



## Contents

President's Message	1
Officer contact	2
Maint.Seminar Schedule	2
April Program	2
In memory	3
GA Day is Coming	3
Places to Fly	4
2010 Membership Renewal	5
Calendar	6
Classifieds	6

Next Newsletter deadline:  
March 15th  
[paine-editor@wpaflys.org](mailto:paine-editor@wpaflys.org)

**Have you paid your 2010 dues? If not, this is your last Chapter Newsletter See page 5 for renewal procedures.**

## President's Message by Les Smith

If you are a new or renewed member for 2010, thank you for joining (or rejoining) us. (editor's note: if you have not renewed please do so at [www.WPAFlies.org](http://www.WPAFlies.org) to continue your WPA benefits which includes this newsletter). There are lots of things to do, some great meeting topics scheduled, many Saturday Breakfast flyouts to join, various discounts to take advantage of and, maybe most importantly, opportunities to add your voice to the issues facing aviation today.



This continues to be a very busy time for aviation. The Washington State Legislative session currently underway in Olympia certainly deserves our attention – and our engagement!

Senate Bill 6603 is an act relating to land uses adjacent to general aviation airports. This bill is consistent with the recommendations of the Long-term Air Transportation Study (LATS), completed last summer. Airports are an important part of Washington's economy and they must be protected. Many cities and counties are permitting incompatible uses around airports that compromise the future effectiveness of those airports. The current laws are voluntary and are being ignored. This new bill gives the existing law some teeth. Once an airport is lost to encroachment, it is nearly impossible to replace it. SB 6603 will require local governments to restrict such uses as they develop or update comprehensive plans. Watch for more, coming soon on our web page, about what you can do to support this important legislation.

House Bill 3176 is for all kinds of state funding, but Part 10 applies to aircraft owners. This bill proposes to replace the Excise Tax you pay today (that masquerades as a Registration fee) with an Excise Tax of five-tenths of one percent of the taxable value of your aircraft. It defines that taxable value as "based on the most recent purchase price depreciated according to the year of the most recent purchase of the aircraft". The as-yet-undefined depreciation schedule is mandated by the bill to be prepared yearly. Opinions vary among the politically savvy about whether the aviation-friendly amongst our Legislature can pull this bill before it gains too much traction. Here again, watch for more on our web page about what you can do to deter this misguided legislation.

continued on page 2



## March 5th, Program Flying in Antarctica.

been staffed and operated year-around ever since.

The United States Antarctic Program has operated a research station year-around at the Geographic South Pole since 1956. Air support from the US Navy made this project possible. The station has been rebuilt twice with continuing airlift by the Navy and more recently by the New York Air National Guard, and has

Dr. Will 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 on March 5th, with an emphasis on the role aviation has played in Antarctic research and exploration.



## WPA Maintenance Training Seminars

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

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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## April Program Accidents and Tower Operations



Dave Wheeler will discuss the newest Take Off, Maneuvering, and Landing Accidents information from the FAAST Team.

KPAE Tower – Tower Operations. Holly will discuss the latest events and “need to knows” from the KPAE Tower.

## News Brief: Airbus corners Jet engine market.



## PAE Chapter Dinner Reservation Etiquette

The Chapter pays \$15 per each dinner reservation. This money is not refunded to us if the member does not show. If you have made a reservation and find that you are unable to attend, please call or e-mail a cancellation to our Dinner Reservation Chairman. The Chapter thanks you.

Dinner Reservation Chairman:  
[Wpa.painedinner@hotmail.com](mailto:Wpa.painedinner@hotmail.com) or call 425-388-5125 ext 6

Too late to make the reservation and you still want to attend? We have a no-host bar setup and the restaurant is open from 7 am to 1 am.

continued from page 1

By the time you read this, Steve Waterman, in his role as Chairperson for the General Aviation Day event, will have held the first planning session. We'll need volunteers for flying Young Eagles, owners to display their aircraft, traffic and parking management, initial setup, teardown and more. Marilyn Fries is serving as Volunteer Coordinator. Please join the effort in producing this – our signature event of the year – by contacting Marilyn to sign up as a volunteer. Her email is [paine-secretary@wpaflys.org](mailto:paine-secretary@wpaflys.org).

January set records as warmest month on record. Along with that there seems to be a fair share of good flying days. I hope you're taking – and will continue to take - advantage of those and keep the rust off. The Northwest Aviation Conference and Tradeshow takes place next weekend in Puyallup. The WPA Annual Members meeting will take place Saturday at noon, with lunch provided. This is a great mid-winter event to recharge your aviation spirit. The weekend forecast is shaping up to be great. Fly down to Puyallup's Thun Field and let Spencer Aircraft's free shuttle get you to and from the Fairgrounds! be safe out there!



**Major Kurt "Smoke" Mason, USMC (ret)**  
**Kurt Mason left this world suddenly on January 28. He leaves behind countless friends, he was a mentor to 100s.**

This is from Tom Cathcart at the MOF restoration center

To the family and friends of Kurt Mason;

A dynamic and undeniable force was taken from us this week, a force that has touched almost every artifact and life within our museum restoration and airport community. We were all unprepared to live in a world without Kurt, a world made so much richer for his being here, and now find ourselves searching for some meaning for his early departure.

Over the 17 years that I have been here at the restoration center, I have known many men and women who have contributed a large portion of their lives for the sake of historic preservation. Kurt, like few others before him, touched much more than just the aircraft and vehicles that we attend to on a daily basis. He touched our lives and our hearts. Like a piece of candy that is hard on the outside and soft on the inside, Kurt's sometimes gruff exterior persona was but a vessel for a heart and soul the size of which we seldom are fortunate enough to experience and share.

We feel so cheated when we lose such a close friend without so much as a warning, nor that elusive chance to have said goodbye. I hoped that I might be given that opportunity last night in a dream, so see him one last time and say goodbye, to tell him how much he meant to me personally, and to all of his friends here at the museum. We are not however, given the luxury of scripting our own dreams, to call on stage those we wish to see again. The luxury afforded to those of us left in the wake of such loss though, is to have listened and learned from his vast wealth of experience, and to have shared a passion for aviation and life with such a man as Kurt Mason.



**In 2005 THE WRIGHT STUFF Award** was presented to **Kurt Mason**, for his calm, professional flying to allow him to walk away from his helicopter after a forced landing due to mechanical failure. Kurt is an inspiration, and a reminder, to all pilots at Paine to prepare for problems and turn them into less than tragic events.



**GA Day 2010 is fast approaching!** This year it will be held on Saturday May 15th. It will be at the new location by Flying Heritage Collection as it was last year. With the participation of the FHC as well as John Sessions Historic Flight Foundation, we anticipate a very exciting event. Last year we had an estimated 5,000 people attend the event and if the weather is favorable, I would anticipate an even bigger turn out this year. Some of the highlights this year will be the introduction of the new Fire Station where an awesome food court will be set up and the HFF will be bringing a B-25!

**There is plenty of need for volunteers this year.** If you have an area that you would particularly like to be involved with, it would be wise to sign up early. Marilyn Fries is our volunteer coordinator this year and can be reached by her email which is [m\\_fries@hotmail.com](mailto:m_fries@hotmail.com). Jim Fries is taking sign ups for anyone who would like to put

their plane in our static display collection. He can be reach by his email [jrfries@comcast.net](mailto:jrfries@comcast.net). This year we have a new Young Eagles coordinator. **If you would like to be a Young Eagles pilot**, contact Dan Thomas by his email [daniel.g.thomas@boeing.com](mailto:daniel.g.thomas@boeing.com). Hope to see you all there.

*Steve Waterman, 2010 GA Day chair*

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

Temporary, student, and flight instructor certificates are not impacted by this rule. Those with nonpilot certificates, such as ground instructors, flight engineers, and mechanics, will have until March 31, 2013 to change to a plastic certificate.

Pilots can request the plastic certificate through the [FAA's Web site](#). The cost is \$2. However, if you change your pilot certificate number from your Social Security number, the switch is free.

Editor's note: When I put in the request for my pilot certificate, they sent my not only my pilot certificate but my ground instructor certificate, all for no charge.





**Last month Rich and I flew to KHND** (Las Vegas) to visit his twin brother and our sister-in-law, and then continued to points south for warm weather which we never found. KHND, Henderson Executive Airport is a GA airport owned and operated by Clark County. Every time we have landed at KHND a van with "Follow Me" markings was there to guide us to parking and help unload and give us a ride to their FBO. There is a restaurant on the second floor of the FBO, (we have never had time to eat there), that has, per AirNav, good reviews. Their self-serve fuel, as of this date, is \$4.45 for avgas. The best fuel stop between KPAE and KHND was in Carson City, NV. The self-serve fuel pump, located N side about mid-field, avgas price was \$3.89. They have had electrical problems with their credit card reader. It was not working on our trip S, but on our way home we called prior to departure and were told that it was functional and it was.

**We continued on to Tucson (KTUS), AZ.** Rain and mist brought ceilings down to 200 feet around Marana (KMZJ ), which is located about 30 nm N of KTUS. The weather briefer stated that mountains were obscured and VFR flight was not recommended. Now, flying in the Pacific NW, with the intent to fly the I-5 corridor, we have heard mountains obscured so VFR flight is no recommended. So what did the briefer's statement mean in reality. Best way to find out is ask a local pilot, so we landed at Casa Grande (KCGZ about 65 nm N of KTUS). Entering the FBO, I heard, "Hi Stephanie". It was Marv Olsen, WPA member based at Crest Airpark. After chatting for awhile and told him we were looking for a local pilot for advice. There were three gentlemen sitting at a table. One I recognized from one of our Big World Flight for Education trips. He was from Brewster, WA. We had borrowed his Stearman for our event which was held at Omak, WA. Another was from Spokane. I said, "please convince me that I have left Washington". That left just one, and voila, he was based at Casa Grande. After updating our weather briefing and getting local advice, the remaining flight Tucson was successful. We arrived only a couple of hours later than planned.

What to do in Tucson: Pima Air & Space Museum and Boneyard tour, the Arizona Sonora Desert Museum, visit the Biosphere and then there was the Gem show. We could not do it all. The Gem show, largest is the world, was passed by and the Biosphere will be on our list for the next visit. If you go to [www.visittucson.org](http://www.visittucson.org), you will find a PDF file with 101 things to do around Tucson.

The Arizona-Sonora Desert Museum is a zoo, natural history museum, aquarium, and botanical garden all in one place. We enjoyed the Raptor Free Flight Demonstrations and had lunch at the Ocotillo Café and ice cream at Cottonwood snack shop. There are several dining and snack facilities on the ground and we highly recommend the Ocotillo Cafe. Only advice for visiting is be prepared to walk and expect to spend the whole day at the museum.



Pima Air & Space Museum, where history takes flight, is one of the largest air and space museums in the



world, and the largest non-government funded aviation museum. You'll see more than 300 aircraft and spacecraft including many of the most historically significant and technically advanced craft ever produced, both from the United States and throughout the world. The Pima Air & Space Museum offers exclusive bus tours (only during the week) of the 309th Aerospace Maintenance and Regeneration Center (AMARG), also known as the "Boneyard." The facility is located adjacent to the Museum at Davis-Monthan Air Force Base. Seats are available on a "first come first serve" basis. The tour narrator, we very much enjoyed, was unbelievable in his knowledge.

Tucson is on Mountain time. We awoke early on Sunday morning so we could depart prior to 8 am MST. Actual departure was at 7:45 MST under mostly clear skies. It was a easy trip to Carson City for a fuel the airplane and fuel the crew stop. We

would have liked to have stayed overnight in Carson City or Reno, but the weather briefing indicated IFR the next day, with icing, so home we flew.  
*By Stephanie Allen*

# 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 100<sup>th</sup> 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

## March 5th Program Flying in Antarctica

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

No host bar opens at 6:30 pm

RSVP at [Wpa.painedinner@hotmail.com](mailto:Wpa.painedinner@hotmail.com) or call

425-388-5125 ext 6

required by March 2nd

\$15 per person

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

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## Calendar of Chapter Events

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

May 6th Board Meeting

May 7th General Meeting Engine Out at 5,000 Feet.

June 3rd Board Meeting

June 4th General Meeting Flying to Baja

### Safety tip of the month:

Wake turbulence specific to landing. We need to note the preceding aircraft's touchdown point, particularly if it is a large aircraft. And we need to land after that touchdown point. Our glide path should at all times be above the glide path of the preceding aircraft, and be to the upwind side.

Well, how do we know we are in fact, above the glide path of the preceding aircraft? There are a number of ways to do it. One, if you have a glide slope capability in your airplane, note where you are on the glide slope of that runway, if it in fact, has an ILS installation. If it has PAPI or VASI lights, try to be slightly above that glide path. Again, you are assuming that the preceding aircraft is, in fact, on glide path.

### BFRs in your aircraft

\$35 per hour  
Jim Smith, CFII  
425-218-2150

### Commander 112TCA For Sale

VERY low time. Three bladed prop.  
High flying, wide body, turbo charged  
\$71,000 OBO Price lowered!  
[JimSmithCFI@msn.com](mailto:JimSmithCFI@msn.com), 425-774-8497 (home)  
425-218-2150 (cell)

## 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](mailto: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](mailto:ifrpilot@comcast.net)

LOOKING FOR PAINE FIELD HANGER SPACE FOR CESSNA - 150.

CALL CARL EDWARDS 425-773-6376

**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](http://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.