



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

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## Calendar of Chapter Meetings

August 3rd Board Mtg  
August is Fly-out Month  
September 7th Board Mtg  
September 8th Hangar Party

**No General Meetings  
for July and August**

**August is Flyout Month:  
weekend and/or day  
flyouts**

## President's Message *by Rich Jones*

### My First Really Long Cross Country Flight

As one of our members was preparing to depart for EAA AirVenture for the first time I shared a few words in an email about my first time heading east toward that part of the country. Those were such different times for aviators then before GPS existed and hardly anyone had a Loran-C receiver either. As I thought about this trip in 1988 that is still so clearly etched in my mind I thought some of you might enjoy hearing about it too. For some of us it will spark memories of what flying was like back in 1988 and for others it will provide a brief glimpse into flying during that era. Look for the story in this newsletter and I hope you all enjoy this story as much as I enjoyed writing it.



### Donated Flight

I received a call today from Erin, a local Mukilteo resident who won a flight that Stephanie had donated at a charity event last winter. Our experience has been that not everyone who wins a donated flight actually follows up to receive it. So I was glad to hear that Erin and her husband Bob are excited to go on an airplane ride. The donated flight was actually for a ride in Stephanie's Skyhawk. Stephanie is still recovering from her broken hip I offered that we could fly them in our Bonanza instead. I do look forward to meeting them both soon as they are both excited about this aviation opportunity.

### ATC Privatization – House Bill H.R. 2997, the 21st Century AIRR Act

Hopefully all of you have been in contact with your representatives in Congress regarding House Bill H.R. 2997. I have written letters expressing my opposition to the privatization of ATC services as proposed by Bill H.R. 2997 and I hope you all have followed up as well. AOPA did a major call to action and the State WPA has signed on to the very long list of those organizations that oppose this bill. As of this writing there is still work to be done on this issue.

### Paine Field WPA Chapter Fly Outs 2017

I would like to finish up by reminding our membership that there will not be any general membership meetings during the month of July or August. Instead there will be other opportunities for us to get together during the summer months at fly outs. By the time you read this the fly out to Troutdale will be over but we still have two really fun fly outs ahead of us in August:

Aug 12-13 – Weekend fly out to Astoria, OR with tour of the Maritime Museum and Sunday visit to the WAAAM museum in Hood River.

Aug 25-27 – Weekend wine tasting in Walla Walla organized by Wine with Wings.

Please check the past and current newsletters for details about how to participate in these events.



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

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**2017 Director Jerry Barkley**  
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**Past President Dave Wheeler**  
[paine-past\\_president@wpaflys.org](mailto:paine-past_president@wpaflys.org)

## The Pilot Shortage May Only Get Worse. You Can Help

The Great Recession hit the aviation industry pretty hard. According to NBC, [Pilots and flight engineers suffered the fourth-greatest loss of employment in 2009](#). In total, about 42,000 (30.4%) pilots lost their jobs. Throughout this economic downturn, the outlook for aviation careers looked exceedingly bleak and so, fewer people trained to become pilots.

Since fewer-than-average new pilots were certificated in the last 8 years, there are significantly fewer candidates available for entry level airline pilot jobs. With the economy now recovered and with people using air travel again, the airlines are frantically trying to hire pilots. Because of the shortage, they're hiring just about anybody with an ATP. So, as soon as a pilot gets their FAA-minimum 1,500 hours, they move onto a career with the airlines.

While this is great for pilots with ambitions of captaining the big birds, it leads to CFIs ceasing instruction earlier in their careers and therefore fewer CFIs are available to train new pilots. Plus, the ones they do train are quickly snatched up by the airlines. Many flight schools, including us at Regal Air, have so few CFIs that we have a waiting list for pilot trainees. It's difficult to forecast whether this is a compounding problem that will only get worse, or if this is a temporary part of the ebb and flow of pilot supply and demand. According to [the most recent FAA Aerospace Forecast](#), many airlines will likely be experiencing a pilot shortage through 2036.

One thing that's clear, is that flight schools need CFIs in order to keep the aviation industry healthy, as a whole. This is where you come in. If you're an experienced pilot with a CFI rating, Regal Air is currently hiring full-time, part-time, and seasonal flight instructors. We have students ready and waiting to learn to fly. Instructing is a great way to build flight hours, earn extra income, or share your passion with young pilots. You can learn more by checking out our [CFI job listing](#).

*By Michael Richardson, Marketing Manager Regal Air*  
800-337-0345 Toll Free

**Editor's note: I understand that there are opportunities for CFIs, A&Px and Ground Instructors.**



The Paine Field Chapter of WPA Bylaws have not been revised since January 2008. During this year the Paine Field Chapter Board of Directors appointed a Bylaws Review Committee in order determine whether or not bylaw revisions should be made. All proposed revisions were considered by the Paine Field Chapter Board at the July 6 board meeting. The Board voted unanimously to present the proposed changes to the membership. On July 7, 2017 the proposed Paine Field Chapter bylaws were emailed to all 212 Paine Field chapter members.

Below is a summary that identifies the reasons for the significant changes to the Paine Field WPA Chapter bylaws. It would be best to read the marked up bylaws document sent to you on July 7, 2017 while reading the change summary below. This summary is intended to outline the reasons for the proposed bylaw changes.

*Rich Jones*  
President, WPA Paine Field Chapter.

**Article III**  
Election and Term of Officers and Chapter Directors  
Section 1

The main change is to give the WPA Board the ability to set aside the 2 year term limit for the office of President. This will solve leadership gap issues that we may have from time to time when we find that no one in the chapter feels that they have been adequately prepared to take the office of the President after the existing president has served a two year term.

Section 2 - Chapter Directors

The current bylaws provide that the past president will be a member of the board of directors for one year. Given that the president can serve for more than one year we felt that the past president should be a board member until there is a new past president to fill this position.

Section 4 – Vacancies.

Most of the changes were to make this section more readable but it also makes it clear that the board of directors will deal with board member vacancies until the next annual election.

**Article IV**  
Section 1a

This section got some wording changes in order to make it clear that the president can appoint another board member to attend State WPA Board meetings on occasions when the president is unable to attend. This appointed chapter representative carries with them the full authority of the president to represent the Paine Field Chapter.

**Article VI**  
Membership

Section 5 – Suspension.

To my knowledge which goes back to 1996 we have never suspended a member from the Paine Field Chapter and it seems unlikely that we will ever do this in the future. The significant change here is putting the suspension and appeal process in the hands of the board rather than the membership as a whole.

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**September 8th @ 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)



## My First Really Long Cross Country Flight

by Rich Jones



Back on May 11, 1988 I began what would be my first really long cross country flight from Paine Field to our family farm in Saint Johns Michigan where I grew up. I had about 460 hours as a VFR Private Pilot at the time with a total of 40 hours in the complex retract (Bonanza) that I planned to fly on this trip. The purpose of this flight was to deliver the 1956 G35 Bonanza N4463D to it's new owner (my brother Eugene) who owned the family farm in Michigan. My plan was to wait for the right weather day and depart at dawn making the journey in about 11 hours with one fuel stop in North Dakota. (90 gallons of fuel in a Bonanza will take you a long way.)

GPS did not exist yet. My plan was to fly the great circle route utilizing a course line drawn across 6 sectional charts. I got some help plotting the great circle route on the sectional charts from a Loran-C receiver that could calculate great circle course line reference points at distances and bearings from VORs along the route. All I had to do is connect the dots on the chart and write the magnetic heading to fly on the course line every 100 miles or so. (The magnetic heading starts at 69° and finishes at 118° due to the arc of the great circle and the significant change in magnetic variation across the US for a total heading change of 49° during the flight.)

The Weather Channel was the most helpful in seeing the big weather picture develop and on the morning of May 11, 1988 a very large high pressure system dominated the center of the US. I departed east out of Paine Field into the gray dawn to meet the rising sun. As I was climbing over the Cascades it began to dawn on me that the longest cross country flight I had ever made was about 200 NM and I was just beginning what would be a 1,600 NM trip! Well at least I was fairly well prepared. My navigation tools were very simple. I had the charts, a compass and my wrist watch. Just keep the compass on the heading that I had written on the course line and write down the wrist watch time (on the chart) when abeam landmarks that I could identify. Between landmarks all I had was dead reckoning which I simplified by using my statute mile scale because the Bonanza makes almost 3 statute miles per minute at 7,500 MSL. Course corrections required for wind drift were simple also: Keep the landmarks on the LH side of the charted course line on the LH side of the airplane and vice versa. If the landmarks start coming up on the wrong side of the airplane then make an appropriate heading change. After 6:50 minutes I stopped in Jamestown ND (KJMS) for fuel. The weather had been great but now I was passing a cold front. Visibility was unlimited with 6,000 scattered to broken but was it ever bumpy! I thought I had my seat belt really tight until I hit my head on the ceiling.... I crossed the 48 miles of open water over Lake Michigan at 13,500 MSL. In the center you can't quite make either side gliding but the Continental E255 engine doesn't know it is over water anyway. I arrived at the family farm comfortably before dark which is a good thing as there were no lights on the grass runway at that time.

During the 29 years that have passed since my first really long cross country flight I have crossed the United States 52 times, made numerous trips to Las Vegas, flown to the Bahamas and Alaska and many other places. While many of these flights are very memorable none are so clearly etched in my mind as my first really long cross country flight. I do love the newer technology in my airplane: Panel mounted GPS integrated with the autopilot; L3 NGT-9000 ADS-B transponder with WiFi; iPad running ForeFlight providing traffic, weather and WAAS GPS position information; and a Garmin aera 660 hand held GPS backup navigator. Still there is something to be said about being able to navigate with nothing more than a chart, compass, watch and reading the sky for the weather.



**Astoria, Oregon Fly-out**  
**August 11th, 12th and 13th**  
*organized by Lynnett and Jerry Barkley*

**Astoria Flyout August 11th – 13th**

**Come enjoy a weekend of sightseeing, embrace the Riverwalk Trail by walking, biking & trolley. There are great opportunities for Dinning, Breweries, Museums, Astoria Column, Glass blowing, Shopping & Good Friends. The plan for Sunday's return is to visit WAAAM at Hood River.**

**Riverwalk Inn has provided the WPA a 20% room discount on a first come basis. It is a busy time of year there so book your room early using:**

**Code: Flyout17**

**[www.astoriariverwalkinn.com](http://www.astoriariverwalkinn.com)**

**(503) 325-2013**

Please use the info given below for communication with possible guests as you see fit. If needed I can send photos or our logo for anything you are putting out to your group.

Please use promo code -flyout17

You can use this promo code online [www.astoriariverwalkinn.com](http://www.astoriariverwalkinn.com) or if you are calling in to the hotel directly Front Desk (503) 325-2013.

The code cannot be used with any other discounts or promotions. It can be used until 8/16/17, for those dates listed only. If a guest would like to come in earlier or stay later, please contact me personally and I will help them with those dates individually.

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- Walking distance to several highly-rated and popular restaurants



## Walla Walla Fly-out With Wine Tours. August 25th, Saturday August 26th, Sunday August 27th

Prior to July 1st \$199, then \$225 until August 1st, then \$249 per person for two nights lodging, shuttles to/from airport, shuttles to wineries, vineyard tour, lunches, drinks & a dinner.

\$395 per person for non-pilots in Cessna 205, min. 4, with same as above.

\$150 per person for one night lodging and the same except for dinner.

\$ 95 per person for one day shuttles, wine touring & lunches

WPA Fly over to Walla Walla for touring & tasting one of the best winery regions anywhere! Fly over with other members of the Washington Pilots Association (WPA), and spend the weekend of August 25th sipping wine, taking winery tours and discover one of the true gems in the Northwest, the Walla Walla Wine Valley.

On Sunday join Norm McKibben and/or a famous wine maker, on an aerial tour over vineyards and see the this incredible industry and infrastructure from the air.

Overnight stays at the Courtyard Marriott, Marcus Whitman, Hampton Inn and one or two private homes.

**RSVP ASAP at [w3tours@gmail.com](mailto:w3tours@gmail.com), 206-719-6615**

***This fly-out has been arranged by Mark Pembroke, dba W3 Tours, an encore of last year's successful event only bigger & better!***



### 2017 WPA Flight Over to Walla Walla, August 25-27

**Fly** over with other members of the Washington Pilots Association (WPA), and spend the weekend of August 25th sipping wine, taking winery tours and discover one of the true gems in the Northwest, the Walla Walla Wine Valley.

Fly over Friday and spend TWO Nights at the Courtyard Marriot or a private home.

- Get a free shuttle from the Airport.
- Winery tours and tastings all Saturday.
- Shuttles to up to 20 wineries.
- Lunch provided on Saturday tour.
- Tasting/touring fees included.
- Sunday morning Wine Valley Aerial Tour Presented by Norm McKibben. <http://www.pepperbridge.com/>
- Free shuttles to airport on Sunday.
- Fuel prices on truck the same as pumps.
- Every participant gets a raffle ticket for every day participating for:
  - Win a FREE bottle of Walla Walla Wine!
  - Win FREE appetizers!
  - Win a FREE lunch!



**Two Night Package for Pilots & Company:**  
\$249 per person based upon double occupancy.

**One Night Package for Pilots & Company :**  
\$150 per person based upon double occupancy.

**One Night package on a C205 for non-pilots:**  
\$395 per person, Max 4 on board.

**All participants:**

- Meet at Regal Air at Paine Field.
- Tour with WPA pilots & guests.
- Drinks & Dinner at Pub 124.
- Friday/Saturday Night Accommodations.
- Aerial Tour & Return Sunday.

Contact: [w3tours@gmail.com](mailto:w3tours@gmail.com)

206.719.6615

[winewithwings.net](http://winewithwings.net)




# Troutdale Fly-out to Premier Aircraft Engines for a shop tour and BBQ

*photos by Jerry Barkley*



Aug 11th-13th AST Fly-in  
Aug 13th Fly-in to WAAM, Hood River, OR  
Aug 25th-27th Wine with Wings Fly-in Walla Walla  
Sept 8th Hangar Party, North Corporate Hangars PAE

# CLASSIFIED ADS

submissions to [Pink.Bonanza@frontier.com](mailto: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

"got hangar? We are buying a SuperD that we want to hangar at Paine Field. If you have hangar space and are interested in renting or sub-letting, please contact Bruce Mamont at 714-488-6562".

### For Sale 1979 Cessna 152II

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