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Next Newsletter deadline:
June 14th
paine-editor@wpaflys.org

NOTAM
there is no Friday
night meeting for
July
Meeting will be on
Saturday, July 10th

President's Message by Les Smith

Land Use Issues

Ok – I can sort of dismissively say, “Yeah, I know what that’s about”. But in doing so, do I really? Or is it a disservice to an issue that has been identified by WPA State as a high priority issue for us as aviators? To get better educated, I’m working my way through a number of resources on WSDOT Aviation’s website that are proving to be rather informative. Why bother? After all, I fly out of Paine Field. Paine is pretty well established, has a relatively large perimeter, and a fairly mature build out beyond the fence. The key is the phrase “I fly out of...” I must be flying somewhere, and those “somewheres” (other airfields) face encroachment issues many times more ominous than those at Paine Field. If you would like to get up to speed on land use, encroachment, compatibility, Part 77, imaginary surfaces and so on, make your way to an education at the Planning section of WSDOT Aviation’s website. (<http://www.wsdot.wa.gov/aviation/Planning/default.htm#LandUse>)

You’ll also find a newly issued land use guide book.

If you would like to do more, be advised that WPA members John Townsley and Jim Combs have initiated a project with the Aviation High School to work with their graphics department and create a book on land use and encroachment issues affecting every single airport across the state. They would like photos showing airports as they looked before 1996 (when the encroachment legislation was passed) and current pictures showing the encroachment that has occurred while the piece of legislation was in place. The timeline is very short, so chapters are being asked to submit pictures of the airports in their areas as soon as possible. The intent of the book is to improve the protection of the Growth Management Act. Copies of the airport pictures should be sent to Dave Lucke, Charles Hower, Jim Combs, and John Townsley no later than August. Email me for help with getting in touch with these folks. The intent is to have this book ready for the Fall State Legislative session. While there are laws already on the books, the proposed book would show, in pictures, why the laws need strengthening.

As I write this, the media weather outlets all picture the longest string of days with icons showing no raindrops that I have seen in quite some time. If you’ve been grumpy lately, it might not be the rainy weather. It might be the lack of flying! Take a mental health moment for yourself and go fly while this good weather prevails. Look forward to seeing you soon on the field. If you’re taxiing back to your hangar or tiedown, I’ll bet you’ll be SMILING!

Be safe out there!



Saturday July 10th Chapter Meeting and Party

A party after the aerial demonstration at the Arlington Fly-in. Come on over to 18650 59th Dr NE by car or taxi over to the left wingtip of the DC-3, or look for the shuttle from the Cherokee Birthday Party area. Catered dinner for \$15.00, includes water or iced tea. If you want something different to drink, (adult beverages are ok) please bring it.

Reservations required so we get an accurate headcount. Email dave@nwac.aero, or go to Northwest Aviation Center’s FaceBook account and register there or call (425) 238-7696 Cell

Live music if we can get a band put together so bring your guitar or what ever you play. I’ll have the PA, drums, and keyboard set up already. Last time we put together a pretty good blues band. Maybe this time it will be Country, or Rock, but you will have to come to find out. Join us July 10th, 5:30 ish until ???



Skykomish Work Party

After several years off, Paine Chapter exercised on its adoption of Skykomish Airfield with a work party. The weather gods smiled on Saturday, June 5th. After a great breakfast enroute at Sultan Bakery, we gathered at the field at 10:00 am. Paul Wolf from WSDOT Aviation gave a safety brief to the 19 of us and laid out the work to be done. Many had driven up, based on reports of the recent soaking the field had received. Tim Herdt had flown in with his Cessna 180, bringing Gregg Ortega and Eric Gorrell - all from Frontier Airpark. Ken Berger arrived in his Helio, "Isabel". Also on hand was Skykomish local, George Wahl. George is retired fire chief, lives across the county road from the airport and has taken on the caretaker duties. He's accomplished quite a bit, allowing us to concentrate on clearing brush and branches over many areas of the field. There were mountains of brush piles and cut limbs that, as fast as we stacked them, George had hauled off with his tracked excavator. We ultimately logged about 100 volunteer hours which, when documented, helps the state justify the airport adoption program.

Thanks to everyone who participated. Skykomish is looking sharp!

Chip and Joan Davidson graciously hosted our group with a steak dinner at their "cabin" (the word does not do justice to the great place they have). The steaks were delicious (thanks Chip and Joan!) and the potluck items that others brought were great as well. After dinner, Chip gave us a walking tour of the town, explaining the cleanup underway after years of sloppy bunker oil technique by the railroad.

Ten of us chose to camp overnight, despite the (accurate) forecast for rain on Sunday morning. Thanks to Dave and Janis Wheeler, we had the picnic tables under their 10x20 tent for a (relatively dry) breakfast of bacon, eggs and pancakes - and maple syrup!

A good day's work, Chip and Joan's wonderful hospitality with a great steak dinner, a warm campfire under the many more stars they have up there, some good single-malt scotch, and a damp but delicious breakfast. All in all, it had us telling ourselves that with that investment, we'll need to follow through with another Skykomish outing again this summer!

Officers: Paine-BOD@WPAFlys.org

President Les Smith 425-870-2287
paine-president@wpaflys.org

Vice President Dave Wheeler 425-238-7696
paine-vice_president@wpaflys.org

Secretary Marilyn Fries 425-885-4212 & Karen Reid
paine-secretary@wpaflys.org

Treasurer Greg Bell 206-715-0005
paine-treasurer@wpaflys.org

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

2009 Director Dick Kinnier 206-546-3634
paine-board2@wpaflys.org

2010 Jim Faustina 425-737-8732
paine-board3@wpaflys.org

Past President Greg Bell 206-715-0005
paine-past_president@wpaflys.org



August 6th MOVIE NIGHT @ PAE will be different than years past! It will be held Friday August 6th and begin at 7:00 pm. The theme will be South Pacific so wear Hawaiian shirts guys and girls, use your imagination. This a NOT a to be missed event and will include a swap meet, barbaque dinner and a VERY LARGE SCREEN outdoor movie that will begin at dusk around 9:30pm under the stars! Get your afternoon combat nap so you can be eyes open men! The feature title will be Airplane or Hot Shots. Bring your spouse and or girlfriend. Members from the Arlington and Snohomish chapters are also invited. Mark your calendars now and see you there!



Aviation Academy Graduates 35 Students

by Kevin Kelly, Aviation Academy Director

On Saturday, May 15th, 35 students and their families gathered at the Emergency Management building next to the Flying Heritage Collection to receive their graduation certificates to signify their completion of the Aviation Academy course. Over the previous four weeks, the students learned about aviation history, the benefits of aviation for our society, how airplanes fly, aircraft engines, weather, air traffic control, navigation, and flight planning. They also learned about aviation careers and the importance of education in the aerospace industry. Tours on Saturday mornings included the Paine Field Fire Department, Paine Tower, Museum of Flight Restoration Center, Paine Field operations areas, the Future of Flight Aviation Center & Boeing Tour, and the new Historic Flight @ Kilo 6, where the students got to climb around the Historic Flight Foundation's B-25, "Grumpy."

tion Center, Paine Field operations areas, the Future of Flight Aviation Center & Boeing Tour, and the new Historic Flight @ Kilo 6, where the students got to climb around the Historic Flight Foundation's B-25, "Grumpy."

Thanks to approval by our chapter's board of directors and the general membership, we are now adding a scholarship program to help our Aviation Academy students take the next step towards becoming active members of our aviation community. Scholarship details will be released later this year.

Many thanks go out to the Paine Field airport staff and businesses for their help and support, and especially to our chapter members who volunteer their time year after year to introduce young adults to the joys of aviation.



Page 4 **Our favorite place to fly to nearby is W-10 Langley Airpark on South Whidbey**

Mukilteo Coffee Company's cafe is located on the airfield and has great meals six days a week (closed Sundays right now but maybe open soon Sundays too) and they have great music concerts many weekends too, if you want to camp by your plane as there are no lights on W-10. Further, there are "Courtesy Bikes" with helmets and they are available both at the cafe and at the transient parking area. They can be used to ride into Langley and back to your plane.

by the :Lundahls



Why our B52 has not been seen at GA Day?



Anonymous photographer manages to capture photo of top secret Skunkworks project.



Back Country Flyers

Ryan Field Safety Briefing Announcement

June 5, 2010



For complete NOTAM for the Arlinton Fly In [http://www.arlingtonflyin.org/Flying/notam/ Notam2010.pdf](http://www.arlingtonflyin.org/Flying/notam/Notam2010.pdf)

- The Control Tower will be open from 8:00 a.m. to 8:00 p.m. local time July 7-10 and 8:00 a.m. to 5:00 p.m. July 11.
- Arlington Fly-In procedures will be in effect **ONLY** from 8:00 a.m. to 8:00 p.m. local time on July 7-10 and 8:00 a.m. to 5:00 p.m. July 11. Normal airport operations when Control Tower is not in operation. Please consult the Airport Facility Directory.
- There is a Prohibited Area (P-51) and three National Security Area's (NSA's) in effect in the Puget Sound Region. Be sure that you are familiar with the parameters of these airspace restrictions prior to your flight.
- **DO NOT** operate in the vicinity of the airport **WEST** of the field. This area is reserved for use by pre-authorized and show aircraft. **ALL** patterns are to be flown **EAST** of the airport when the tower is open.
- No touch and goes or practice IFR approaches July 7 through July 11.
- Departures within thirty minutes of the air show should be aware that heavy inbound traffic may affect departure release prior to airport closure.

All departures will be stopped 15 minutes prior to the start of the airshow each day.

- Fly-In parking will close 15 minutes prior to airport closure. Arrivals will be directed to East Airport
- Transient parking for temporary parking during this time.
- Fly-In aircraft parking is closed from Sunset to Sunrise local time, July 7-10, 2010.
- For arrivals to Arlington on Friday or Saturday, see:

Special Arrival Procedures Friday & Saturday July 9 & 10.

RUNWAY CLOSURE

- Runway 11/29 will be closed from July 3 through July 12, 2010.

AIRPORT CLOSURES

Arlington Municipal Airport will be closed daily, July 7 through July 11, 2010 during the aerobatic demonstration (schedule below). Arrivals and departures are not permitted during periods of aerobatic demonstrations.*

NOTE * *the only exception is when prior permission has been granted by Airport Manager, Fly-In and ATC.*

Ryan Field is a private airstrip located near West Glacier, MT, jointly owned by Ben and Butchie Ryan and the Recreational Aviation Foundation. The 2500' airstrip is, as Ben says, a "bush strip", surrounded by trees. Visitor facilities now feature a campground complete with a 24' X 30' shelter with a wood cook stove, several level tent sites, seven picnic tables, BBQ, horseshoe pits and eight tie-down spots. Nearby is a handicapped accessible vault toilet. There is a courtesy van on site for access to Glacier National Park only four miles away.

The Ryans are looking forward to hosting visitors to this special place they have carved out of the surrounding forest. See their three homebuilt aircraft, marvel at the work they have put into their property and hike through the surrounding forest. To read more about the Ryans and Ryan Field go to the RAF web site at: www.recreationalaviationfoundation.org.

The RAF requires that all pilots must obtain electronically a current safety briefing before landing at Ryan Field, even if they obtained a safety briefing in 2009.

1) E-mail your landing request to all of the following RAF Directors:

Chuck Jarecki, skywagon@centurytel.net

Dan Prill, dprill@gpdinc.com

Jerry Cain, sg@linctel.net

Carmine Mowbray, clarity@cyberport.net

E-mailing all four directors in your first e-mail will provide you with a timely reply.

2) You will be sent by return e-mail a two page safety briefing covering safety concerns of which you need to be aware. As with any flight, it is the responsibility of the pilot in command to acquire all available information pertinent to the intended flight as well as determine if the aircraft and the pilot's capabilities are suitable for the safe use of Ryan Field. Phone requests will not be honored as you must request and receive the complete Ryan Field information by e-mail.

Saturday July 10th Chapter Meeting and Party

@ Northwest Aviation Center's Hangar
Arlington Airport, 18650 59th Dr NE Arlington
Time: immediately after the aerial demonstration.
RSVP by July 6th to dave@nwac.aero, or go to Northwest Aviation Center's FaceBook account and register there,
or call (425) 238-7696 Cell

Calendar of Chapter Events

July 8th Board Meeting

July 10th (Sat.) Hangar Party at NWAC AWO

Aug 5th Board Meeting

August 6 th General Meeting Movie Night

September 9th Board Meeting

September 10th General Meeting Hangar Party @ PAE

September 10-12 Mukilteo Lighthouse Festival

Safety Tip of the Month TCM Compression

Compression test gauges are notoriously inaccurate, and it's quite common for different gauges to give markedly different readings. For that reason, TCM does not publish any specific value (60/80 or whatever) as the go/no-go threshold for the compression test. Instead, TCM requires that your A&P establish a go/no-go threshold for his particular compression test gauge by using a special calibrated master orifice tool (TCM p/n 646953A) that represents what TCM defines as the maximum allowable leakage for a cylinder. SB03-3 instructs your mechanic to hook up his compression tester to this calibrated master orifice, measure its leakage just as he would a cylinder, and write down the value he gets. That value then becomes the maximum allowable leakage for your cylinders when using his particular compression tester. (For most compression test gauges, this value turns out to be in the low 50s or high 40s.)

read more at www.avweb.com/news/savvyaviator/188758-1.html

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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.