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Next Newsletter deadline:
February 15th
paine-editor@wpaflys.org

President's Message by Les Smith

What a busy New Year this has started out to be. We must deal with a deadline on paper pilot certificates. We face a TFR associated with the Olympics that truly deserves a thorough study. We have an EPA taking a close look at lead emissions and issuing an NPRM that needs input from the aviation community. Our legislature is looking for revenue and thinks they may be on to something with us "rich" pilots.

If the pilot certificate you are using is made of paper, then you have until March 31, 2010, to convert it to the new upgraded, counterfeit-resistant plastic pilot certificate. Converting your paper pilot certificate to the new plastic certificate will also meet the English proficiency requirement, since the new plastic certificate will contain the English endorsement. Reference FAR 61.19(h). There is a \$2.00 fee for this certificate replacement process, which can be waived if you are using this opportunity to move away from your SSN as the certificate number. To order a replacement certificate to meet the above requirements, follow the steps outlined on the FAA Airmen Registry web site - http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/.

Learn everything you need to know about these Temporary Flight Restrictions that will be in place this coming winter near Bellingham, WA during the 2010 Vancouver B.C. Winter Olympics & Paralympics Games. Even though you may not plan to attend the Games using your aircraft, this TFR affects Eastsound and other airports that are near (even if not within) the TFR. You bear the burden to "...become familiar with all available information concerning that flight..." You can either get yourself up to speed on all the particulars of the Olympic TFRs – or brush up on your Intercept Procedures. Check the Chapter web site for info.

On December 30, 2009 the U.S. Environmental Protection Agency (EPA) proposed to expand the lead air quality monitoring network to cover sources that emit a half ton or more of lead a year, lowering the current threshold from one ton a year to include more sources. EPA estimates these proposed changes would collectively expand the existing lead monitoring network by approximately 140 sites. EPA is not reconsidering, or delaying the implementation of, the 2008 lead standards. As of January 1, 2010, states need to deploy lead monitors around sources emitting at least one ton of lead a year. The EPA is honing in on airports that have piston-engine, GA aircraft. The proposal states that airports will be treated identically to other sources of lead when determining if source-oriented lead monitoring is needed. The EPA appears to be open to alternative suggestions, however, and is seeking data that may be useful in setting an alternative emission threshold for airports. To view the EPA's proposal - <http://www.epa.gov/air/lead/pdfs/20091223MonitoringProposal.pdf>

To view EPA's Lead/Air webpage - <http://epa.gov/air/lead/> Stay tuned for talking points for this proposal. The good news is that EPA admits they don't know too much about aviation – and they seem willing to listen!

When you registered your aircraft this year, you paid an Excise Tax in the guise of a registration fee. This form of taxation has been in place in WA since 1949, in lieu of a property tax. Our state legislature, faced with budget shortfalls, is looking into every nook and cranny for additional revenue. The legislature estimates that a 1% Property Tax on the roughly 6,000 registered GA aircraft in WA would bring in nearly \$11 million, rather than the \$300,000 collected via the current annual Registration Fee. WPA is collecting data for presentation to GA-friendly legislators on reasons for leaving in place the status quo - for instance, the personal contribution of GA pilots to maintenance of state-owned airports, SAR operations, charitable flights, etc. This is felt to be needed despite the recommendation to the legislature by a governor-appointed citizens' commission that examined all tax preference in WA including GA. For WA pilots that are interested, further info on the tax preference situation is available on our Chapter web site.

Be safe out there



Feb. 5th General Meeting and Program: Modern Glass Panels: the technology behind the magic.

Did you know that the leading world-wide manufacturer of Glass Panels for single engine aircraft is right here in Seattle? No, not Garmin or Honeywell. Dynon Avionics sells more Glass Panels than anyone else in General Aviation, for experimental, Light Sport, and military. Ian Jordan, Chief Systems Engineer, and Kirk Kleinholz, Account Manager, will explain and demonstrate how the latest technology Electronic Flight Information Systems work. What goes into a "solid-state gyroscope", and what drives moving maps and synthetic vision.



March 5th, General Meeting and Program

Flying in Antarctica. Will Silva is a Medical Doctor, and WPA Member, who has spent many seasons working in Antarctica. Dr. Silva has completed 3 full-year tours serving as South Pole Station Physician. He has also lived for a full year at Palmer Station on the Antarctic Peninsula as well as two summers there and one at the large research- and logistical base at McMurdo Bay. Dr. Silva will present a talk and slide show about his work on the Ice, with an emphasis on the role aviation has played in Antarctic research and exploration. He will present photos and documentary from his adventures flying in the cold at the bottom of the world.



WPA Maintenance Training Seminars

All seminars are 8:30 A.M. to 12:00 P.M. @ EVCC Paine Field, Bldg. C80

February 6, 2009- Preventive Maintenance for Pilot/Owner, Landing gear, brakes, aircraft jacking, shoring, Weight and Balance exercise

March 6, 2009- Engine and Propeller care and Maintenance, fuel systems, Spark plugs/Ignition, Outside vendor demonstration/seminar (Spark plugs, Ignition)



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Formation Training 101



Don't risk being grounded after March 31st with an expired paper pilot certificate.

Is your FAA pilot certificate printed on paper?
Paper certificates expire on March 31st.

You need to replace it with a new plastic certificate. To obtain the new counterfeit-resistant certificate, you need to complete a form and submit it to the FAA in Oklahoma City, along with \$2 for each certificate to be replaced. You can also do this online. Take note that the new certificate will not carry your original date of issue, so you may want to keep the old paper one - dog-eared and leather-stained as it may be - to prove your longevity. Mail applications are forecast to take four to six weeks, with online processing to take up to 10 days. Keep those timeframes in mind and don't put this off or you could find yourself grounded after March 31st. Some non-pilot certificates, such as those for flight engineers and mechanics, are good for another three years but then they will also have to be replaced. Student certificates are not affected.

If you have personal data concerns, you can also use this as an opportunity to ask the FAA to issue you a new certificate number that is not your social security number (at no additional charge).

www.faa.gov/licenses_certificates/airmen_certification/expiring_paper_certificates



PAE WPA Recent Flyouts, we do not stop for Winter.



Hangar Flying 12/19/2009 at Shaun O'Donnell's when the Saturday Flyout weather was low IFR. 13 people turned out including me (Greg Bell), the photographer.

What does a Bonanza, 2 Skyhawks, a straight leg Cardinal, a Jabiru, a Mooney and a RV8 have in common?

They are all owned by Paine Field chapter members and flew to Friday Harbor, during our Saturday Morning Impromptu Fly Outs, on December 26th.



Review of Jan. Program: Paine Field Report

Last year's highlights. The airport managed 100 million of business last year excluding Boeing

- Big Snowstorm – Boeing had 2 Billion of aircraft to deliver at that time
- New Firestation. · Kilo stubs by the Future of Flight
- Repaving the main runway and Alpha taxiway
- Historic Flight which will open in March
- Commando Road
- North Condo phase II



Airfield projects planned for 2010

Kilo South. Runway Lighting
ILS Upgrade. Alpha 2.5 and Alpha North

Boeing pays 2.5 million for use of the runway. The total airport budget is 11-12 million.

Commercial Airservice. last public hearing is on Jan 21.

- Comments on the environmental analysis are due by Feb 5

First Flight of the 747-8 will be soon.

Rules and Regulations Document draft is out for comment.

Hot issues are:

- Fire arms. · Minimum standards
- inclusion of FARs. · Vehicle Ops. · Helicopter Ops

Contact Bryan Johnson with any further comments on R&R.

by Marilyn Fries

Jan. 9th Saturday Flyout to KPWT

By Greg Bell

On Saturday, January 9th, there was a break in the seemingly continuous wet and dreary weather. I rushed through my earthly domestic tasks and finished so that I could arrive at Paine by 10AM. Surely there would be a lot of pilots and their guests waiting to take advantage of this golden opportunity. When I walked into Regal Air, the usual meeting place, I was quite surprised that the only familiar faces I saw were Rich and Stephanie. Fortunately after a little waiting around and socializing, people started to come out of the woodwork. Steve Waterman called and said he was on his way over from the maintenance seminar, where he left early because he wanted to fly so badly. I'm glad you have your priorities straight Steve! We looked at a printout of the entire state's TAFs and METARs. The San Juans ranged from marginal VFR to IFR. The South Sound was cruddy too. We agreed the Airport Diner at Bremerton was the place to go. Dick Kinnier showed up like clockwork in his Skyhawk and flew a young A&P student from EVCC that showed up. Rich and Stephanie each flew their respective Grand Champion winners as a flight of 2. I flew the Diamond DA40 with Steve Waterman as my first officer. We had a pretty stiff (25-30 knot) headwind, but the flight was smooth and the scenery beautiful. The Skyhawks in the group were only making groundspeed in the 70's! A few of us had just landed and parked just in time to watch Rich and Stephanie fly the pattern and land in formation. How many married couples do you know that do stuff like that? Pretty cool. Some had breakfast, some had lunch. The coffee was hot and the conversation was good. The flight home was very quick since the stiff headwind on the way down was now a bodacious tailwind. I averaged about 156 knots and only took about 13 minutes to get back to PAE in the Diamond. Hope to see you at the next one. Don't forget, we "hangar fly" to breakfast (usually Shaun O'Donnell's) if the weather is crummy.

FLIGHT ADVISORY Published July 6th, 2009

The Vancouver 2010 Winter Olympics and Paralympics Games

The 2010 Winter Olympic and Paralympics Games will take place over an eight (8) week period during the months of February and March 2010. This Advisory will have three parts. The first part will explain the Airspace Structure, and Operating Rules and Procedures that will be in place in United States Airspace during the games. The second part reflects the Airspace and Procedures as defined in AIP Canada (ICAO) Supplement 21/09. The third part will provide a list of resources for more information. The NOTAM for United States airspace described in this Advisory will be published

Part 1. United States Airspace

Due to the Vancouver 2010 Winter Olympics and Paralympics Games, the FAA at the request of the Department of Homeland Security and Department of Defence as part of the airspace security measures will be placing restrictions and procedures in northwest Washington State to complement Canadian restrictions and procedures. **The restrictions will coincide with the opening and closing of the Athlete Villages in Vancouver and Whistler, BC: January 29, 2010 to March 24, 2010. Additional NOTAMs may be issued and it is recommended that operators check NOTAMs frequently.**

Pursuant to 49 USC 40103(B), The Federal Aviation Administration (FAA) classifies the airspace defined in the published NOTAM as “National Defense Airspace”. Any person who knowingly or willfully violates the rules concerning operations in this airspace may be subject to certain criminal penalties under 49 USC 46307. Pilots who do not adhere to the following procedures may be intercepted, detained and interviewed by Law Enforcement/Security Personnel. Any of the following additional actions may also be taken against a pilot who does not comply with the requirements or any special instructions or procedures announced in the NOTAM:

Editors Notes: Olympic TFR is effective starting in Jan. This covers the airspace from the surface through 17,999 MSL over parts of NW WA including parts of the San Juan Islands. This also affects airports on the fringe of the TFR. The NOTAM is subject to change. Check TFRs before you fly.

Fringe Airports: WN35, WA88, 38W, 90WA, 7WA5, 2WA3, KORS.

Discreet squawk codes are required to fly into and out of the Fringe Airports.

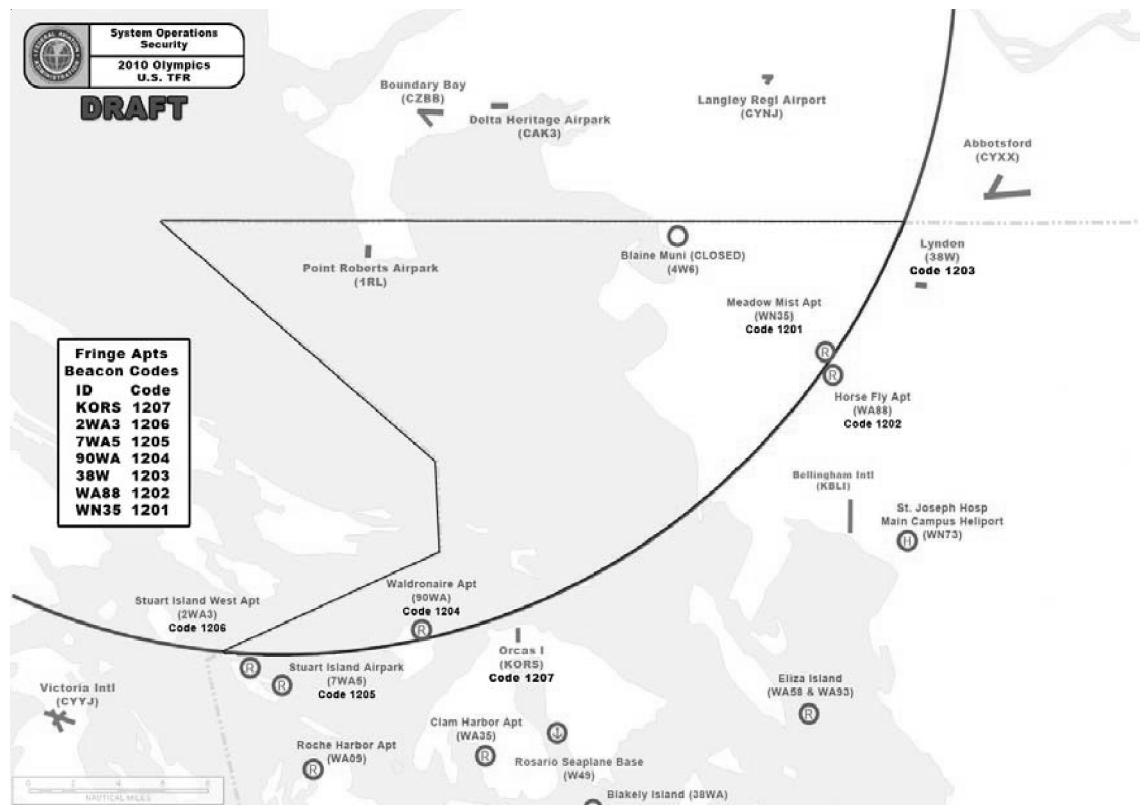
**Canadian Airports/
Aerodromes Affected:**

- Vancouver International Airport
- North Terminal
- South Terminal
- River Operations

- Vancouver Harbour (Float)
- Vancouver Harbour (Heliport)
- Boundary Bay Airport
- Langley Airport
- Pitt Meadows Airport
- Delta Airpark
- King George Airpark
- Fort Langley
- Sechelt-Gibsons
- Nanaimo
- Nanaimo Harbour
- Various Heliports
- Gulf Island Float Bases
- Squamish
- Whistler Heliport
- Pemberton

United States Aerodromes Affected:

- Point Roberts
- Blaine (Ed.note: Airport is Closed)
- Meadow Mist



2010 Paine Field Chapter WPA Membership Renewal due 12/31/2009

To renew your membership with the Washington Pilots Association, please choose one of the following options:

The Quick and Easy Online Method: Visit <http://www.wpaflys.org/Membership/Payment/cc2.asp> for the online form and credit card payment method. You can also change your personal information.



Or the snail mail-in method below:

2010 SNAIL MAIL MEMBERSHIP RENEWAL FORM

WASHINGTON PILOTS ASSOCIATION PAINE FIELD CHAPTER

INSTRUCTIONS:

If there has been no change in any of the information you provided in the past, simply fill in your name and enclose your check for the proper amount. If there has been a change, or you're not sure that our data base is fully up to date in your case, complete the items that have changed. However, ***if in doubt, fill it out*** completely.

NAME: _____

(Last) (First) (M.I.) (Nickname)

SPOUSE: _____

(Last) (First) (M.I.) (Nickname)

MAILING

ADDRESS: _____

(Street or P.O. Box) (City) (State) (ZIP)

PHONE: _____

(Home) (Work) (Cell) (Other)

EMAIL(s): _____

Tie down or AIRCRAFT TYPE: _____ AIRPORT: _____ Hangar #: _____

2010 DUES: Renewal Dues: \$ _____ (\$40.00)

GENERAL AVIATION NEWS AND FLYER: \$ _____ (\$25.00) Optional

Total enclosed: \$ _____



If you currently receive GAN and want to extend your subscription, ***please attach a mailing label***. WPA dues are not deductible as a charitable contribution for Federal tax purposes. The dollar amounts are valid through 12/31/10. Please make checks payable to: ***WPA***

PAINE FIELD CHAPTER and mail to

WPA Paine Field Chapter: Att'n Treasurer

C/O Paine Field Airport - Suite A

3220 100th St. SW

Everett, WA 98204

NOTE: Please fill in your name and the amount but ***leave the date blank***.

Received from _____ on _____.

the amount of \$ _____.

NOTE: You may receive an acknowledgement of your RENEWAL by either email or regular mail. RENEWALS ARE DUE BY 12/31/09 Remember

SOONER IS BETTER!!! Should you fail to receive an acknowledgement in 10 (or more) working days, please contact Greg Bell or Steve Waterman

February 5th Program Modern Glass Panels

O'Donnells' Restaurant
122 128th Street SE
Everett, WA 98208

No host bar opens at 6:30 pm

RSVP at Wpa.painedinner@hotmail.com or call

425-388-5125 ext 6

required by Feb 2nd

\$15 per person

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

PRSR STD
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PERMIT NO. 336

ADDRESS SERVICE REQUESTED

Calendar of Chapter Events

February 4th Board Meeting

February 5th General Meeting Modern Glass Panels

February 6th Maintenance Seminar, see pg 2

March 4th Board Meeting

March 5th General Meeting Flying in Antarctica

March 6th Maintenance Seminar, see pg 2

April 8th Board Meeting

April 9th General Meeting Accident reviews and PAE Tower

Safety tip of the month:

Part 91.107: The pilot has the duty to brief passengers on how the seat belts work. You can't legally take off until you've told them how to fasten and unfasten the seat belts. Many General Aviation airplanes, particularly the older ones, the seat belts don't work like the seatbelts in cars. So don't take anything for granted. Assume that they need to know how to do it.

Another requirement that the pilot has in Part 91.107, is to notify their passengers that they have to fasten their seat belts. So you must tell them how to fasten and unfasten and that they must use their seat belts and shoulder harnesses before you take off, land or as the regulation says, "...cause an aircraft to be moved on the surface."

It's a very good idea to brief your passengers on how to adjust their seat position - but really important, how to lock the seat in place. It would be really uncomfortable for your passengers if the seat suddenly started to shift.

Excerpt from: www.pilotworkshop.com/tips/passenger_safety_checklist.htm

Commander 112TCA

VERY low time. Three bladed prop.

High flying, wide body, turbo charged

\$72,000 OBO

JimSmithCFI@msn.com, 425-774-8497 (home)

425-218-2150 (cell)

Seeking hangar-sharing at Paine Field for a GlaStar on tailwheel gear. Can store with wings folded if necessary, in as little as approx. 16'x28'. Call Kirk Kleinholz at 425-233-7723.

CLASSIFIED ADS free to WPA members

ads will run for 2 months unless otherwise requested

2009 Aviat Husky A-1C

Save Huge \$ now on closeout priced, 2008 and 2009 Husky demo aircraft or order your new 2010 Husky with choice of, engines, props, color schemes and 6 panel options. Contact Alan Negrin to arrange a demo flight.

425-285-9162, alan@northwesthusky.com, <http://www.northwesthusky.com>

A friend is trying to find a good home for a **partially assembled Lancair 235**. No engine or avionics. Free for the taking.

Contact Greg Bell at 206-715-0005 / ifrpilot@comcast.net

CASCADE FLYERS, Paine Field based Cascade Flying Club has membership opportunities available. Well maintained hangered C172 and GNS430 equipped C182 with

good availability. www.cascadeflyers.com or 425-939-8505 for info.



Northwest Aviation Center now located at the Arlington Airport has immediate openings in the shop for your Annual Inspection or other maintenance that you may require. Call 425 238-7696 for an appointment and we'll get you right in. Anything from an oil change to an engine change we can fix you up. Done the right way, for the right price.