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RSVP Required for Dinner by 4/5/2009

www.wpa-paine.org
or call
425-388-5125 ext 6

Next Newsletter deadline:
April 12th
Editor@wpa-paine.org
submission specs available on
our web site

President's Message by Les Smith

If you received this newsletter in the mail, then – thank you! – because that means you have renewed your WPA membership for 2009. You’ve signed up for a year of discount savings, monthly programs, various social activities, and guardianship of general aviation at the state level. We’re pleased to have you on board this year.



As I write this today, I look outside and find that the day has offered a bit of just about everything that spring in the Pacific Northwest has to offer. We’ve had snow, sleet, a bit of rain, and now we’re looking at blue skies. With PAE ATIS reporting winds 21025G42KT, I think that I’ll use today to take care of a few things around the hanger.

Speaking of spring – that’s when many of us have the annual done on our aircraft. If your annual points to propeller work, remember the 10% discount your membership brings you with A.C. Propeller service. For other discounts, refer to the state WPA site and look for “Member Benefits” under Membership.

There are some encouraging signs emerging from the LASP proposal by TSA. In a March 2 letter to the TSA, Rep. Bennie Thompson, D-Miss., called for the agency to delay implementation of the program and engage with Congress and industry stakeholders. Rep. Thompson is the chairman of the House Committee on Homeland Security, which has jurisdiction over the TSA. Thompson questioned whether the TSA had provided sufficient rationale to justify its proposed security measures. “The Committee is also concerned that the formulation of the NPRM was not based on a threat and risk methodology process tailored to the general aviation environment,” the letter read. Nearly two dozen House Republicans warned of “possible legal challenges or congressional obstacles” if the LASP is not overhauled, and many critics have called for a government/industry task force to rewrite the rules. If you haven’t already done so, an email to your U.S. congressional representatives would still be in order.

Washington State is getting ready to finalize its long-term air transportation study (LATS). While much of the draft includes initiatives that would be of real benefit to the state’s general aviation community, there are a few proposals that should be of concern to you. Pilots have one last chance to weigh in—written comments are due by April 17. There are also two public hearings scheduled, one on March 24 in Tumwater, and the second on March 26 in Spokane. [Additional information](http://www.wsdot.wa.gov/aviation) and the proposed strategies can be found online at <http://www.wsdot.wa.gov/aviation>.

Be safe out there!



April 10th Program Flight Test Stories by George Luck

Recognize this aircraft that has been sitting at PAE? It came out of Castle Air Force Base. Seen the F104 Starfighter at the MOF at BFI? What do these two aircraft have in common? Their pilot was our own George Luck.



Air to air pix taken by a professional magazine photographer of our airplane last month while on our back country airplane camping trip to Idaho. We are flying over the 7 Devils Peaks and the Salmon River in central Idaho.

Submitted by Alan Negrin
Story and credits to follow

May 1st Program: Autolandings

Jim Fries has film and will discuss the autoland development program at Boeing.



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March Program Review: Flying Heritage Collection

Adrian Hunt, Executive Director of the Flying Heritage Collection, talked about their collection and all the exciting activities they have planned.

The planes within the Flying Heritage Collection were created at a time when aeronautical discovery had evolved to aviation mastery. Finely crafted by distinguished design bureaus with leading technologies of the 1930s and 1940s, the main emphasis of the collection includes combat aircraft from World War II.

Examples include U.S., British, German, Russian and Japanese types, which were often pitted against each other in great air battles. These rare survivors were researched, hunted down and sometimes recovered from former battlegrounds and airfields. While a few specimens were rebuilt by previous owners, the majority on display have received restoration of the highest authenticity.



The 12 step program for TSA

I have noted that regulations designed by the TSA have obviously been born out of ignorance and fear. The following 12 step program may not be a cure, but if followed arduously, may assist TSA into regulations born out of logic and risk management.

1. Put aside all of your perceived notions of what General Aviation is about. This should clear your head and open you to step 2.
2. Learn to listen to the experts, such as AOPA, EAA, NABA, General Aviation pilots.
3. Educate yourself about how GA is defined by use and what that use really is.
4. Meet the pilots, learn who they are, why they fly and what they fly. This exercise should be with a small association of pilots, maybe an EAA chapter.
5. Experience flight in a general aviation aircraft. See how it works. This should be out of a small grass strip for the optimum experience.
6. Communicate your reasons, thoughts and ideas with GA. If the last 5 steps were done successfully, this will be easier than in the past. If not easy, start over.
7. Manage Risk, this will need assistance from the experts. Example is filing passenger manifests when we know who they are so they can be checked against the 250 US citizens on the do not fly list defies any logical risk management.
8. Share your reasoning and procedures that manage the risk with GA
9. Teach GA on how to assist in managing the risk.
10. Listen again
11. Then work together on a real plan.
12. Then let go of your fears

It will be a long and arduous journey for them, but necessary to gain trust and respect from the public.

"Not all German pilots were bad." Read this for a surprise ending

Look carefully at the B-17 and note how shot up it is - one engine dead, tail, horizontal stabilizer and nose shot up. It was ready to fall out of the sky. Then realize that there is a German ME-109 fighter flying next to it. Now read the story below. I think you'll be surprised...



Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton. After flying over an enemy airfield, a German pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere. Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane. Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to, and slightly over, the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe.

When Franz landed he told the CO that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions. They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.



Article provided by e-mail from member Alan Negrin

Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, BC after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years!

Industry seeks alternatives to badge requirements at commercial airports

By AOPA ePublishing Staff

The Transportation Security Administration has extended the deadline for a controversial security directive that would require security badges and background checks for all general aviation pilots based at air carrier airports. The TSA will meet with industry representatives to consider alternatives and to find solutions better suited to GA.

The decision to push the deadline for compliance back to June 1 will allow the TSA to incorporate industry input and come up with guidance for airports that minimize the SD's impact on GA operators and airports
 read more at WWW.AOPA.ORG

New TSA Airports Initiative Raises Major Concerns

February 25, 2009 — As more details of a Transportation Security Administration (TSA) airport-security program come to light, a troubling picture begins to emerge of yet another unnecessary threat to aviators' freedoms. An airport-security directive that the TSA has been holding close to its vest has provoked objections from EAA and other general aviation groups.

Although TSA and its parent organization, the Department of Homeland Security (DHS), have shared little information about these airport security initiatives with general aviation operators, TSA evidently has engaged in communications with the airports. From there, news of the impending "reforms" has trickled into the general aviation pilot community, and pilots have been alerting EAA to their concerns.

The directive appear to apply to users of airports that have scheduled air carrier service, even if only a single scheduled arrival or departure. In short, the directive requires each of these airports to implement programs requiring security badges and background checks for all pilots based there, and for other airport personnel who have unescorted access to the airport.

Furthermore, some evidence suggests that TSA might expand the requirements to include FAA-designated reliever airports, where there is no scheduled airline service.

read more at WWW.EAA.ORG

Airports in WA effected by the new regulations from AOPA website:

- ORS** Orcas Island Eastsound WA
- FHR** Friday Harbor Friday Harbor WA
- CLM** William R Fairchild International Port Angeles WA
- BFI** Boeing Field/King County International Seattle WA
- S50** Auburn Municipal Auburn WA
- PAE** Snohomish County (Paine Field) Everett WA
- RNT** Renton Municipal Renton WA
- S43** Harvey Field Snohomish WA
- SFF** Felts Field Spokane WA

User Fees Issue Resurfaces

February 27, 2009 — The recently unveiled Obama Administration's proposed budget includes a line item calling for aviation "direct user charges" - in other words, user fees.

Page 129 of the White House budget proposal suggests user fees to replace some repealed aviation excise taxes. It's a notion we've heard before: dismantle a fuel-tax system that is already in place and working, and replace it with a whole new system of user-fee collections requiring more expensive bureaucracy.

read more at WWW.EAA.ORG



Paine Chapter of WPA partners with Paine Field Airport to promote General Aviation Day and the Taste of Mukilteo at the 2009 Mukilteo Chamber of Commerce Business Showcase.

The weather outside may be frightful, but the flying may still be delightful.



Saturday Fly-outs 10 am meet at Regal Air.

KPWT on 2/28



General Aviation Day and Taste of Mukilteo to be held on Saturday, May 16th

What is new this year!

Event has moved to the South Ramp by the Flying Heritage Collection.

The event will be the first fly day of the season for the Collection.

Edmonds Community College Jazz Band

Kiwanis BBQ

Kid's Activity Tent

Last year we had over 2100 attendees through the gate, plus volunteers and fly-ins. The FHC had 1500 attendees during their fly day. So, put this date on your calendar! Please join us as volunteers, put an invitation out to your friends and colleagues, bring your aircraft for display or, if you are an EAA member, fly Young Eagles. Whatever your decision on participation do not miss the General Aviation Outreach event of the year for the state of Washington!

Young Eagles help needed: office help and pilots (must be EAA member) contact YE Coordinator Rich Jones at 425-750-8370 or Richard.P.Jones@Boeing.com.

Volunteers needed for setup on Friday from 3 pm to 6 pm and Saturday from 7 am to 9 am, and **tear down on Saturday** at 4:00 pm.

Static Display Aircraft wanted: Contact Jim Fries 425-885-4212 or e-mail jrfries@comcast.net for a registration form.

Volunteers needed for aircraft parking, and WPA tent.

Volunteer Dinner to be held on Thursday, May 14th. RSVP by e-mail

Red.Skyhawk@gte.net for time and location.

No e-mail! Call 425-349-9802. Expect a confirmation of your RSVP in early April.



Dave Wheeler, PAE WPA Vice-President

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

As a young boy I would look skyward every time an airplane went overhead. I always wanted to be up there. My first flight was when my parents put me on a DC-3 airliner with Northwest Orient Airlines for a trip to my grandmother's. It was a nonstop flight from Yakima to Portland. I was hooked.....

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

Several, right now, three, a 1946 J3-C65 Piper Cub, Yellow A PA28-140 Cherokee, and a PA28R-200 Piper Cherokee Arrow. We use these planes in our flight school on the Arlington airport.

>> What non-owned aircraft have you flown?

All the American/Grumman/Gulfstream small planes, including the AA1 series, AA5 series and their twin the GA7 Cougar. Most Cessna single and multiengine planes. Three or four flights in a Bonanza and one in a Beach 18. Mooney M20 series from the wood wing to the 231. Citabria and Decathlon. All the Piper Singles and Twins. And probably more that I'm forgetting

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

Angle flight, Challenge Air,

>> What is/was your career?

Flight Instructor – 30 plus years

>> What inspires you about aviation?

It is just so awesome to think that people can rise up above the earth in this contraption and then look down upon all of creation. That is cool.

>> Why are you a member of PAE WPA?

Hanging out with these people that have the same ideas and excitement as I do about airplanes.

>> Anything else of interest would you would like to share?

I just can't wait to get to the office everyday and play with the airplanes. Life is good.



Sno-Isle Vocational Skill Center
9001 Airport Road
Everett, WA 98201
Catered dinner (\$10) at 7 P.M.,
Meeting at 7:45 P.M.,
Program at 8:00 P.M.

RSVP required for Dinner by 4/5
Free Coffee for those with no RSVP
Flight Test Stories
April 10th

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

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

April 9th Board Meeting
 April 10th General Meeting: Flight Test Stories
 May 1st General Meeting: Autolandings
 May 7th Board Meeting
 May 16th General Aviation Day and Taste of Mukilteo
 June 5th General Meeting: Author Jay Spenser "The Airplane:How Ideas Gave Us Wings"

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

For Rent: Heated Hangar Space at Arlington Airport. Up to a medium twin (Piper Navajo size.) Price variable to size of airplane. 172/Cherokee \$300.00 – Small Twin \$400.00. Medium Twin \$5500.00. Aircraft needed for leaseback, Cherokee 6 or Lance (PA-32) Dave Wheeler Northwest Aviation Center, LLC (425) 238-7696

West Condo Hangar available for lease. Hangar #30-3 is 45' wide x 35' deep with a 45' x 13' motorized door and bright metal halide lighting. \$695.00 month. Contact: Roger Collins (206) 679-9484

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

WPA STORE

Name Badges \$6.00
 See our web page for a selection of logo shirts
 e-mail: store@wpa-paine.org

1996 Bonanza A36 \$285K
 ½ Share is Available
 250 Hours Total Time, Garmin 430, King HSI, Audio Panel KMA24, 2nd Nav/Com KX165
 Transponder KT170, ADF KR87, A/P KFC150, Fuel Totalizer, Hangered @ KPAE
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 Erik Nelson 206-498-5608

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 Lyc. IO-360 612 SMOH, Prop. 58 SNEW, \$15K paint, Extensive avionics, Many STC mods, Owner **SOLD** at WPA1 (Diamond Point, Sequim, WA), \$85K firm: Contact Larry Reece at abmtruder@olypen.com for email of photos and details.



Nose wheel fairing off of C182, ready for finishing work and paint. With hardware. Make an offer. 425-349-9802

Beautiful 1964 Cessna 172
 Full IFR with GPS, Low time
 Price reduced \$42,500...email for pics
JimSmithCFI@msn.com , 425-774-8497 (home), 425- 218-2150 (cell)

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