing but what could be more fun than spending time with your aviator friends?



May 6th Program The Martin Mars water bombers out of Canada

A failed long-range bomber, the Martin Mars was originally intended to be a maritime bomber for use in the Pacific War. The idea was to build a vessel that could patrol for enemy vessels and submarines by sea, but that would also be capable of launching long-range bombing missions. However by the time the project was in its production phase, the military's needs had changed and there was a greater need for large transport carriers than for long-range bombers. The aircraft was then redesigned and re-purposed to carry troops and freight and would later come to be known as the Martin Mars.

In B.C., a consortium of forestry industry professionals saw the potential to deploy the retired seaplanes as fire-fighting machines. They bought four decommissioned Martin Mars that had survived their service with the U.S. Navy to Victoria in 1959, converted them to water bombers and put them to work. One crashed into a mountain while fighting a fire, while another one was destroyed by a tropical storm in Victoria, which leaves just two in operation today.



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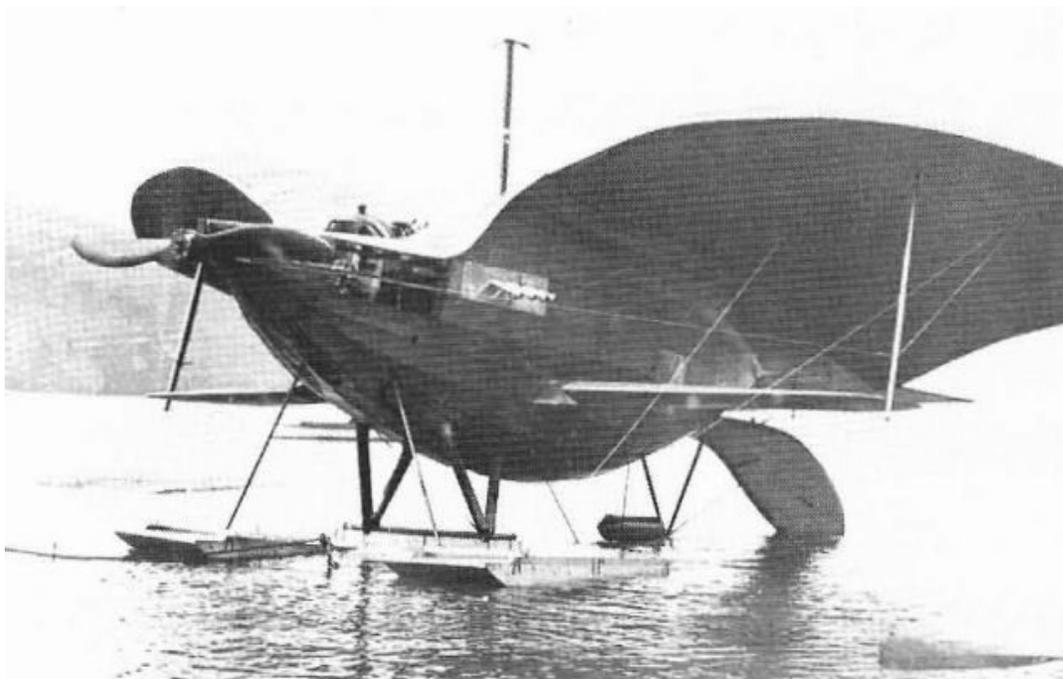
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Mystery Airplane of the Month

Submit your answer to Pink.Bonanza@Frontier.com

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



Paine Chapter Saturday Morning Flyout – IFR Style

by Greg Bell

Paine ATIS Information: wind calm. Ceiling 400 overcast.....

At 10am on the morning of April 2nd, we gathered as usual at Regal Air for a breakfast fly-out to somewhere. Usually the destination is spontaneously decided upon by looking at the best direction for weather and a consensus of where people would like to go. The TAF had warned of IFR conditions that would clear by the time of our departure. Over a dozen optimistic people met with hope the clouds would lift and away we would go. Such was not the case. Some grumbling could be heard by frustrated pilots that they should get their instrument rating or get current again. Several of our members are active CFII's and would be a great resource to accomplish this worthy goal.

Three of us that were instrument rated and current had a discussion about going anyway. Freezing level was not a factor, winds were calm and most other airports were clear or clearing. We decided Pierce County (KPLU) was a good choice. Flight plans were filed and as many passengers that could be accommodated were boarded. Three aircraft carrying eight people departed up through the soup and were soon on top of a solid deck of clouds enjoying the sunshine. Halfway to our destination the weather became VFR and visual approaches were executed. We ate breakfast on the deck at the Hangar Inn restaurant where the temperature was very warm and comfortable in the sun. It was about 10 degrees warmer than PAE.

The very low clouds back at Paine were still lingering, even after a leisurely breakfast. The ceiling was varying but below personal minimums for some of us. We all strolled over to Spencer Aircraft and did some browsing/shopping. Finally by about 2pm PAE became VFR and we returned to home base. There are many times where Paine is the only airport in the state that is IFR. An instrument rating gives you a great privilege to escape easily and safely while others are waiting around for the rotating beacon to extinguish.





Paine Field Aviation Day – Call for Volunteers – Saturday May 21st

We can always use volunteers for Paine Field Aviation Day. This year to be held Saturday May 21st.

There are numerous volunteer roles available. Everything from help in parking lots directing arriving and departing visitors, working bus stops, driving shuttle buses, staffing public check points, monitoring aircraft static display areas, staffing the volunteer check in center, helping with the kids activity areas, marshaling visiting aircraft for parking, Young Eagle registration and pilots, and others. Some positions require experience or familiarity, most do not.

Volunteer shifts typically run from three to four hours allowing time for all volunteers to enjoy the event before or after their shift.

Volunteers receive free admission, event t-shirt, food voucher, free pizza feed during the volunteer orientation meeting the Thursday before (19 MAY), and the best care we can provide volunteers during the day of the event. Last year approximately 380 volunteered. Visitors have numbered between four and eight thousand depending on the weather.



If you have already volunteered for PFAD, thank you!

Please let me know if you have any questions.

Best regards,
Frank Hummel
2016 Paine Field Aviation Day Volunteer Coordinator
Frankh909@gmail.com (206) 499-9384

July 1st through 4th Fly in A Return to Jackpot, Nevada

Special Room Rates at Cactus Petes vary with the date \$99.00 for the 1st, \$109.00 for the 2nd and \$139.00 for the 3rd of July

We are currently blocking 15 rooms each night.

There are also 15 rooms blocked at The Horseshu Hotel just across the street from the Cactus Petes. Owned by same firm.

Pet rooms are available at the Horseshu for small dogs with a \$10.00 night fee.

Costs at the Horseshu are \$49, \$59, \$89 respectively, Fri., Sat, Sun!

The Horseshu has a pool; however, members staying at the Horseshu also have access to Cactus Petes pool.

We are working on getting a "meet and greet" room in the hotel on Saturday with a no host bar and food starting at 5:00 PM.

They will have van for us to travel up to the golf course if anyone wants to play golf!?

They have an eatery inside the hotel which has a steak/seafood menu and they have a buffet! A coffee shop too! Nightly entertainment but no big names! Big swimming pool out back of the hotel with a bar and blackjack tables newly installed!

No fuel at the airport anymore! Tiedowns are plentiful!
5,000ft. Elevation, 6,000ft runway!

Call for reservations at 1-800-821-1103! Must be in by June 1st!

Tell them your with the Washington Pilots Association



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.

Best regards,

Frank Hummel

C2O PNW Clinic Lead





WPA SUMMER PICNIC

Saturday August 6, 2016
DOORS OPEN AT
11:00 am

WPA MEMBERS: ALL MEMBERS AND INTERESTED PARTIES WELCOME!

LOCATION: GREGG ORTEGA HANGER, FRONTIER AIR PARK
12421 -123RD AVE. N.E.
LAKE STEVENS, WA. 98258
AIRPLANES BY ADVANCE INVITATION ONLY PLEASE

FOOD: Gourmet Burger Bar
SHAWN O'DONNELL IRISH GRILL
Cost: \$10.00

DRINKS: No Host Bar: Brew-Bakers Brewery / \$5.00 Beers and \$7.00 Wine

ACTIVITIES: Classic Car Show
Holy-Board and other games
Camaraderie and Conversation
Overnight guests welcome
Tent Camping
Pizza
Bonfire, Saturday Night



Warning – this change is on the way. Pilots need to get familiar with FAA Form 7233-4 (ICAO- FP).

The FAA has updated its guidance for pilots planning flights across international borders to mandate the use of International Civil Aviation Organization (ICAO) Flight Plans in any case where an international border (e.g. Canada) will be crossed, even if the flight begins and ends in U.S. airspace. Flight plans in ICAO format will be required by the FAA in the near future for both Domestic and International flights. Most information is similar to what you already provide, but there are new items.

Much information is available by searching FAA and AOPA web sites for “**ICAO Flight Plan**”. The most obscure aspect of the ICAO Flight Plan format pertains to Equipment Codes.

An AOPA [video](https://www.youtube.com/watch?v=O47m7kILYnc) (4:19 minutes) on the topic does an excellent job of cutting through the hash, so I recommend you take the time to watch it. <https://www.youtube.com/watch?v=O47m7kILYnc>. There are other YouTube videos on the subject, such as the “**ForeFlight Filing ICAO Video**”.

AIM paragraph 5-1-9: This is the apparent authority in the US on the ICAO format. Most of that section makes good sense and is straightforward. But one can become overwhelmed when attempting to digest sections that pertain to Item 10, “Equipment”, and Item 18, “Other Information.”

Airlines vs General Aviation: Yes, a lot of the code details are unique to airlines and aircraft traveling internationally. Thus some study is required to define your aircraft and equipment.

Flight Planning Applications: Popular flight planning software (ForeFlight, Garmin, etc.) enables you to define the equipment for your airplane with ICAO codes and file flight plans. That does not mean a flight plan with your selected codes will be accepted by the ATC system. You may get a phone call, or may find your flight plan is not on file when you try to activate it if it doesn’t fit into their system, especially the equipment codes. Thus, try using the system soon and get the appropriate codes that work defined.

VFR vs IFR: Fewer equipment codes are required for VFR flight plans, but I believe it is a potential safety advantage to use the most complete equipment code for both types of flight plans.

Overall, the FAA, AOPA and others recommendations are to start using the ICAO flight plans as soon as possible and find the equipment and surveillance codes that work best for your airplane and flight plans.

As an example for many light airplanes the simplest codes would be:

Item 10: S/C

Which is the “standard” IFR radio capability, including at least one working VHF comm. radio, VOR nav receiver and ILS localizer/glideslope receiver, plus a Mode C transponder.

By adding more equipment, like GPS and ADS-B transponder, it can involve several more codes, for example: **Item 10: SGDFR/EB1** and **Item 18: PBN/B2C2D2**

Have fun exploring this subject.

George Futas, CFII

WPA Paine Chapter Safety and Education Committee
FAA Safety Team Representative





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

Dinner \$15.00.

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

For Sale 1979 Cessna 152II

TT:7053 hrs, Engine: 1239.4 hrs, All ADS current
Newly rebuilt slick mags, 500 lbs useful load, KT76 mode C transponder
Cessna 385A nav/com, Two extra nav/com radios + glide slope localizer
with all hardware to install making a full IFR platform!
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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 &
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Bendix/King KX 155 Comm/Nav, Collins VHF 250 Comm/ VIR 350 Nav
Narco AT 150 Transponder, PS Engineering PM 1000 II 4-station intercom
Current annual (August, 2015), Located at AWO, Hangar available with plane
\$35,500

Contact at 360.629.2005 or email AB7RK@aol.com

