

# THE PAINE FLYER

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A monthly publication of the Paine Field WPA Chapter, a Local Chapter of the Washington Pilots Association

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## Upcoming Events

### April 4 @ 1830

Board Meeting  
Propeller Aero Services  
2nd Floor Conference Room

### April 5 @ 1830

General Membership Meeting  
Shawn O'Donnell's - Everett

### May 2 @ 1830

Board Meeting  
Propeller Aero Services  
2nd Floor Conference Room

## Paine Field Community Day

### Volunteer Now

We are looking for at least 32 Young Eagles Pilots and Planes for the Paine Field Community Day on **May 18**. If you have flown Young Eagles or would like to, this is a great opportunity. To register as a Young Eagles Pilot, send an email to:

[YoungEagles@EAA84.org](mailto:YoungEagles@EAA84.org)

We also need volunteers to support the event. Shifts will be no longer than 2 hours. We are especially looking for volunteers that have a **Paine Field AOA (Airport Operations Area) badge** and have experience marshaling aircraft. To volunteer, please send an email to:

[Vice\\_President@wpainefield.org](mailto:Vice_President@wpainefield.org)



Paine Field Community Day is being presented in cooperation with Paine Field, Snohomish County, and Paine Field Chapter of the Washington Pilots Association.

## Around the World in an SR22!

### "The Cross-Country of a Lifetime"

Alex and Martine Gronberger sold their house, bought a 2008 Cirrus SR22 and flew around the world ; 270 days, 320 flight hours, 45,000 miles, 25 countries. They are still together and traveling.



The Gronbergers will be our guest speakers at the April 5th meeting. Come hear their stories, see their amazing photos, and meet these two pilots who flew the trip of a lifetime together.

# Skykomish WPA Work Party

*Saturday, June 15*

Many of you are aware that our annual Paine WPA Chapter work party at the Skykomish State Airport (S88) is on Saturday, June 15 beginning at 9:00 am but how many of you really know about the larger picture? There are 15 airports that are operated by the Washington State Department of Transportation Aviation division.

Many of these airports have a sponsor recognized by the WSDoT and identified on their website: <http://www.wsdot.wa.gov/aviation/Airports/AdoptAirport.htm>. In many cases it is a local WPA Chapter but other organizations are helping as well.

So when our Paine Field WPA Chapter goes up to Skykomish on June 15 this year we are part of a much larger effort to help Washington State look after the 15 WSDoT managed airports.

Skykomish State Airport (S88) is on US-2, about an hour's drive from Paine Field.



*Photo from the 2023 Work Party*

## *2024 Paine Field Leadership*

**President** ..... Jerry Barkley  
[president@wpapainefield.org](mailto:president@wpapainefield.org)

**Vice President** ..... Sandy Allen  
[vice\\_president@wpapainefield.org](mailto:vice_president@wpapainefield.org)

**Secretary** ..... Larry Hinton  
[secretary@wpapainefield.org](mailto:secretary@wpapainefield.org)

**Treasurer** ..... George Futas  
[treasurer@wpapainefield.org](mailto:treasurer@wpapainefield.org)

**2024 Director** ..... Rich Jones  
[director-2024@wpapainefield.org](mailto:director-2024@wpapainefield.org)

**2023 Director** ..... Greg Ortega  
[director-2023@wpapainefield.org](mailto:director-2023@wpapainefield.org)

**2022 Director** ..... Ned Bingham  
[director-2022@wpapainefield.org](mailto:director-2022@wpapainefield.org)

**Past President** ..... Richard Beckert  
[past-president@wpapainefield.org](mailto:past-president@wpapainefield.org)

**Board of Directors Group Email Address**  
[bod@wpapainefield.org](mailto:bod@wpapainefield.org)

## *Committees/Projects*

**Safety Programs** ..... George Futas

**Scholarship Committee** ..... Lori Bell

**Membership Director** ..... Rich Jones

**General Meeting Logistics** ..... George Futas

**General Meeting Programs** ..... Jerry Barkley

**Newsletter Editor** ..... Charlie Jackson  
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**AOPA Airport Watch** ..... Rich Jones

**Adopted Airport (Skykomish)** ..... Rich Jones

**Board Advisor** ..... Stephanie Allen

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 the Washington Pilots Association.

## FAA Accelerates Air Traffic Controller Hiring

FAA is working to accelerate its training and hiring of air traffic controllers through an Enhanced Air Traffic-Collegiate Training Initiative (AT-CTI) program. The Enhanced AT-CTI program will bolster the current hiring pipeline by allowing the FAA to hire more candidates who can begin facility training immediately upon graduation.

The FAA is authorizing institutions in the AT-CTI program to provide the same thorough curriculum offered at the FAA Air Traffic Controller Academy. After graduating from one of the eligible schools, new hires can immediately begin localized training at an air traffic facility. These graduates still must pass the Air Traffic Skills Assessment (ATSA) exam and meet medical and security requirements.

The Enhanced AT-CTI program is one of the many actions the FAA is taking to increase the number of controllers and improve training following the release of the National Airspace System Safety Review Team Report. This includes year-round hiring for experienced controllers from the military and private industry, filling every seat at the FAA Academy, and finishing the deployment of upgraded tower simulator systems in 95 facilities by Dec. 2025.

# First Flight After Annual Inspection

There are benefits for pilots being active with aviation organizations and learning from other's experiences and applying that knowledge for your own benefit. When it comes to flying after an aircraft has undergone maintenance, or been sitting for a while, applying that knowledge can significantly improve your opportunity for a safe flight and reduced cost of aircraft operations.

Pilots and mechanics minimize their risk and consequences of mistakes by using knowledge, experience, and good judgement, accompanied by good procedures and checklists. Pilots can and do make mistakes, no matter how careful they are. Airplane mechanics can and do make mistakes, no matter how careful they are.

In my years of flying, after maintenance on aircraft by others I've found tools left in the engine and fuselage, oil leaks, spark plug wiring loose, linkages unsecured, etc. It happens when a shop is rushed, or work done by multiple people without confirmation via checklists or quality procedures. Look at what happened with Boeing recently.

A few years ago in Helena, Montana I witnessed a pilot taking his bonanza from the shop after annual inspection and immediately taking off cross country in high mountainous terrain. The shop owner was also concerned as they recommend a brief test flight before leaving the area. Think about it - was it worth the risk by not taking 30 minutes for a test flight locally before departing cross country?

Following is a checklist I developed and use:

## Post maintenance Checklist

### First flight after annual or major work

1. Carefully review the logbook and note all work done (PIC is responsible that aircraft is airworthy per FAR's).
2. Perform a detailed pre-flight inspection per your POH or improved checklist.
3. Carefully inspect any areas where repairs were made, and panels/cowl was removed and replaced. Look for missing or loose fasteners.
4. Do fuel and oil levels match expectations, is the tire pressure OK?
5. Do all control surfaces move in correct direction with cockpit control inputs.
6. Does flap position match flap control indicator in cockpit
7. Before taxi, start Engine, ck oil pressure, fuel flow, alternator output voltage, mag check, prop control - monitor Cylinder Head Temp. Check idle, mag ground, then shutdown by mixture control.
8. If multi-engine start the other engine and repeat item 6.
9. Open cowlings and inspect for loose wires, spark plug harness and nuts, oil & fuel leaks and for anything that should not be there.
10. If AC has a hydraulic gear pump, Ck gear pump fluid reservoir.

### When all the previous items appear OK:

11. Restart engine(s), ck voltage, ck radios and navigation gear.
12. Insert flight plan if appropriate into GPS.
13. Plan to use longest runway available. Communicate Post Maintenance Taxi Test and local Test Flight to tower or via CTAF.
14. During slow taxi Check Brakes.
15. Plan for high-speed taxi test
16. In position on runway - hold brakes, Briefly run engine to takeoff power, note MP/RPM & Fuel Flow is OK or Not, then back off to low RPM. If multi-engine, repeat for the other engine.
17. If engine(s) OK - Note 1000 ft position on runway for HS taxi. NO flaps
18. Concentrate on maintaining control during the next step and not becoming airborne.
19. Apply takeoff power, accelerate to stall speed note distance, reduce power and slow/brake to exit rwy. Did it reach stall speed in less than 1000 ft ?
20. How did controls feel ? Did the airspeed indicator respond as expected?
21. Decision time - if anything seems off, return to ramp and inspect.



George Futas  
CFII, A&P

### First flight:

1. Expect something to go wrong - *plan for alternatives !!!*
2. Once in air, cruise above airport several minutes, observe everything-Trim, power settings vs airspeed, handling, instruments, sounds, odors.
3. Land and reinspect before your next flight or make a short flight to a nearby airfield and reinspect.

## WPA Needs YOU!

**Do You Think You Have What It Takes?** Is there an Aviation topic or event that you're familiar with that you think other members would be interested in? Do you want to share that awesome photo you took on your last flight? Did you just visit a new on/near airport restaurant and want to share your experience? Are you not sure about any of the above questions?!?! Well, I can help you with that!

The Paine Flyer is always looking for great content. If you would like to have your submission included in the next issue, please send it to [newsletter@wpapaine.org](mailto:newsletter@wpapaine.org) by the 15th of the month and I'll work with you to make sure it gets included. No special software or talent needed, just send text or unedited photo files and I'll help you make it shine!



**Charlie Jackson**  
Editor - The Paine Flyer

# CLASSIFIEDS

Advertisements are free to WPA members for aviation related items and/or services  
When space is limited, priority will be given to Paine Field Chapter members  
Paid advertising is available for non-aviation related items/services in the state WPA WINGS newspaper

**BFR's, Instrument proficiency or IFR Rating** in your airplane. Special rate for WPA members.  
George Futas, CFII, ASME - 425-260-4445

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Contact George Futas, CFII, ASME - 425-260-4445

**NEED BASIC MED?** FAA AME and fellow WPA Member  
If you organize five or more airmen or airwomen who want a basic med exam I will fly to your airport to do your exam. \$150 per exam (Possible fuel surcharge for Eastern WA or OR... Airplanes can be thirsty!) - All I need is a pilot's lounge or private hangar. If you want to organize it at a local pilot's house, just pick me up at the airport! Contact Henry Hochberg, M.D., AME - [henry.hochberg@gmail.com](mailto:henry.hochberg@gmail.com) or 425-686-2510



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