



Local Chapters under
www.WPAFlies.org

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Calendar of Chapter Events

Jan 28th ADS-B Seminar

Feb 2nd Board Mtg

Feb 3rd General Mtg

Feb 25th WPA State Mtg

Sno Isle Le Bistro
9001 Airport Road
Everett, WA 98208

Doors open at 6:30 P.M.
RSVP required for \$15 Dinner
by Jan 29th
RSVP instructions on last
page

President's Message *by Rich Jones*

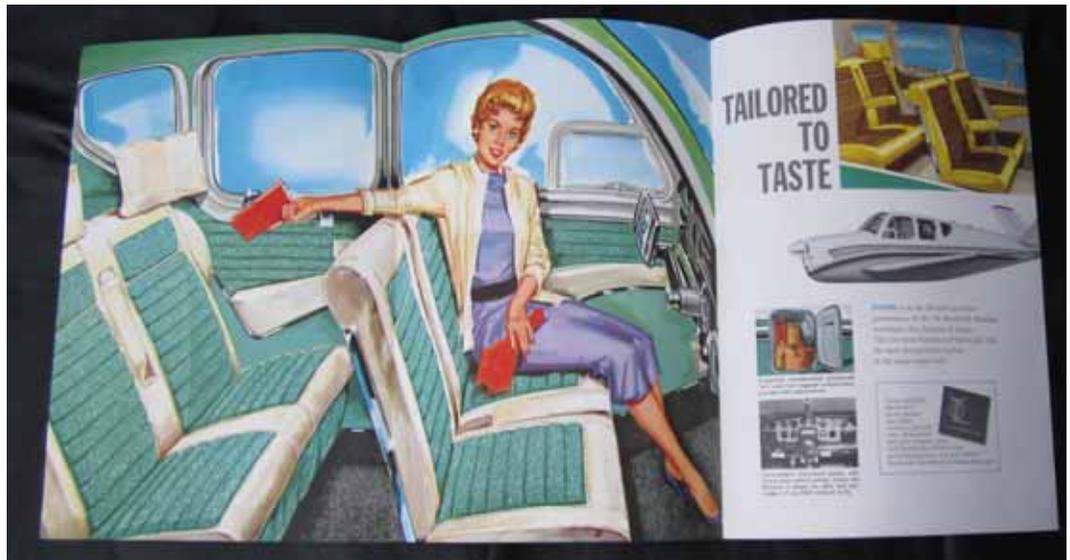
WPA State Elections at the 2017 NW Aviation Conference & Trade Show

I would like to remind all of you that the State WPA officer elections will be held at the Northwest Aviation Conference & Trade Show on **Saturday, February 25, 2017**. Lunch will be provided at the meeting. State WPA officer elections will be held and annual State WPA awards will also be presented. This is an important annual meeting and I hope many of you will be there. For more information on the NW Aviation Conference & Trade Show see this web link: <http://www.washington-aviation.org/>.



Our Bonanza gets a new Interior!

Just as Stephanie and I were starting on a new interior for our Bonanza she found something that has eluded me for years: An original 1958 J35 Bonanza sales brochure for sale on the internet! It had already been sold but the pictures were still out there! So after all these years I finally found out what the interior of my Bonanza looked like in 1958. There is so much color on the outside of our Bonanza that back in 1992 I decided on a grey mohair interior. Now 25 years later we decided that we are going to do the interior much like the original but keeping with the grey color scheme. It will be done with grey leather on the seat sides and backs with mohair inserts as shown below. The side panels should be done by the middle of January and hopefully the project will be complete by the time you are reading this.



Medical Reform begins on May 1, 2017!

As I began to write the February President's Message I got an email from AOPA regarding FAA Medical reform Effective May 1, 2017. Most of us will no longer require a 3rd Class Medical. I am currently in possession of the last 3rd Class Medical Certificate I will ever receive as it expires at the end of May, 2017! While I personally would have no problem getting a new 3rd Class Medical issued I welcome this change like we all do. For some of us this change will make our lives a lot easier. I tried to access the AOPA web site a few minutes ago but it was unavailable. Just imagine how many pilots were trying to get to the AOPA web site this morning!



60 Members attended the January 6th General Meeting and Program:

Our Airport Director, Arif Ghouse gave us an overview of what changes are in store for Paine Field over this coming year. Snow removal will not be done around hangars and ramps. July 1st will see the enforcement of the new FAA Hangar Regulations. In compliance of the new regulations the airport has already removed their maintenance equipment from several hangars. The vacated hangars have already been rented to aircraft owners.

Officers: Paine-BOD@WPAfllys.org

President Rich Jones
paine-president@wpaflys.org

Vice President Steve Murray
paine-vice_president@wpaflys.org

Secretary Eric Allais
paine-secretary@wpaflys.org

Treasurer George Futas
paine-treasurer@wpaflys.org

2015 Director Frank Hummel
paine-board2@wpaflys.org

2016 Steve Waterman
paine-board3@wpaflys.org

2017 Director Jerry Barkley
paine-board1@wpaflys.org

Past President Dave Wheeler
paine-past_president@wpaflys.org

**February 3rd Program
Dixon Smith: The development of the Rolls Merlin engine.**

Dixon Smith will talk about the development of the Rolls Merlin engine. Dix is not just a person that talks about the power plant which was made famous in the P-51, but will talk about the powerplants development in Unlimited Hydroplane race boats. Dixon has a CV that ranges from working with the Bardahl race team through the Pay n Pak race team. He learned to work on the boats Rolls Merlins and has developed water injection technology which reduced premature detonation which was later used by Reno aviation race groups. Not only has Dixon worked on the Bardahl race team in the 60's, but has restored the 1963 Green Dragon back to "Museum" quality level and owns this race boat! To add to this, he also pilots the Bardahl in exhibition demonstrations at Unlimited Races.

The final piece of Dixons CV, is that he has a certified jet pilot rating and was Dave Herensberger's team pilot for the Pay N Pak race group. He presently works at Boeing as a Flight Navigator for new planes initial flight off the line before they are certified for flight



Dix will bring a few "broken pieces" of the engines he works on in his Miss Bardahl which is kept here in Seattle.

You won't find another man with Dixon's scope of knowledge and experience.

Don't miss this presentation.

John Stieber



How and when did you get interested in aviation?

As a teenager, I got a ride in a P-51 Mustang and was hooked. A couple years later I saw an F-15 take off from Boeing Field and decided that was my career. Didn't work out that way, but it did solidify my love of all things aviation.

What aircraft have you owned and if you own one now what model?

1957 Cessna 172. I've owned for 5 years.



What non-owned aircraft have you flown?

Cessna 172, 180, 205, 206, 210; DHC-2 Beaver; Navion; F6F Hellcat; B-25 Mitchell (Right Seat); T-38; T-37; F-4; T-33
Backseat formation Flying - F-15, F-16, Tornado, and F-1



Promotion to Colonel

Are you involved or have ever been involved as a volunteer in any other aviation related organization?

NO. I routinely donate flights for Make A Wish, Wounded Warrior and Other charities

What is/was your career?

I'm the Chief Information Security Officer for Sparkpost.com. I manage all things related to information security for the company.

What inspires you about aviation?

Hard to say, I've always liked the freedom of flying and the ability to see our state in a different context.

Why are you a member of WPA?

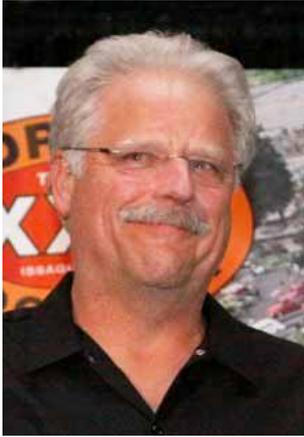
I wanted to be around like minded people who share a passion for passing the legacy of flight onto the next generation. I like the fact the WPA is setup to promote education.



My dog nick's favorite spot in the hangar



Meet your 2017 Directpr: Jerry Barkley



How and when did you get interested in aviation?

In 1973 a family friend named Lorraine introduced me to flying through her friends named Darla and Roy Beach who owned Aviation Supplies & Academics where I took my private and commercial ground school. I soon began taking flying lessons at Boeing Field where I got to the point of taking my private and commercial written, taking lessons in a Cessna 172 and soloing in a Cessna 150 and also having some ownership and lessons in a 1946 Aeronca chap. With the gas crisis and other things going on I left flying at that point and concentrated on my automotive career. I always had it in mind that I would return to flying, after raising my family and getting healthier and loosing 70lbs I came back to flying in 2011. I started out with my instructor renting planes at Wings @ BFI finding that was quite expensive in decided it made more sense to buy my own training plane. My instructor at the time told me I should try a low wing plane and I found a Cherokee 140 for sale in Puyallup. On my first test flight in the Cherokee I noticed how much more nimble it was than a 172 and fell in love with it. After the purchase of my Cherokee I set it up for IFR training and leaseback to Aviation Training Center where I began to manage the rental fleet of airplanes as a student pilot which included two Cherokees and a Cirrus.

What aircraft have you owned and if you own one now what model?

I now own a Cessna 150, 2 Piper Cherokee 140s, Piper Arrow and Piper Seneca II. I have flown Cirrus SR 20, Cessna 172, 185 on floats, 210 and 310.

Are you involved or have ever been involved as a volunteer in any other aviation related organization?



I volunteer and am the president of the Greenwood Knights we are a charity organization to raise money for the food bank in senior center and cancer research.

What is/was your career?

I am an auto mechanic and auto shop owner. I have a collection of vintage automobiles that I enjoy and display at car shows.

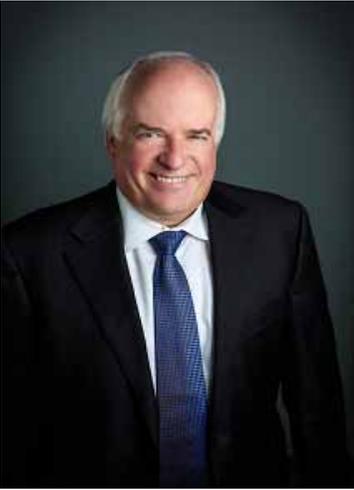
What inspires you about aviation?

I love the freedom of flying and concentration it takes to be ahead of the plane, I don't know of anywhere else in the country where you can experience the scenic views we have in our region; it seems breathtaking.



Why are you a member of WPA?

The WPA offers a way to keep up on aviation and airfield issues and the camaraderie with other pilots is awesome.



How and when did you get interested in aviation?

As a very small child I flew with my grandpa in his Ercoupe out of Tucson Arizona. Growing up, I was the kid with his nose pressed to the glass watching commercial aircraft (pre-jet age) come and go and knew right then and there, that someday I would “do this.” I was also the kid that would fly paper airplanes in the classroom as a “rite of passage,” only to be scolded by the teacher. Later these progressed into balsa wood airplane models, some free flight, others with little engines that would do a number on my fingers when they got in the way of the prop! Years later, my late father in law, retired US Airforce, bought me an introductory flight lesson at Paine Field. And on July 25th 1991, I took that intro flight in a Cessna 150, with Carolyn Moeller, CFII, by the way. Emotionally brainwashed after the flight, I bought the books, and signed up for ground school and thus began a new, life changing hobby. When I arrived home, my lovely bride said something like, “uh? You did what!?”

What aircraft have you owned and if you own one now what model?

1972 Piper Arrow (PA28R-200), hangered at KPAE, owned since 1999.

What non-owned aircraft have you flown?

North American T-6/SNJ Texan, Stearman, (Cessna 150/152, Cessna 172, Cessna 177 Cardinal.

Are you involved or have ever been involved as a volunteer in any other aviation related organization?

No but I have been a member of the AOPA, EAA, Piper Owner Society, as well as contributed touring flights for EAA Young Eagles, Seattle Shakespeare, Child Haven, and other organized fundraising events.

What is/was your career?

Currently, President and CEO of PathGuide Technologies, Inc, a warehouse management systems software developer for industrial and retail distributors needing to automate their pick, pack and shipping operations.

What inspires you about aviation?

The challenge, the freedom that comes with it, and I must admit, the little adrenaline rush with stiff winds traffic and when the prop stops turning while airborne, or putting the gear down when faced with a complete electrical power failure. These are “interesting episodes.

Why are you a member of WPA?

Keeping connected with the Paine Chapter is part of the greater FAR Part 91.103 Preflight action. (*SO TO SPEAK...*)

“Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must include—”

Keeping on the grid of what’s going on around the airport and the airspace (stuff that’s not necessarily published for the greater public consumption) is quite helpful.



WPA Paine Field Chapter Membership Renewal

It is that time of year where membership renewals are something to be considered. If you have not already considered doing so, will you consider that now for 2017? For those that purchase Avgas at the Paine Field self service pumps, Castle & Cooke generously provides a 15 cent per gallon discount for our members. The fuel discount for members on record as of March 1st are eligible. Go to <http://wpaflys.org> and click on the red JOIN OR RENEW button on the upper right side of the home page.

How Much is the WPA-PAE Chapter Fuel Discount Worth?
WPA-PAE Chapter Membership Dues Payback Schedule after Fuel Discount

Join or Renew Online Today

Update Member Information

Political Action Committee

Youth Aviation Scholarship Fund

Membership System Instructions

[Accessing the Membership System](#)

[Printing Membership Cards](#)

		GPH														
		4	5	6	7	8	9	10	11	12	13	14	15	16		
Flight Hours per Year	10	Flight Hours per Month	0.8	6	8	9	11	12	14	15	17	18	20	21	23	24
	20		1.7	12	15	18	21	24	27	30	33	36	39	42	45	48
	30		2.5	18	23	27	32	36	41	45	50	54	59	63	68	72
	40		3.3	24	30	36	42	48	54	60	66	72	78	84	90	96
	50		4.2	30	38	45	53	60	68	75	83	90	98	105	113	120
	60		5.0	36	45	54	63	72	81	90	99	108	117	126	135	144
	70		5.8	42	53	63	74	84	95	105	116	126	137	147	158	168
	80		6.7	48	60	72	84	96	108	120	132	144	156	168	180	192
	90		7.5	54	68	81	95	108	122	135	149	162	176	189	203	216
	100		8.3	60	75	90	105	120	135	150	165	180	195	210	225	240

Washington Pilots Association State Membership Meeting and Officer Elections

Our organization is all about volunteers. Volunteering to be a member, and volunteering to work on, or with, the board at the state level. Most of the state board positions are elected positions by the membership. Saturday February 25th during the Northwest Aviation Conference in Puyallup beginning at noon, the Washington Pilots Association will hold our annual all-members meeting, and state officer elections. This year a number of board positions are due for election, including; President, Vice President-West, Government Affairs Director, Communications Director and the Director at Large. In addition we are seeking to fill the Vice President-East, Membership Director, Treasurer and Secretary positions. Please consider attending and having your preferences heard.

WPA Booth at the Northwest Aviation Conference

Again this year your Washington Pilots Association will host an information booth during the Northwest Aviation Conference (NWAC) at the Puyallup Fair Grounds during Saturday and Sunday February 25th and 26th. If you have not attended the NWAC, it is an engaging event, remarkable actually, for the general aviation community. This link will take you to the event website for more information. <http://www.washington-aviation.org/hours.html>

WPA is seeking volunteers to staff our booth Saturday 25 FEB between 9:00am and 5:30pm, and Sunday 26 FEB between 10:00am and 4:00pm. All shifts are only about three hours in length. The task is simple, share your experiences of general aviation in Washington State. Information and materials will be provided. To take a look at the volunteer schedule visit <http://www.signupgenius.com/go/20f044ca8a72aa02-nwac>

Thank you for thinking about helping out,

Frank Hummel
WPA-Sate Director-At-Large
frankh909@gmail.com



Date: Jan 10, 2017

<https://www.faa.gov/news/updates/?newsId=87125>

[The devil, of course, is always in the details]

The Federal Aviation Administration (FAA) issued a final rule (PDF) on 10 Jan 2017 that allows general aviation pilots to fly without holding an FAA medical certificate as long as they meet certain requirements outlined in Congressional legislation.

Until now, the FAA has required private, recreational, and student pilots, as well as flight instructors, to meet the requirements of and hold a third class medical certificate. They are required to complete an online application and undergo a physical examination with an FAA-designated Aviation Medical Examiner. A medical certificate is valid for five years for pilots under age 40 and two years for pilots age 40 and over.

Beginning on May 1, pilots may take advantage of the regulatory relief in the BasicMed rule or opt to continue to use their FAA medical certificate. Under BasicMed, a pilot will be required to complete a medical education course, undergo a medical examination every four years, and comply with aircraft and operating restrictions. For example, pilots using BasicMed cannot operate an aircraft with more than six people onboard and the aircraft must not weigh more than 6,000 pounds. A pilot flying under the BasicMed rule must:

- possess a valid driver's license;
- have held a medical certificate at any time after July 15, 2006;
- have not had the most recently held medical certificate revoked, suspended, or withdrawn;
- have not had the most recent application for airman medical certification completed and denied;
- have taken a medical education course within the past 24 calendar months;
- have completed a comprehensive medical examination with a physician within the past 48 months;
- be under the care of a physician for certain medical conditions;
- have been found eligible for special issuance of a medical certificate for certain specified mental health, neurological, or cardiovascular conditions, when applicable;
- consent to a National Driver Register check;
- fly only certain small aircraft, at a limited altitude and speed, and only within the United States; and
- not fly for compensation or hire.

Submitted by
George Futas CFII, A&P, FAAST
Representative



ADS-B Seminar on Jan 28th, 10 AM Location: Airport Lobby Conference Room

ADS-B Seminar – January 28, 2017 – Hosted by Washington Pilots Association (WPA)

An ADS-B seminar/forum, hosted by WPA Paine Chapter, will be held at the Paine Field Airport Office Conference Room at 10:00am on Saturday, January 28.

The seminar will begin with a refresher on how ADS-B IN/OUT works and then an open forum discussion of the various equipment options available for meeting the FAA ADS-B out mandate in January 2020.

This will be a great learning opportunity for those who are currently exploring the ADS-B equipment options. Your best options may depend on what you already have installed in your aircraft. The pros and cons of equipment offerings from major suppliers (e.g. L-3 Lynx, Garmin, Avidyne, Stratus, King, SANDIA and Trig) will be discussed.

Registration instructions will be emailed to WPA Paine Chapter members as soon as the FAA Wings event is listed in January. Seating is limited to 40 people, so those who want to attend need to reserve their seat by registering for this free event on the FAA website.

Other pilots who receive email from FAASafety.gov on upcoming WINGS seminars will also be advised of this seminar, so don't delay to register promptly.

This seminar will be conducted by Richard Jones and George Futas, both having implemented ADS-B solutions in their airplanes.

As of 20th of Jan, only 4 seats remain. If you tried to register and found it full, you may want to try standby - show up in case there are no-shows. The room capacity is limited to 40 by fire code

Samples of ADS-B Equipment Options photos not to scale

- L-3 Lynx NGT-9000 (\$4,990)
- Garmin GTX345 w/GPS (\$5,095)
- Garmin GTX335 w/GPS (\$3,375)
- Stratus ESG (\$2,995/\$3,495)
- King KT-74 (\$2,575)
- Trig's TT31 (\$2,475)
- RANGR Lite FDL-978-TXL \$1,995)
- RANGR FDL-978-XVR/G (\$3,849)
- STX 360 Sentinel (\$2,995)



Chapter Fly-outs on Sunny Saturdays, meet at Regal Air at 10 AM
Downriggers at FHR is open
photos by Greg Bell





Paine Field Chapter

<http://www.painefieldwpa.org/>

\$1,000 Scholarship Offered

The Paine Field Chapter of the Washington Pilots Association (WPA) is proud to offer its annual Kurt Mason Aviation Education Scholarship to students seeking opportunities in flight training or other aviation-related education programs (such as Airframe & Powerplant certification, aviation or aerospace degree programs, etc.).

To apply, please download the application at

<http://www.painefieldwpa.org/scholarship/>

Or

Use your smartphone camera to scan the QR Code



Deadline to apply is March 31, 2017.

Please see application for eligibility and submission process details.

**c/o Snohomish County Airport (Paine Field)
3220 100th St. SW, Suite A → Everett, WA 98204 → (425) 353-2110, ext. 6**



E-mail your reservation to wpa.painedinner@hotmail.com
by January 29th at Le Bistro

Feb 3rd Program: Dixon Smith. He will talk about the development of the Rolls Merlin engine. Dix is not just a person that talks about the power plant which was made famous in the P-51, but will talk about the powerplants development in Unlimited Hydroplane race boats.

CLASSIFIED ADS

submissions to Pink.Bonanza@frontier.com

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
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Alan Negrin, CFI, MEI
alan@glasairtraining.com
425-466-8472



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