



President's Message

by Greg Bell

During some recent hangar flying we discussed how General Aviation is lacking in training for the aviation equivalent of a doctor's "bedside manner". CFI's are not taught this, so in turn their students don't learn it. At a time when GA is on the decline, whether it be from the economy, high fuel prices or whatever, we need to promote it more than ever by taking potential pilots flying and introducing them to the joy of flight in the best possible way. We need to show the safety and utility of GA without scaring them or making them uncomfortable. If we don't, the pilot population will continue to decline. I am an example of someone that was taken up as a passenger and because of the positive enjoyable experience decided to become a pilot.



I've been guilty of it myself. I've made jokes that were misinterpreted or taken seriously. I've picked the "wrong" words. I've forgotten to explain something ahead of time that would have alleviated some fear or apprehension. One time I had 3 non-pilots in my plane and was on an instrument approach at minimums. I almost said "we're not going to make it", but caught myself and changed it to "we might have to go to a different airport." I did hear an account of a friend that was taken on a flight in perfect VFR but the pilot came in way too high on final and said "we're not going to make it." Obviously he meant that he was going to have to do a go around.

I think we need to self-train ourselves and use common sense. Evaluate each passenger individually and tailor the pre-flight speech. Examine who your passenger is and have a good dialog with them before the flight begins. Find out if they have any fears, misconceptions, apprehensions, curiosities, etc. and discuss whatever these are and make them feel at ease. I know this doesn't come naturally for most of us but if we all make a conscious effort it will benefit GA greatly in the long run.

Well 2008 is almost history. I've enjoyed my year serving as your President. I'm surprised that it went so fast. What a great year we've had! We really do have a great bunch of people. Soon the new officers will be taking over. I want to thank everyone who volunteered and helped out during 2008. I don't want to name names because the list is so long and I would probably leave someone out and make them feel bad. If you haven't volunteered for anything recently I hope that you will do so in the upcoming year. It's a great way to get to know other members and to feel like you're making a difference. For 2009 I'm personally planning on being involved with GA Day, Aviation Academy and some Saturday morning flyouts. Don't forget to do your part in recruitment of new members. Have a great 2009! Happy Holidays.

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**RSVP and payment
Required
for Christmas Party
by December 1st
RSVP
with registration form
on page 5**



Paine Field Chapter WPA *Christmas Party*

Friday, December 12th

Information and Registration Form on Page 5



Sir Elf will be giving our Door Prizes donated by: Wine 101The Gathering Place, Harbour Pointe; Private Quarters, high quality bed and bath linens; Crown Aviation; National Aviation Supply; The VanHorns; Regal Air; NW Aviation Center and more.

Toys for Tots Fly-out is scheduled for Saturday, Dec 20th. Do not forget to bring your unwrapped toys to the party.

Next Newsletter deadline:
December 15th
newsletter@wpa-paine.org
submission specs available on
our web site

Paine Chapter Election Results introducing your 2009 new Officers



**President
Les Smith**



**Vice President
Dave Wheeler**



**Treasurer
Gregg Bell**



**2009 Director
Janis Wheeler**



**Secretary
Marilyn Fries**



There are some benefits to being Newsletter editor, such as having bragging rights when your 2 airplanes make a magazine cover.

Photo shoot was over Waupauca, WI, just North of Oshkosh. In the Bonanza: Rich Jones pilot, Bob Jones left seat, Les Smith rear seat. Right seat in the Skyhawk was Mason Smith (Les's son). The photo shoot was taken during AirVenture for an article, yet to be published, on our Skyhawk winning the Gold Lindy. We had convinced the EAA to take photos of our two aircraft since both have been awarded Gold Lindys. We are pleased to have the Vintage Aircraft Association choose this photo for their article on AirVenture.

By Stephanie

Officers

President Greg Bell 206-715-0005
president@wpa-paine.org

Vice President Les Smith 425-493-0451
vice-president@wpa-paine.org

Secretary Steve Waterman
secretary@wpa-paine.org

Treasurer Dave Van Horn 425-743-7638
treasurer@wpa-paine.org

2008 Director Jim Morgan 425-353-2231
board1@wpa-paine.org

2006 Director Susan Kennedy 425-741-7445
board2@wpa-paine.org

2007 Director Gary Hill 206-523-2682
board3@wpa-paine.org

Past President Kevin Kelly 425-418-3568
past-president@wpa-paine.org



October's Owner Maintenance Seminar was held at Harvey Field from 1030 to 1200 in the helicopter hangar next to the Buzz Inn Restaurant. Paine Chapter members joined the Harvey Field Chapter for their chapter meeting and the Maintenance Seminars. The Seminar was about maintaining your aircraft airworthiness along with information on how to pass a ramp check.

The Winner

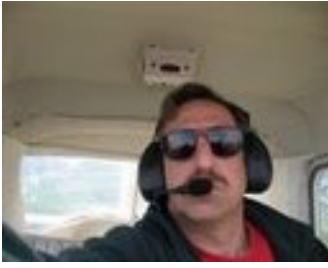
Cards will be available during our Christmas party



Jan 9th General Meeting and Program: PAE Aiport update.

Back to Sno Isle Skill Center, remember RSVP needed for dinner.

Who is really coming to PAE and how is it going to effect us? Bring your questions.



WPA Members Reports on Places to go.

by Russ Gelfan

Friday night was out of the question for leaving town. I had to take my 13 year old daughter to her Jr. Roller Derby practice in Lynnwood. Saturday morning the weather looked a little iffy, with some overdevelopment in spots, more clear to the south, and the mountains looked a little wet. I got a call from a friend, Bill Poore, who lives in Yachats, Oregon. Bill is buying and selling a few airplanes and is working with someone in Australia to ferry planes around. Bill said he had to take a rental car from his hangar in Newport, OR to Portland. I could go pick him up and take him back to Newport from PDX. He said the drive is 3 hrs for him, so the plan was to meet him there and see where the rest of the weekend takes me.

I'm new to General aviation, also new to WPA in the last 1.5 years. In 1997, I took advantage of the Boeing employee plan and made it through ground school and solo, to get their reimbursement for \$1000, through Alternate Air, at Boeing Field. After solo that year, I stopped taking lessons and quit Boeing, leaving to do contract engineering at other companies, but planning to come back to the NW, which I did after five months at Lockheed Martin.

Aviation has been part of my life. I learned to fly hang gliders in 1979 and have been an avid flyer ever since. I have been over 20,000 ft a few times (with FAA clearance), and a few flights over 100 miles, 144 miles, being the furthest from Flagstaff, AZ and landed close to four corners after 6.5 hrs. In 1997, I competed on the US team in Turkey for the first World Air Games, which was a highlight for me. Moving from Flagstaff to the NW to work for Boeing, I continued teaching hang gliding and giving tandem flights. Recently, I let my instructor and tandem ratings expire, and just fly for fun, but still enjoy hang gliding at the local sights. Watch for us flying at Tiger Mt, Rampart Ridge (east side of snoqualmie pass by Hyak), Blanchard at Chuckanut Drive by Bellingham, Chelan Butte, Dog Mt. by Morton, WA, and a few other sites. Were usually somewhere between the mountain top and just below cloud base.

Back to this weekend, I took off from PAE around 11:00 am with flight following southbound past McChord than cancelled so I had an option to go to Morton, if the clouds were open enough. There was 1000 ft between the cloud base and some of the peaks, so Morton, Strom Field. 4,000 ft was enough to clear some of the small hills that are NW of Morton, than a descent into town, which is around 1,000 ft asl. My buddies who usually tow there with a sport plane, were already packed up and at the dog patch landing area about 5 miles to the SE, so over the hill to there, and I flew by my familiar hang gliding landing area where I could give a wing wiggle to my friends, who were heading up the hill shortly.

From there, I flew West up Riffe lake from a few hundred feet agl, to 4,500 ft to clear the hills between there and Portland, PDX. Mostly no-man's land, but I did cross the canyon where the highway goes from Toledo to Mt. Saint Helens, a beautiful valley we used to hang glide in but the landing area, one of the big canyons going west from St. Helens had been gated as a preserve for the Elk in the valley. It was still very scenic. From there, the hills dropped off, the area started to look more populated, and I was contacting Portland approach to land there for the first time...no problem. I waited 1/2 hr at FlightCraft, FBO for my friend. It's a fairly nice FBO.

Bill arrived and we took off westbound then southwest using PDX departure frequency. My friend, Bill is an old hang gliding friend who I hadn't seen for a while, but we keep in touch. Outside the Class C airspace, PDX was still asking us to stay below 3,000 ft, but there was very nice cloud formations above us. I radioed, "Cessna 6570foxtrot request to climb and cruise at 5,000 ft." They replied, "When would you like to start your climb", My reply, "soon as we are in the next thermal". Of course, there was a good cloud street in front of us and we hit strong lift. I banked my 150 over like a sailplane and had to level out in just a few turns at 5,000 ft. My friend, Bill said that I hadn't lost my soaring skills, which always feels good. We cruised to Newport on the central Oregon Coast.

Bill treated me to lunch and I was off to Pacific City. Flying over Lincoln City and the airport look interesting, so I turned back there after Pacific City to stay the night. There were no rental cars Saturday evening at Lincoln City and I felt like getting a hotel in town. There was a guy walking his dog who was checking out my plane and he asked me a few questions..Next I knew, he was giving me a ride into town to find a hotel. I had a nice walk on the beach before dark, stayed in a cool historic hotel that was under \$70, and even listened to some local music that evening.

Sunday morning after a continental breakfast, it started raining than quit. I got a ride to the airport from a guy who heard my weather radio while I was out in the hotel garden. He was glad to give me a ride and the weather was very sunny along the coast. I proceeded northbound around 500 ft over the coastline past Pacific City again, than climbed, thinking about cutting the Oregon corner to Longview, where a friend building an RV-9A was going to meet me. Fernando, with his RV-9A was a college roommate from Northern Az. University whom I had run into at the Arlington Airshow...hadn't seen him for about 20 years, but common hobbies, you tend to find the people in your life by surprise. I radioed Seattle FSS to get the wx at Longview and they recommended I stay along the coast and below the weather, as it was cloudy at Longview to 6,000 ft. At this time, I was already at that height, so, I descended down to 2,000 ft and was able to go below the clouds from Seaside to Longview to meet my buddy, Fernando. I had a chance to look at my friend's project while waiting for a rain squall to pass, before heading north again.

Along this stretch, the faceplate on my artificial horizon (gyro) fell off inside the glass. I consider my plane fairly pristine for 1966. While replacing this instrument, I learned the gyro's Cessna used back then were refurbished warplane instruments. I ended up getting a replacement after getting home. The replacement was 'newly, 1959' refurbished. Things were built very good back than; works for me.

From Longview, I skirted around a few small flurries, but all was fine, landing at Tacoma Narrows and Bremerton, just because they were there, on the way home to Paine Field.

Hope to meet more pilots at PAE in the near future.

News Briefs

TSA Proposal Ensnarers Historic Aircraft from EAA

October 16, 2008 — EAA is continuing its review of the Transportation Security Administration's proposed Large Aircraft Security Program (LASP), which would require all U.S. operators of aircraft exceeding 12,500 pounds maximum take-off weight (MTOW) to implement extensive TSA-approved security programs. As noted [last week](#), EAA is concerned about the proposed security measures, which would include fingerprinting and background checks of flight crews; vetting passengers against the government's terrorist watch lists prior to every flight; and security requirements for airports serving "large" aircraft.

TSA estimates that the proposal would affect more than 15,000 aircraft and more than 10,000 operators. The proposal caused immediate concern to operators of large business aircraft, but what has become increasingly clear is that many historic aircraft familiar to EAA members at air shows and other aviation events around the country would also be subject to the requirements. EAA is concerned that the new proposals are very likely to impose highly restrictive operating requirements on these aircraft, many of which are flown in tribute to those who fought to secure the very freedoms now being threatened.

Over the past week EAA has begun to compile a list of historic aircraft examples that would fall under the proposed security regulations. EAA will continue to work with EAA Warbirds of America and the Vintage Aircraft Association to review the proposal and develop an appropriate response.

Pilots Voice Concerns to TSA on Security Proposal

By Chris Dancy

Senior AOPA leaders joined with other general aviation groups at the Transportation Security Administration (TSA) on October 15th to share pilots' concerns over the Large Aircraft Security Program. [As reported on aopa.org last week](#), the program proposes significant new security requirements on operators of larger general aviation aircraft.

Andy Cebula, executive vice president of government affairs and Craig Spence, vice president of general aviation security, represented AOPA's 415,000 members at the meeting, calling on the government to hold public meetings and provide more than the currently allotted 60-days for comments to be filed with the Agency.

"It's important that pilots be given an opportunity to understand this proposal and respond. Extending the comments period is crucial," said Andy Cebula. "Because the initiative is so far reaching, the TSA should also hold public meetings to allow the general aviation community to provide face-to-face feedback and comments to TSA representatives."

The TSA proposed rule includes a number of initiatives—flight crewmember criminal history records checks, watch list matching of passenger manifests, biennial third party audits of each aircraft operator, and new airport security requirements—that could be problematic for general aviation.

Boeing Field lifts landing fees for aircraft under 12,500 lbs.

King County International Airport/Boeing Field (KBFI) has lifted landing fees on aircraft 12,500 lbs. and below as of Oct. 10, when a revision to the King County Code was signed into law by King County Executive Ron Sims.

"The airport was seeking a way to address the critical issues facing General Aviation," said King County Airport Director Robert Burke. "This was one way that Boeing Field can continue its 80-year history of supporting General Aviation, and we understand that they need the break now."

County Code Title 15, which governs the airport, has not had a major revision since 1977. Airport staff proposed this amendment, which specifically provides a landing fee exemption for aircraft that are non-revenue producing, weighing less than 12,500 lbs. maximum gross weight or less, according to the manufacturer's aircraft operating manual. All revenue-generating aircraft, regardless of weight or where they are based, remain subject to the landing fee.

Due to regulatory requirements and statutes, the landing fee exemption cannot be retroactive. Invoices for landings for the past 11 months will be mailed to aircraft owners/operators in the coming weeks.

WPA State President's note on BFI:

There are still a number of issues to be resolved . . . the least of which are some very onerous hourly parking fees as well as limited unmarked transient parking spots. Be advised that should you park at Clay Lacy, Galvin or others (unless you know someone) you need to purchase fuel or other services or you may be charged a ramp fee.

John F. Dobson



Paine Field Chapter WPA *Christmas Party*

Friday, December 12th
6:PM No Host Bar, 7:00 PM Dinner
Shawn O'Donnell's Restaurant & Irish Pub
122 128th St SE, Everett
www.shawnodonnells.com

\$35 per person

Prepayment required by December 1st

Buffet of London Broil, Garlic Chicken, Wild Rice Blend, Garlic Mashed Potatoes, Seasonal Vegetables, Caesar and Garden Salad, Irish Soda Bread, Dessert and Soft Drinks.

No Host Bar.

Door Prizes, Entertainment and just *plane* fun!



Contact Name: _____
Phone #: _____
Email: _____

Please bring an unwrapped gift for Toys for Tots

Attendees Names:
1. _____
2. _____
3. _____
4. _____
5. _____



Make Checks Payable to WPA-PAE. Please complete form and mail to:
Jan Kinnier 10128 240th Place SW, Edmonds, WA 98020, 206-546-3634



Next Meeting
December 12th
Shawn O'Donnells
No Host Bar @ 6:00 PM
Dinner only \$35 7:00 P.M.,

*RSVP and prepayment required
 for the Christmas Party*

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

PRSRT STD
 U.S. POSTAGE PAID
 EVERETT, WA
 PERMIT NO. 336

- Dec 11th Board Meeting
- Dec. 12th, Chapter Christmas Party
- Dec 20th Toys for Tots Fly out
- Jan 8th Board Meeting
- Jan 9th General Meeting, Paine Field Airport Update
- Feb 6th General Meeting, Excavating Glacier Girl from the Greenland Icecap
- March 13th The Flying Heritage Collection

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



Black enamel, gold accents, beveled mirror tops: Coffee table, 2 end tables, 2 lamps with black pleated shades. \$100 for all, call Stephanie 425-349-9802

**Lamps sold
 make an offer on
 the rest**

Aircraft for Sale

Sweet, Sweet deal!

1977 Commander 112TCA Turbo, 1574 TT, 617 SMOH Hartzell Tri Blade (13TT)
 Collins digital Nav/Coms w/GS, ADF, Century I autopilot, Audio Panel, Intercom, Loran
 8+ in and out. Complete set of logs and manuals. Always hangered.
 There were only 42 Rockwell Commander 112TCAs manufactured. This aircraft is a low time, comfortable wide body, high flier, with two door ease of access. \$87,000 obo.

Beautiful LOW TIME 1977 Cessna 182 Skylane.
 This 182 has only 1536 hours Total time with only 142 hours since complete top overhaul. The 182 has every bell and whistle and has a fully loaded avionics package including 2 ea. KX 155's and a S-Tec 60 autopilot coupled to a KLN 89B GPS. It also has new paint and interior. My uncle has given up flying and wants to sell it for \$ 110,000. Call me at 360-659-4323 or e-mail at skyranchpilot@yahoo.com for spec sheet.

Blue Skies, Gregg Ortega

Beautiful 1964 C-172. Near new paint/interior. Plenty of extras. Full IFR. 600 SMOH 300 STO. Excellent paint and interior \$44,500

Avionics for Sale

King KR87 ADF \$750

BFRs in your plane. \$75

Contact: Jim Smith CFII

Phone: 425-218-2150

E-Mail: JimSmithCFI@msn.com

Community Hangar space available in 201 Call Tim at 678-472-4633

WPA STORE

Name Badges \$5.00
 See our web page for a selection of logo shirts
 e-mail: store@wpa-paine.org

1973 Cardinal FG - 50% share for sale. \$40,000

Extensive refurb in 2001, including Apollo Avionics stack, Engine monitor, Paint, Interior plastic, windows, leather interior.
 Contact (seller) Pat Franzen, 360-929-1118 or (remaining partner) Les Smith, 425-870-2287