



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

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## Calendar of Chapter Events

September 2-4th Vintage  
Aircraft Weekend  
September 8th Board Mtg  
Sept 9th Hangar Party @ PAE  
October 6th Board Mtg  
Oct 7th Back to Sno-Isle

September 9th Hangar Party  
at PAE

Doors open at 6:30 P.M.  
dinner \$15 at 7 P.M.,

RSVP required for Dinner by  
Sep 4th

[WpaineDinner@hotmail.com](mailto:WpaineDinner@hotmail.com)

## President's Message *by Rich Jones*

### Summer Party at Frontier

About 150 people attended the Summer Party at Frontier. Many thanks to Gregg and Alix for hosting it! There were interesting airplanes and cars to look over and of course the camaraderie of just being together for a summer party. We had a short WPA Paine Field Chapter board meeting at the party as this turned out to be the best time to get most of us together. I would like to remind our members that our board meetings are open to all members and are usually held at the Paine Field Airport Office conference room at 6:30pm on the evening before the general meeting.

### AirVenture

Stephanie and I had quite an adventure flying both the Skyhawk and the Bonanza back to Oshkosh this year. Stephanie was awarded the Dean Richardson Memorial Award (Bronze Lindy). I have had difficulty running down the criteria for this award but I have been told that it is given to those airplanes and people who best represent the "Spirit of EAA". Prior Grand Champion & Reserve Grand Champion winners are welcomed back each year to display their airplanes in special locations along the show line. The EAA Vintage Airplane organization very much appreciates those who come back and show their airplanes at AirVenture again.

We participated with the Bonanza's to Oshkosh event again this year. I think we had about 126 aircraft that made the mass arrival at Oshkosh. Ground observers said that this was the smoothest arrival we have ever made which is remarkable given the launch problems at Rockford. Three airplanes dropped out of the flight while on the runway due to various problems. We were in element #2 behind our Barron lead airplane who aborted his takeoff because he could not generate full power on one of his two engines. Emery Air did a masterful job of dealing with the launch problems and everyone arrived safely at Oshkosh eventually. L-3 was one of the B2OSH sponsors again this year and they stunned us by giving away four LYNX NGT-9000 ADS-B transponders at our raffle! Sadly I did not win one this year but there were some very happy aviators in our group. I understand that Cessnas to Oshkosh launched 85 airplanes this year. My Cessna Cardinal flying friend Frank Hummel advised me that Bonanzas to Oshkosh will soon have to get used to being the second largest mass arrival event at Oshkosh. This sort of sounded like a challenge and given the numbers of Cessna airplanes they could easily do it! (By the way the Cessnas 2 Oshkosh group camps right next to us and we have a terrific camaraderie as fellow aviators.)

### Wine with Wings at Walla Walla

At our Summer Party at Frontier we found out that Mark Pembroke was organizing a fly-out to Walla Walla to visit some wineries. Unfortunately this was very short notice for many of our members but Stephanie and I and a few others participated. On Sunday morning we flew Norm (one of the local wine maker/developer guys) around the area while he gave us a tour of the vineyards. It was very interesting to find out how much climate variation there is in a fairly small area and to see the irrigation systems that have been developed. This would be a good fly-out for our organization to plan for next year.



## September 9th @ 6:30 PM, Hangar Party and General Meeting at the North Corporate Hangars

(100th St and Airport Road entrance  
then turn right at the Lear Jet)

### Catered by Ole Soul Creole

Smoked Pork Ribs  
Chicken Skewers  
Beans  
Coleslaw  
Veggies  
Red Velvet Cupcakes  
\$15.00



**Summer Nights on the Strato Deck every Friday through  
September 2nd. Don't miss the last Summer Nights  
4:00 p.m. - 8:00 p.m.**

Tickets: \$10 or \$5 for members  
Open to the public, all ages.



**Annual Chapter Christmas Party**

**New this year is a fund raiser for the WPA Scholarship Fund. This is a 501-C(3) fund. We are looking for donations for our silent auction. Items do not need to be aviation specific. Have a business you want to advertise, this is an opportunity to do so through your donation. Your donations may be tax deductible.**

**Contact [Pink.Bonanza@Frontier.com](mailto:Pink.Bonanza@Frontier.com)**

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

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**Vice President Amy Bellesheim  
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**Secretary George Futas  
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**Treasurer Greg Bell  
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**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)**

**Mark your calendar now!**

**Paine Field Chapter  
Washington Pilots Association  
December 2nd Annual Christmas  
Party**

**at the Future of Flight**

**8415 Paine Field Blvd • Mukilteo**

**Doors open at 6:30 PM**

**Silent Auction and Raffle for our  
Scholarship Fund**





### WPA August Picnic at Frontier Air Park

150 attendees

8 aircraft

32 cars

Catered by Shawn O'Donnell's  
Libations by BrewBaker's Brewery

Photos by Greg Bell and Michael Elliott



**Wine with Wings at Walla Walla**  
**The first of an annual summer event for WPA**



**Pepper Bridge Winery Tour**

**Wine Valley Aerial Tour flown by Rich Jones, presented by Norm McKibben of Pepper Bridge Winery**



**John Stieber**  
having too  
much fun



Historic Flight will host as many as 65 visiting vintage planes during the 9th annual Vintage Aircraft Weekend. The family-friendly festival will feature many hands-on displays and kids activities, WWII re-enactors, a military vehicle encampment, live music, warbird and helicopter rides, and delicious street food vendors.

Volunteers are a vital part of our organization and key to the smooth operations of such community events. We ask for your help. Assignments are available for all ages and abilities including volunteer and vendor check-in, entrance greeters, admissions, retail, parking enforcement, ramp and aircraft security, aircraft movement, as well as pre- and post-event activities.

Volunteer benefits include event admission, refreshments and lunch, commemorative event t-shirt, and an invitation to the post event dinner on Saturday evening.

Please sign up via following link <https://signup.com/login/entry/1036246420075>

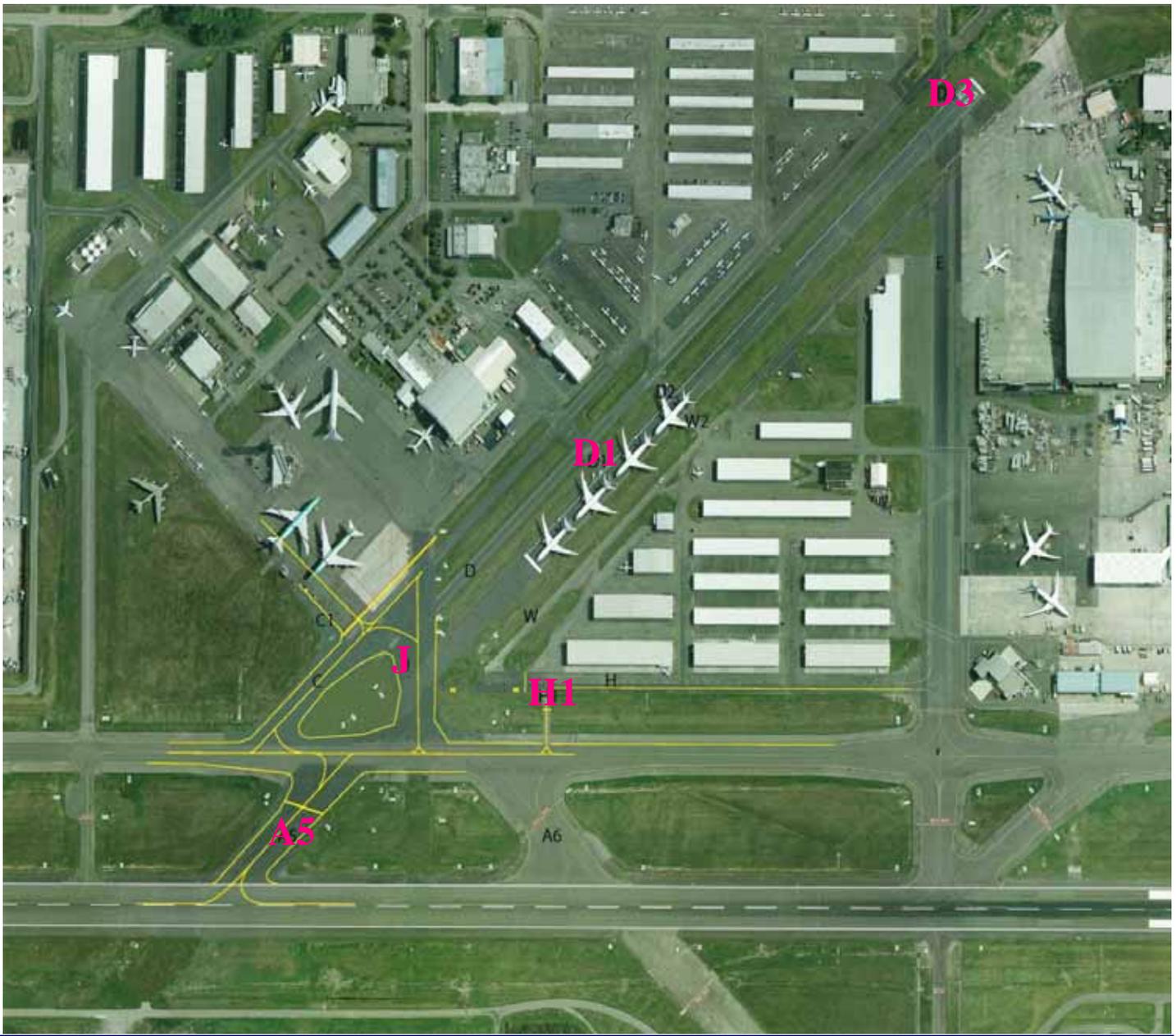
Thank you, Jessica Leftwich, Visitor Services Historic Flight Foundation, (425) 348-3200

### Airport Construction: update on the sea of asphalt

Now completed.

New taxiway Juliet and new intersection Hotel 1

Location changes for intersections on Delta and intersection Alpha 5



## A Bit of Paine Field History

During the Korean War the U.S. Air Force reoccupied the south portion of Paine Field until 1968. Prior to reoccupation, Alaska Airlines had a maintenance facility in the main hangar (built in 1949) now occupied by the FHC (Flying Heritage Collection) at 3407 109th Street SW on Paine Field. This hangar was later utilized by the Army Reserve as a helicopter maintenance facility after being vacated by Alaska Airlines. In 1956 the airport built a new hangar for Alaska Airlines maintenance facilities near the present airport offices. This large hangar, accessed off 100th Street, is now occupied by ATS (Aircraft Technical Services). Alaska Airlines eventually moved their maintenance facilities to Sea-Tac Airport in the mid 1960's.

A group of people headed by Chuck Lyford leased the former Alaska Airlines hangar (built in 1956) and named it the Jet Air Hangar. Jet Air leased a Lear 23, which they used for charter purposes. The majority of the hangar was rented to plane owners who wanted or needed hangar protection for their aircraft. I stored my Stinson 108 in the hangar at \$40.00 a month for a period of about six months. The hangar was shortly taken over by TRAMCO, which was eventually sold to BF Goodrich and is now ATS.



It was told that the FAA witnessed Lyford doing a slow roll with the Lear and condemned the airplane as not being certified for doing aerobatics. The owner of the plane is said to have sold the plane to a Canadian buyer. At the entrance to Paine Field is a Lear 23 replicated to look like the Jet Air airplane.

Lyford's former wife was a member of the Weyerhaeuser family, which may have accounted for his finances and flamboyance. He also owned a P-51 named Miss Bardahl, that he raced at the Reno Air Races. After the Jet Air endeavor Lyford owned Cal Aero, a flying Service at a location on Paine Field now occupied by Regal Aviation.

By Glen Humann



## Chapter Legislative Chairman Position Open

If you are looking for an opportunity to get involved with the chapter and make a significant contribution to the chapter, consider taking the position of legislative affairs chairman.

The job can be whatever you want to make it. At a minimum, we would want you to contact the WPA state legislative chair on a monthly basis to get the latest status of pending government actions that would affect general aviation and report back to the membership either in our general meetings or our newsletter. In the past, issues such as various taxes, potential airport closures, drones, towers and legislation around pilot medical requirements have been in the spotlight. These issues are still going on and new issues will certainly come up and all pilots will need to stay informed to protect our privilege to fly. You can be the one in our chapter to keep us informed.

If you are interested, please contact me by email: [n174sw@gmail.com](mailto:n174sw@gmail.com)  
Steve Waterman.

## Your website, <http://www.painefieldwpa.org/>

I have noticed that hardly anyone is looking at the website any more. It is somewhat expensive to keep it, so I pose the question, what would you like to do with it? I am still willing to continue on as the webmaster, but it should be more alive. Give me content and I'll make a page for it. Send updates and I'll include them.

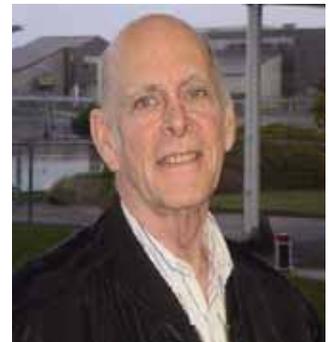
We have the page for a picture of you and your plane, so send me your pix and I'll publish them. Sent a write up about the plane.

<http://www.painefieldwpa.org/our-members-and-their-planes/>

Got a fun place to fly? Send it to me, we'll make a page for it.

Anything else? Send it. Let's liven up the place a bit.

Dave Wheeler, Webmaster  
[Dvwplr862@gmail.com](mailto:Dvwplr862@gmail.com)



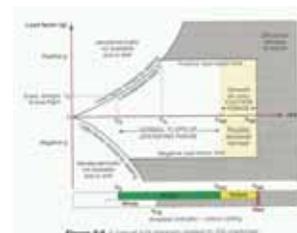
## Turbulence Penetration – What is the Safe Speed ??

WPA Paine Chapter–Safety and Education  
George Futas, CFII

During biannual Flight Reviews I ask pilots to prepare a summary of the V speeds from the POH for their airplane. This usually leads to interesting discussions about – what is the safe speed for turbulence penetration? Most cite Va, maneuvering speed. **That is misleading, unsafe and incorrect.**

Unfortunately, most POH's do not cite a **turbulence penetration speed (Vb)**. However recently I saw a POH that cited a turbulence penetration speed greater than Va ! In the interest of safety, I've summarized what I've found:

1. The **design maneuvering speed (Va)** is the speed below which you (a person) can move **a single flight control, one time**, to its full deflection, for **one axis of airplane rotation only** (pitch, roll, yaw) **in smooth air**, without risk of structural damage to the airplane. (FAA definition)
2. **Va is also defined as the stall speed** corresponding to a **particular design limit g-load**, typically **gross weight, flaps up, straight and level, smooth air, full pitch up deflection**. (FAA definition)
3. Va is typically about 1.95 Vs. It is not a static value, as stall speed is a function of aircraft weight, configuration, and g-load.
4. Aircraft are designed and certified to withstand a specific positive and negative g-loads without structural damage. Most General Aviation aircraft are certified to Normal category: +3.8 and -1.5 g (flaps up).
5. General Aviation aircraft were also certified by flight test to withstand vertical gusts of up to 3000 fpm at Vb without sustaining structural damage. That's a vertical gust of only 34mph! However, I haven't seen the actual certification data, or Vb in most POH's.
6. A strong upward vertical gust can produce a negative g-load that can cause structural damage at a lower aircraft speed, than an equivalent downward gust producing the same positive g-load. Look at the V-G Diagram.
7. Severe vertical gusts can cause the wing to stall since the angle of attack is increased rapidly.
8. **Experts have computed a formula for turbulence penetration speed (Vb), where the wing stalls before structural damage occurs. However, it's not a single value.** Their Vb ranges from 1.5 to 1.6 x Vs, where Vs is clean configuration stall speed (flaps up), level flight.



### **So, what should a pilot do when potentially encountering strong to severe turbulence.**

My recommendations:

1. Of course slow down before your head is bouncing off the cabin ceiling or canopy.
2. **Slow to Vy – best rate of climb.** I found Vb computes to slightly above the Vy for most GA planes.
3. If the wing stalls at Vy (instead of Va), it's temporary and you are at the best speed and power to recover from it, and most likely not suffer structural damage.

**The Caveat – mother nature can overpower and destroy any airplane – so stay way clear of thunderstorms, rapidly building cumulonimbus clouds, virga below the dark clouds, and mountain wave turbulence.**

Fly safely and have fun.

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## President's Message - Supplement

WPA-PAE Chapter President Rich Jones' message in this newsletter spoke highly about attending AirVenture in Oshkosh, Wisconsin. I echo his words.

Flying into Oshkosh is an incredible experience. As much so as it is attending the event. There are many ways to get to Wisconsin in the month of July, flying yourself there is an incredible experience. Joining a mass arrival is icing on the cake. Something to think about. Wittman Regional Airport accommodates mass arrival groups by dedicating approach and landing access, making arrivals as straight forward as they can be.

Rich Jones shared my comment about the Cessnas2Oshkosh group growing larger than the Bonanzas2Oshkosh group. Our chapter president is insightful.



We all had a good time. As he mentioned, our two groups camp next to one another, spending quality time communing throughout the week.

Many of us ponder the journey and participation. Once experienced, it is difficult to look back and not do so again.

*Frank E. Hummel*  
C2O PNW Clinic Lead

# AOPA Fly-in 2016 KPWT

We broke the record for AOPA regional fly-ins for attendance and number of aircraft.

*photos by Greg Bell*





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

September 9th Hangar Party at PAE  
October 7th back at Le Bistro

## 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 152ll

TT:7053 hrs, Engine: 1239.4 hrs, All ADS current  
Newly rebuilt slick mags, 500 lbs useful load, KT76 mode C transponder  
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