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**Dinner Reservations  
due date Jan 25th  
RSVP @  
[www.wpa-paine.org](http://www.wpa-paine.org)  
or call 425-388-5125 ext 6**

**Have you paid your  
Membership Dues?  
Grace period ends on Feb  
29th  
Make payment at  
[www.wpaflys.org](http://www.wpaflys.org)  
Keep current, Keep  
informed**

**Next Newsletter deadline:  
February 17th  
[newsletter@wpa-paine.org](mailto:newsletter@wpa-paine.org)  
submission specs available on  
our web site**

## President's Message

by Greg Bell



A couple of years ago I learned to fly the G1000 glass panel so I thought I would share some of my thoughts and experiences. By far the market share is dominated by the Garmin G1000 system but there are others on the market, such as the Avidyne Entegra, that some say is superior. Nevertheless Garmin seems to be winning the race for the moment. Kind of like the VHS vs. Betamax thing a few decades ago. You can't pick up an aviation magazine without seeing an article or two about glass panels. This is not a passing fad and is definitely the way of the future, if not the present. I highly recommend that you familiarize yourself with them. Most manufacturers are not even offering steam gauges as an option anymore and consider the glass panels as standard equipment. It's amazing to me that up until recently this technology, which cost six figures and was only found in airliners, is now the norm for new GA aircraft. What's next!?

Here are a few options to learn more about them:

- Download the manuals for the particular system you are interested in. I know that both Garmin and Avidyne have them online as a free download.
  - You can purchase G1000 simulator software for your PC from Garmin for a very modest price and practice pushing buttons and twisting knobs. There are 108 of them!
  - Take a ground school class at a local FBO. Northway and Regal both offer one.
  - Take a flight in a glass panel equipped plane with a CFI. Northway has a G1000 172 and two 182's. Regal recently obtained a new G1000 172 and is offering a \$100 discount for getting checked out in it.
  - Purchase a multimedia course and study on your own. I know both King Schools and Sporty's offers one.
- The glass panels are incredibly reliable since they employ solid state electronics with no moving parts, rather than electro-mechanical devices like spinning gyros. This should be especially comforting to an IFR pilot in IMC where vacuum failure is always a real possibility. In the G1000 the electronics are completely redundant, even the GPS's.

Personally I found the transition from traditional instruments to a glass panel very easy. The digital presentation of altitude and airspeed can be read very quickly and precisely. While hand flying in IMC or under the hood, the large artificial horizon makes it much easier to see small deviations and make corrections sooner. You can even see it in your peripheral vision which was not possible before with a small round attitude indicator. In other words it allows you to fly more smoothly.

There are a lot of neat features that enhance safety such as displaying other traffic (TIS), weather, wind, terrain, etc. I love to give a PIREP that includes wind speed and direction. It makes me feel like I'm an airline pilot flying the big iron. In the G1000 there seems to be a "bug" in the TIS that I have noticed. Sometimes when you are circling it will audibly warn you in a very menacing voice that says "TRAFFIC TRAFFIC" and displays it very close in at the same altitude even when there are no other planes for miles around. I think it could be caused by the delay of ATC radar getting uplinked. Of course there is also the argument that with all the bells and whistles that these systems offer, safety may be compromised if the pilot forgets to look outside the plane!

Perhaps some of you own a glass panel airplane or are proficient with the systems. Maybe you despise glass cockpits and prefer "steam" gauges. Even if you own a plane with conventional instrumentation you may find yourself flying in a glass panel someday and it may be sooner than you think. I would love to hear your comments. Talk to me at a meeting, send me an email or call me on my cell anytime.

## February Program: New EA18 Growlers of NAS Whidbey

Bob Papadakis is currently employed by the Boeing Company as EA-18G NAS Whidbey Integration Lead. He is retired from the Navy and was the former squadron leader for the Prowlers at Whidbey, and is currently the military liaison to Boeing for the EA-18 Growlers.



## Another Successful Toys for Tots Campaign

During the Holiday season, the Greater Seattle, Green River, Paine Field and Harvey Field chapters of the WPA join forces to support the U.S. Marine Corps Reserve Toys for Tots program while promoting the benefits of general aviation. This is the fourteenth consecutive year that WPA has participated in this program.

Through its Toys for Tots program, the U.S. Marine Corps Reserve has been collecting and distributing toys to needy children nationwide since 1947. The objectives of Toys for Tots are to help needy children throughout the United States experience the joy of Christmas; to play an active role in the development of one of our nation's most valuable natural resources - our children; to unite all members of local communities in a common cause for three months each year during the annual toy collection and distribution campaign; and to contribute to better communities in the future.

Over 58 years, the U.S. Marine Corps Reserve has distributed more than 351 million toys to 166 million less fortunate children. You can find additional information at <http://www.toys4tots.org>. Through our enthusiastic participation as pilots and volunteers, the WPA has greatly expanded the Toys for Tots collection area in the Puget Sound. WPA volunteers have distributed Toys for Tots collection barrels at nearly thirty airport businesses.

Here at Paine the collection barrels were distributed by Jim Davidson to the Airport Office and Everett Jet Center, Northway Aviation, Northwest Aviation Center, Regal Air, and Everett Community College Aviation campus.

On Saturday, December 16, pilots from the Greater Seattle, Green River, Paine Field and Harvey Field chapters gathered at Galvin Flying Service, Boeing Field. They were joined by young men and women from the U.S. Marine Corps Reserve. Each pilot, accompanied by a Marine, then flew out to the area airports to pick up the donated toys left in the collection barrels. Meanwhile, other WPA members stayed behind in the Galvin hangar to await the returning planes and help unload the toys. This was a fun and festive event with lots of holiday treats, hot chocolate and coffee, and good company.

Participating from the Paine chapter were K.C. Smith, Lane Gormley, Craig Hogan, Rich Jones, Stephanie Allen, Jim Davidson, Alan Negrin, Dick Kinnier, and yours truly.

Our thanks to our Paine business friends who made the space available in their business for collecting toys, and to the chapter members who helped out on collection day.

*by Les Smith*



### Officers

**President Greg Bell 206-715-0005**  
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[vice-president@wpa-paine.org](mailto:vice-president@wpa-paine.org)

**Secretary *open***  
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**2007 Director Gary Hill 206-523-2682**  
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**Past President Kevin Kelly 425-418-3568**  
[past-president@wpa-paine.org](mailto:past-president@wpa-paine.org)

## Toys for Tots collection barrels were at the following locations:

Auburn Airport: Airport Office, Auburn Flight Service  
 Boeing Field: Aeroflight Executive Services, Aviation Training Center, Clay Lacy Aviation, Galvin Flying Service, Galvin Flight Training Center, The Aviator's Store and Wings Aloft  
 Bremerton Airport: Airport Diner  
 Crest Airpark: Airport Office  
 Harvey Field: Snohomish Flying Service  
 Paine Field: Airport Office/Everett Jet Center, Northway Aviation, Northwest Aviation Center, Regal Air, and Everett Community College Aviation campus  
 Renton Airport: Boeing Employees Flying Association and Pro-Flight Aviation  
 Sanderson Field, Shelton: Kapowsin Air Sports, Port of Shelton office  
 Tacoma Narrows Airport: Executive Terminal, Pavco Flight Center and Narrows Landing Restaurant  
 Thun Field, Puyallup: Spencer Aircraft  
 Chace's Pancake Corral in Bellevue.



Lance Corporal Ian Watkins with PAE WPA Member KC Smith



## Big Thanks To Christmas Party Sponsors

**A record of 26 Sponsors and 50 door prizes**

WPA members, if you didn't get the door prize you had your eye on at the 2007 Christmas Party, now is your chance to get it. Those of you, who couldn't attend, go to the link to find out what you missed. Here's the link to the door prize sponsor information [www.WPA-paine.org](http://www.WPA-paine.org). Everyone please reward our sponsors by giving them your business in 2008.

Would the person who won the Signature Homestyles Christmas Platter please call Donna Hesch at 425-334-6556 to collect your platter.



## State WPA General Meeting

Noon on Saturday, Feb 23rd @ the NW Aviation Conference and Trade Show  
**Agenda: Election of 2008 Officers , Guest Speaker John Sibold (TBC), complimentary lunch to be served**  
**Visit and help out at the WPA Booth #106**

## News Briefs: User Fees @ Boeing Field??

**Without warning, Boeing Field has started charging landing fees for all non-based aircraft.** (Excerpt from e-mail sent to State WPA) People are receiving bills for landings as far back as October '07. They've apparently been authorized to collect landing fees for more than 30 years, and have been collecting them for commercial operations. Recently, though, they've started tracking small aircraft and sending bills to the registered owners. Their website confirms it :<http://www.metrokc.gov/airport/tenants/fees.stm>.

Editors note: KCIA (BFI) is also charging or will be charging parking fees. There has been some confusion on this issue of what fees have been charged. The following was sent directly from KCIA:

Landing fee

2008—\$1.25/1000 MGLW for any aircraft not based at KCIA. Based aircraft exempt unless revenue generating

2008 parking and tie-down rates: Weight in pounds: 0-12,500. Common aircraft type: Light GA aircraft. First 12 hours: \$5.00. Subsequent 12-hour periods: \$5.00. Monthly rate: \$90.00

Your State WPA President has already contacted BFI airport director and they are in conversation on how this affects General Aviation. **Expect further information to come in the WINGS newsletter.**

## January 2008 Program Review

Forty three members attended and voted unanimously to pass the Bylaws changes. Dave Waggoner gave an interesting presentation on the many things that are happening at PAE; including security upgrades, West side development, Castle and Cook, Historic Heritage Foundation, Flying Heritage Collection, new fire station (see details in the meeting minutes on the web). Janis Chastain won the free meal. PAE management gave out several door prizes. Dinner was wonderful. BFI (KCIA) user fees were discussed (see news briefs). Welcome new member Pat Franzen (pictured).



## Volunteer Opportunities : contact [bod@wpa-paine.org](mailto:bod@wpa-paine.org)

**Aviation Academy Director** - The annual Aviation Academy session gives us the chance to share our love of aviation with youth ages 13-18, and possibly introduce tomorrow's pilots and aviation enthusiasts to a new world of career opportunities today. The Aviation Academy director is responsible for assembling volunteer instructors, compiling materials, and scheduling sessions for the four week course. Existing curriculum, volunteer instructors, organizations for the donation of educational materials, and the tremendous support of the Paine Field staff are all in place to make the job of the director very easy. A new director also has the chance to add his or her unique touches to the program if they so wish. There is always room to improve and grow the program! For information about the program and director responsibilities and resources, please contact Kevin Kelly at [aviator2000@verizon.net](mailto:aviator2000@verizon.net) or 425-418-3568.

**Website manager:** This Position has been filled: Welcome back to "Mitch", Bob Mitchell

**Christmas Party Chairman:** Like to party, then this is for you. Training and assistance will be provided.

**Secretary.** (this is an elected office that was not filled during 2008 elections and therefore is now an appointment) It shall be the duty of the Secretary of the Chapter to keep the minutes of all the meetings. The Secretary shall attend to the giving and serving of all notices of the Chapter, handle all correspondence, and is custodian of all documents and records, and shall keep a current list of all members.



**General Aviation Day Co-Chair:** To work with Chairmen Jim and Marilyn Fries (pictured) to obtain hands on training for running the event. The goal is to obtain the experience necessary to Chair the 2009 event.

**Membership Co-Chair:** Co-chair to work with current Chairman, Dick Kinnier, to learn hands on the duties of Membership Chairman. Dick has put in his Membership Chair retirement effective the end of 2008. Mission: Seek new members among the pilot community and those with an interest in General Aviation and work to retain existing membership. Job description: Provide new members with a link to the chapter by creating and sending useful New Member Packets. Provide name badges for member and spouse or significant other. Make personal contact with new members to encourage general meeting attendance and participation in other chapter activities. Work with chapter treasurer to identify lapsed and delinquent members.

**Legislative Chairman:** To work with State WPA Legislative Chairman on land use planning issues and technical issues regarding airspace and other issues effecting members at Paine Field.

## Susan Kennedy: PAE Chapter Director and Flyout Chairman

by *Freddy Flyboy*

>> How and When did you get interested in or into aviation?

Probably as a child during WWII, watching the planes on training missions or being deployed to the European theater, knowing that my favorite cousin was crew on a B-17.

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

None currently. Previously a C-150 and a Grumman AA1C

>> What non-owned aircraft have you flown?

None, in the sense of being PIC. However, due to being on flight crew of WWII bombers and member of the Confederate Air Force, have flown in everything wonderful, and stick time in lots of them (B-17, B-24, B-29, DC3, twin Beech, B-25 — to name just a few)!!!

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

The Politically Correct Air Force (formerly known as the Confederate Air Force), resigned when they caved in and changed their name

>> What is/was your career?

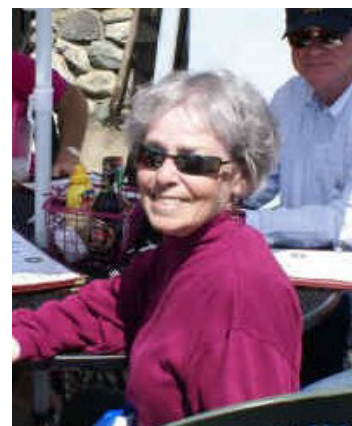
Originally a clinical microbiologist, then airframe primary structure design

>> What inspires you about aviation?

Ummm, everything

>> Why are you a member of PAE WPA?

I joined years ago for all the usual reasons when I was still an active pilot. Upon my return to the PacNW, although I am no longer an active pilot, I rejoined mostly for the opportunity to be able to continue to have social contact with other pilots.



## What does a Flyout Chairman do?

Flyout Chairman must have strong leadership capabilities and the gift of being able to herd cats. Come to the Saturday Morning flyouts launched from Regal Air at 10 am or there about and see the Chairman in action.

## Membership *by Dick Kinnier*


As many of you may know, I received the Sparkplug of the Year award at the Christmas party. I kind of feel maybe it was more for longevity than some of the other characteristics, but in any event, I'm grateful.

So, what does a sparkplug do? **IT LIGHTS A FIRE!** Well, that's what I'm trying to do for the ninety three 2007 members still reported as not renewed in our latest Treasurer's report. I'm hoping, of course, that by the time you read this, that number will be MUCH reduced and that many of you still just haven't gotten around to it. If that's the case, **PLEASE DON'T WAIT ANY LONGER!**

Since our bylaws now show a two month "grace" period, the end of February is rapidly approaching. If you're no longer a member how will you be involved? The State WPA is expanding its outreach and becoming increasingly involved in many of the issues facing General Aviation: Land use laws to protect airports; Development impacts on airports; Aggressive marketing of WPA to WA pilots and other aviation related folks; Educating legislators about the value of GA. To be successful, **NUMBERS ARE IMPORTANT** Your chapter is the busiest in the state. It takes a lot of volunteers to bring off GA day each spring. We recently got a note from one of the Aviation Academy graduates thanking the chapter for that opportunity to learn about aviation. He now sits right seat in a B767 operating out of Newark. It takes a lot of volunteers to put on the Academy with its climax of a graduation flight. Everything we all enjoy about the Chapter or that brings a sense of pride takes volunteers to make them happen. In fact all of the social, outreach and political activities of the chapter happen because of volunteer members. To continue this kind of success **NUMBERS ARE IMPORTANT.**

## What does your Director

**do?** Chapter Directors, by nature of their three year term, are to provide direction and continuity to the Board of Directors. The Chapter Directors, elected by the members, and the outgoing President acting as a Chapter Director, shall each be assigned by the newly elected President to act as Chairperson pro tem for one of the four Standing Committees.



**Next Safety Seminar @ EVCC**  
February 2nd 08:30 to 11:30  
Seminar schedule subject to change based on

**Next Meeting**  
**February 1st**  
**Sno-Isle Vocational Skill Center**  
**9001 Airport Road**  
**Everett, WA 98201**

**Catered dinner (\$10 per person) at 7 P.M., Meeting at 7:45 P.M.,**  
**Program at 8:00 P.M.**

**The Paine Flyer**  
**Snohomish County Airport Paine Field**  
**3220 100th Street SW**  
**Everett, WA 98204**  
**ADDRESS SERVICE REQUESTED**

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- February 1st General Meeting  
 New EA18 Growlers, NAS Whidbey
- February 7th Board Meeting
- February 23rd, State WPA Meeting  
 @ NW Aviation Conference
- March 7th General Meeting  
 Aircraft Operations & Special Equipment  
 WSP Aviation Division
- April 4th General Meeting  
 The Comet Project, Jim Goodall
- May 17th General Aviation Day

**CLASSIFIED ADS**      free to WPA members  
 adds will run for 2 months unless otherwise requested

**1996 Bonanza** A36-1/2 Share Partnership  
 Why pay 100% of ownership expenses when you can only fly a small percentage of the time. A beautiful A36, hangered at KPAE. Garmin 430, King KAP140 autopilot, Fuel Totalizer & More... 1100 lbs usefull load  
 Erik 206-498-5608 \$140K

**Garmin 396** with XM Weather and Car Kit For Sale. All accessories are included and everything is in excellent condition.  
**SOLD**  
 Current list for a new unit is \$1775 and the Car Kit is another \$239.  
 I am asking \$1500 for everything. alannegrin@msn.com or alan.negrin@glasairaviation.com  
 425-466-8472

**For Rent:** Hangar Space for large single or twin (King Air 90 Size) **Leased**  
 425-438-0596 NW Aviation Center @ Paine Field

**WPA STORE**

Name Badges \$5.00  
 See our web page for a selection of logo shirts

e-mail: store@wpa-paine.org

**Aircraft for Sale**  
 1960 Cessna 172. 300 SMOH \$28,950. Great flying aircraft!  
 1964 Beech Baron BE-55A (twin) Price slashed to \$89K. Beautiful aircraft.  
 1964 C-172. Full IFR. 500 SMOH Excellent paint and interior \$48,500

**Avionics for Sale**  
 King KN53 Nav \$795  
 King KR87 ADF \$1500  
**Contact: Jim Smith Phone: 425-218-2150**  
**E-Mail: [JimSmithCFI@msn.com](mailto:JimSmithCFI@msn.com)**

Last chance to buy a **1993 Nissan Maxima**, we are going to trade it in soon.  
 Contact Rich @ 425-750-8370  
 Sapphire Blue, cosmetically good, charcoal fabric interior, power windows, sunroof, 5 speed, power locks, 145,000 miles, suggested retail price \$4300, trade in value \$2000. For \$1500 it is yours as is, needs 1 CV joint and a tune up.

**Wanted: IFR Pilot owner to buy in on 20% share in 1981 Mooney 231.**  
 New factory overhauled engine and turbo installed September 2007. Paint is 9/10. Interior 7/10. Avionics include full IFR panel with KNS81 and autopilot that will fly coupled approaches. Cruise 231 mph on 13 GPH! Range 1000 miles with IFR reserves. Plane is hangered at PAE in Everett, WA. Must have over 250 hours in complex singles and be IFR rated.  
 Cost \$34,000 for 1/5 share.  
 Contact Michael Moore : [N97119@lsutigers.org](mailto:N97119@lsutigers.org)  
 or Angus Walker: [angusw@rockisland.com](mailto:angusw@rockisland.com)