



Local Chapters under
www.WPAFlies.org

Contents

President's Message	1
Officer Contact	2
IFR/VFR Forum	2
New WPA State Website	2
Dick Corey Award	3
Chelan State Meeting	3
Cessna2OSH	4
April Program	4
New WPA Banner	5
Scholarship Comm Help	5
Recent Fly-outs	6
More flyout photos	7
May Program	7
PFAD Volunteer	8
2018 Calendar	9
Classifieds	10

NOTAM

KAWO CTAF frequency change
from 122.7 to 122.725
on March 29th.

April 6th Dinner
RSVP for \$22
dinner by April 1st

E-mail

wpa.painedinner@gmail.com

Doors open at 6:30 P.M.



President's Message *by Rich Jones*

ATC Privatization Effort Fails Again!

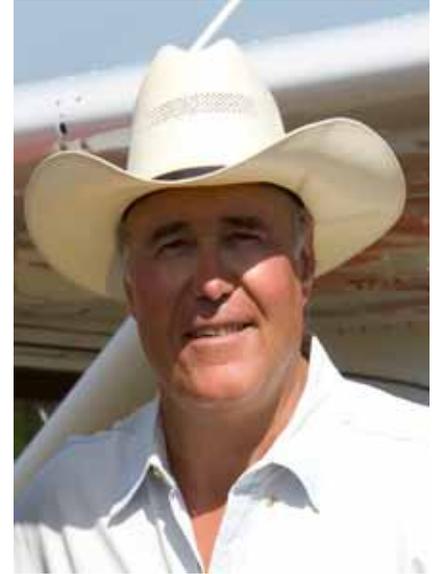
I know that this is old news now but I would like to thank all of you who contacted your congressional representatives opposing H.R. 2997 that would have handed ATC services over to a group run primarily by the airlines. As usual, AOPA lead the charge again but it was really all of us who took political action that made the difference. As Mark Baker indicated, this fight will probably never be over but as long as we all stand together against these special interests we will likely carry the day once again.

Becoming a Student Again

I received my Private Pilot Certificate at the end of June in 1984. The exact date was lost when my very first log book was stolen from my car trunk several years later. I still have very vivid memories of the 60 days of my private pilot training that began in late April and ended in the last days of June. Ground school was 3 nights a week for two hours and flight training started right after work on those same days. On the weekends I would get in an additional flight or two. So at the end of 60 days I had accumulated about 42 hours of flight time and I had earned my Private Pilot certificate! I had a lot to learn yet like most new pilots but for the most part my classroom became the left seat of an airplane. All of that changed in August of 1998 when I began training for my instrument rating. I finished in January, 1999 and of course I still had a lot to learn. After getting instrument current again a couple of years ago I decided that I really need to become a student again. So I started looking for ways to improve my aviation knowledge. One of the things that has helped me are on-line courses at <http://pilotworkshops.com/>. Their "IFR Mastery" series takes a lot of time to complete but is well worth the effort. I also participate in the IFR Forum at Simulation Flight: (<https://www.facebook.com/pg/SimulationFlight/events/>). It has been a lot of fun becoming a student again and I encourage all of you think about ways to advance your aviation knowledge and skills. The rewards of becoming a student again are well worth the effort.

Serious Flying Season Approaches Again

While cruising the eastern Caribbean with Stephanie recently I received an email from Jim Posner about coordinating a weekly formation flying practice. As the days get longer and the weather becomes more cooperative I am really looking forward to flying with the Northwest Beech Boys again. While there are many aspects of flying to enjoy there is something very special about formation flying. So what do I like most about it? Is it the discipline of the procedures and the precision of the flying? Is it the challenge or the camaraderie and shared passion for flying formation really well? I think it is all these things and more. I feel that I am more blessed than most formation pilots as I have a partner that I can fly with any time that we get both airplanes out of the hangar. I love flying formation with Stephanie and her Skyhawk. One of my favorite formation flying moments is departing EAA AirVenture at Oshkosh in formation. Stephanie was in front of me and as we approached the runway she announced to the tower that we were a flight. We had not actually briefed this but we were both thinking the same thing. The tower immediately inquired: "Pink Bonanza, are you OK with that?" My immediate reply was of course: "Affirmative!" We were shortly cleared onto the runway and departed low over an Air Force C17 as we turned downwind per the departure procedure. I am still amused by what we heard from Oshkosh Tower: "Beautiful, side by side!" What made it really special was that our friend Jerry Sorensen spotted us taking off and snapped a picture just as the inboard gear doors were closing. So we got to do a formation takeoff departing AirVenture. What could be more special for us than that.



IFR/VFR Safety Forum – 14 March – What WX Are You Really Flying In?

by George Futas, CFII

There is a significant difference between reported VFR conditions on the ground and actual VMC/IMC conditions during flight. Many pilots simply look at the METAR data and see VFR, take off, and find they are in actual IMC without realizing how they got there. To often pilots see METAR reporting Scattered clouds, not realizing the difference between the Scattered and Broken definition is less than 10% sky coverage. Depending on their training and experience, encountering IMC while flying VFR can be the difference between a minor discomfort and a serious situation.



At this forum the moderator and attendees discussed the distinction between VFR conditions, VMC definitions in flight and at the surface, IMC conditions, and IFR rules. Some attendees shared their experiences where they were flying in reported VFR conditions, could see the ground, but no forward visibility or horizon due to smoke. Another example discussed was night flight in legal VFR weather conditions (clear skies with high cloud cover, but no ground lights, no visible horizon) and whether they were really VFR or IMC.

The object of the forums is to promote safe flight planning and activity through shared knowledge and experiences from both VFR and IFR pilots. The forums are conducted with support from our WPA Paine Chapter, Simulation Flight, and EAA Chapter 84 IMC Club. They are held the second and fourth Wednesday each month at 7pm at Simulation Flight offices near the Future of Flight at KPAE. (www.simulationflight.com).

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2017 Director Jerry Barkley
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New State WPA Website

Washington Pilots Association...
wpaflys.org

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MISSION:
TO ADVANCE AND PROTECT THE INTERESTS
OF GENERAL AVIATION IN WASHINGTON STATE

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OFFICIAL ONLINE STORE FLY-FOR-FUN TICKET

Presidents Message

"Well, I guess the flying season's over," said a pilot recently, looking at yet another day of rain. I had to think about that awhile. Certainly, after months of blue skies here in the Northwest, even though week of rain, snow, and ice in the clouds seem discouraging, I think that we just move into a different sort of flying season.

First, consider that with cooler temps, density altitudes are lower. Airplanes like that: shorter takeoffs, steeper climbs, air that seems more solid. Second, VFR days seem more precious. I find myself watching the weather and looking forward to a break in the clouds, eagerly anticipating a day to go up. Third, it's easier to maintain night currency when it's dark by SPM instead of having to wait until 10.

There are other good reasons to take every opportunity to fly and they involve our airplanes. Airplanes like to fly. The Continental and Lycoming reps will say that the best thing you can do for the longevity of your engine is make sure it operates at full power for at least an hour each week. Oil circulates, lubricates, and the high operating temps burn off

Dick Corey Award: 2017 George Futas



This shall be regarded as the Washington Pilots Association top award. Not to be regarded as an annual award, but to be presented when special recognition is deserved. Criteria for this award shall be membership in the Washington Pilots Association, a distinguished record of accomplishment in General Aviation and in community service; activity in the promotion of safety, proficiency and upgrading; activity in promoting a good relationship with other aviation associations and clubs, and with the non-flying public.

This year's recipient has served his chapter in multiple positions. As their Safety and Education Director he has written numerous articles for their newsletter. He has conducted countless safety training seminars; one recently offered was an in-depth discussion on ADSB. He offers his knowledge as a flight instructor and helps those who may need it most through Angel Flight. He continues to offer a free IFR Forum and plays an active role as the Chapter Treasurer.



Chelan WPA State Board Meeting: 3/17/18-3/18/18 by Dan Diessner

Greetings fellow WPA Paine Field Chapter members. Having just returned from the Lake Chelan State WPA meeting this weekend, I continue to be surprised by all of the activities and efforts like minded general aviation pilots around the state are doing to keep our passion alive in the State of Washington. There are a lot of fun social events in the works for us to share our adventures and time together this upcoming year. You can find a list of events on our WPA website at wpaflys.org/fly-for-fun/, or if you know of an event that is missing just fill out the form and submit it to be added to the list. And of course, the new and updated WPA website is up and running, and it looks great.

As our guests, members of WSDOT shared news of things going on at the Washington State level, such as passage of legislation [HB 1656 Community Aviation Revitalization Loan Program](#) by the House and Senate on March 6th and awaits the Governor's signature. This bill will provide for a combination of federal, state, and local funds to be leveraged to address airport capital and preservations needs at public-use airports. There are also significant efforts by many large companies like Amazon, Insitu, TMobile for a total of 31 Public/Private partners to implement commercial drone use below 400 feet, with pilot programs starting to take shape for things like drone delivery of packages. Volunteer pilots for disaster response was discussed recommending a program modeled after one developed in California call DART for "Disaster Airlift Response Team". Clallam County Washington copied verbatim the program from California and implemented it. WPA State leadership shared a copy of the Clallam County DART plan and encouraged all WPA chapters to consider pursuing the same program in their counties by copying what Clallam County has done to copy California.

In addition to planning the official schedule year ahead for WPA, members also shared details of what they are doing in each of their chapters, and we officially welcomed the newly formed Methow Valley chapter via an authorization vote. Also discussed by WPA leadership included importance of ongoing collaboration with the [Washington State Aviation Alliance](#), initially formed to fight the 1% excise tax on general aviation airplanes of the common folks like ourselves, and which continues to protect our interests as GA pilots. The WPA board also voted to formalize a WPA Political Action Committee (PAC) and provided By Laws from which to operate, and again to help protect our interests as a GA pilot community.

Much more was discussed and the meeting wrapped up with the following key messages: Stay aligned with the Alliance; Promote DART bottoms up.... WPA members take the DART plan back to their counties; Build the PAC; Chelan weekend is a great venue to keep the organization organized and aligned, and we should "keep it going". To wrap things up, don't forget to get your [Washington Aviation License plates](#), which are now available.

The Pacific Northwest C2O Formation Mass Arrival training clinic is now set.

0900 SAT 2 JUN 2018 Olympia, WA
KOLM
Jorgensen Air Service

Again, Deb Jorgensen of KOLM FBO Jorgensen Air Service is generously making available her excellent facility for our C2O PNW clinic, classroom and ramp space.

Questions? Would like to participate? Contact me.

Frank Hummel
C2O PNW Clinic Lead
frankh909@gmail.com
206.499.9384 mobile



Meeting Location

April 6th Program Founder of Flights Above, Brice Van Baren



The Flights Above organization was created in 2012 with the flagship group, Flights Above The Pacific Northwest (FATPNW). Flights Above is a “social aviation” community designed to offer an outlet for aviators and flying enthusiasts to share their experiences and in turn, become an integral part of the GA community in their region. Originally created as Facebook groups by Brice Van Baren, its total membership now tops 12,000+ members nationwide. Brice founded Flights Above because he felt a lack of connection between pilots in his area, and wanted to reach out to those who shared his same passion. “I found myself attending aviation related seminars and events, but never quite found the means to build lasting friendships during these short activities” Brice reflected. Over time, membership began to include more than just pilots. Flight schools, FBO’s, controllers, mechanics, and aviation professionals started to join this dynamic phenomenon, and eventually, Flights Above grew to be more than simply Facebook groups where fliers posted pictures and shared stories. The groups organize seasonal Fly-Ins at local airports, hold events and seminars, movie nights, and even tours of local towers and TRACONS. Today, the Flights Above groups are considered one of the most active GA communities in the nation. Brice promotes the idea that everyone is welcome in this non competitive environment. “The purpose is really to offer a sense of community for those who have a passion for aviation. I love to hear that Flights Above members are taking initiative to meet even when nothing is officially scheduled by the group. That means the mission of Flights Above is a success.” Join your Flights Above group and become a part of something special.

Jerry Barkley and Will Tilse installed the new WPA banner at Castle and Cook fuel pumps on Paine Field .



Scholarship Committee Members Needed

By Kevin T. Kelly, Scholarship Committee Chair

The 2018 Kurt Mason Aviation Education Scholarship is now accepting applications until March 31st. Once applications have been received by the deadline, we'll need committee members to review and score applications, select applicants for interviews, and select scholarship recipients.

If you are interested in participating as a committee member, please contact Kevin Kelly at paine-scholarship@wpaflys.org.

For information about our chapter's scholarship program, please visit our webpage at http://www.wpaflys.org/scholarships/WPA_Paine_Field_Chapter_Scholarships.html

WPA still flies during Winter

Here are some pictures from the fly-out from 2/10/2018, also to Tacoma Narrows. After breakfast I flew Mic down to Troutdale to take a flight in his bird with its new avionics. I wish I had pictures of Mt. St. Helens and Mt. Rainier on the way back at 6500 ft. It was spectacular! Of these pictures, 078 is the best, because Sandy wasn't taking a nap!

*Cheers,
John Peck*



Here are pictures from today's fly-out (3/3/2018) to Tacoma Narrows. Missing (at another table) were Mic Dawson, and Craig.

*Cheers,
John Peck*





May 4th Program: Vashon Aircraft

Affordable, American, Rugged, Refined and Equipped. Choose all of the above: The compromises end now. Start your adventure with the Ranger R7.

The Vashon Ranger R7 is the first aircraft designed to fill the gap between aging, under-equipped certificated aircraft and newer but expensive Light Sport Aircraft. The Ranger is a 2-place aircraft that features rugged, full metal construction to take real world usage like flight training. It has one of the most spacious cockpits in its class, and is Always Fully Equipped. Even the base model, priced at \$99,500, includes a complete Dynon-equipped panel, two-axis autopilot, 2020-compliant ADS-B Out, and more.

The Ranger R7 is designed, engineered, tested, and manufactured at the Vashon Aircraft factory headquarters near Seattle, Washington, and is assembled at its Paine Field assembly and delivery center.

Paine Field Aviation Day – Call for Volunteers – Saturday May 19th

We can always use volunteers for Paine Field Aviation Day. This year to be held Saturday May 19th.

There are numerous volunteer roles available. Everything from help in parking lots directing arriving and departing visitors, working bus stops and traffic, staffing public check points, monitoring aircraft static display areas, staffing the volunteer check in center, helping with the kids activity areas, 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 (17 MAY), and the best care we can provide volunteers during the day of the event. Last year approximately 400 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 would like to volunteer or have questions.



*Best regards,
Frank*

Frank Hummel
2018 Paine Field Aviation Day Volunteer Coordinator
Frankh909@gmail.com
(206) 499-9384



Calendar 2018	Program	Where	Who is doing it	Confirmed?
Apr 5, 2018	April Board Meeting	Northway		
Apr 6, 2018	Founder of FATPNW	Shawn O'Donnells	Brice Van Baren	yes
May 3, 2018	May Board Meeting	Northway		
May 4, 2018	Vashon Aircraft	Le Bistro	Amy Bellisham	yes
May 31, 2018	June Board Meeting	Northway		
Jun 1, 2018	General Meeting and Program	Le Bistro		
July 5, 2018	July Board Meeting	Northway		
July 7, 2018	WPA BBQ @ AWO Fly-in	AWO	Jerry Barkley	yes
Aug 2, 2018	August Board Meeting	Northway		
August 2018	Fly-Out Month, no meetings			
Aug 3-5, 2018	Wine Tasting and Winery Tours	Walla Walla, WA	Mark Pembroke	yes
Aug 17-19, 2018	OAHS Tour and Toga Party	Cottage Grove, OR	Greg & Lori Bell	yes
Sept 6, 2018	September Board Meeting	Northway		
Sept 7, 2018	Hanger Party	TBD		
Oct 4, 2018	October Board Meeting	Northway		
Oct 5, 2018	Flying Heritage and Combat Museum	Le Bistro		
Nov 1, 2018	November Board Meeting	Northway		
Nov 2, 2018	Year in Review	Le Bistro		
Nov 29, 2018	Dec Board Meeting	Northway		
Dec 7, 2018	Christmas Party & Silent Auction	Flying Heritage		yes



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
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Power Tow Tug: The tug will handle a 15,000 lb airplane. It is battery powered. They are \$6750 new., asking \$5,000. This tug has been used very little. I'm selling it for a neighbor lady that lost her husband.

Gregg Ortega **360-659-4323**

New (never worn) TELEX Airman 750 headset.

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Contact Bruce at 206.533.0097.

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