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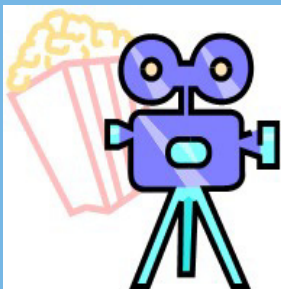
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Next Newsletter deadline:
August 16th
paine-editor@wpaflys.org

The Science of Flight for Teachers

Monday, August 2

Pilots wanted to fly teachers
See page 2 for details



President's Message

 by Les Smith

Some members of the U.S. House of Representatives are calling on their colleagues to extend their support in protecting Recreational aviation and backcountry airstrips. These airfields serve a fundamental role for emergency flight operations, fire fighting, wildlife management, and tourism. Paine Chapter knows this. That's why we adopted Skykomish Airport under the WSDOT Aviation Adopt-an-Airport program. These House members, along with members of the House GA Caucus have introduced a resolution that "recognizes the value of recreational aviation and backcountry airstrips located on the Nation's public lands and commends aviators and the various private organizations that maintain these airstrips for public use." You might want to write a letter to your U.S. Congressional Representative, asking their support for House Resolution 1473.



Mid-air collision. We all know to keep our outside scan on high when in the vicinity of airports. We also notch it up in a MOA, especially if we've established that it's active. But did you know that, statistically, you are 50% more likely to be involved in a mid-air on a training route than in a MOA? That's according to McChord's Mid-Air Collision Avoidance web page. <http://www.62aw.af.mil/library/macca/index.asp> When you consider the fact that the training routes in Washington often involve McChord's C-17 Globemaster III's flying as fast as 300 knots and as low as 300 ft. AGL, you might want to up your outside scan whenever you're within five miles either side of centerline for those pale gray lines on your sectional indicating Military Training Routes.

In this month's newsletter, Gary Evans asks for volunteers to support the *Science of Flight for Teachers* program. This very worthwhile program introduces educators to the scientific principles of flight and provides participants with instructional strategies that effectively present these principles to their students. In addition, participants will be exposed to the many facets of aviation and the career opportunities available to their students. Most of us jump at the chance to share a Young Eagles flight with a few kids, hoping to plant an aviation spark within. Consider how much further reaching it can be when you plant that spark in a teacher, who can then share that with a whole classroom of kids! Please consider supporting Gary and contacting him at AB7RK@aol.com. Monday, August 2nd, 12:00pm, at the Jet Deck.

I want to thank Dave and Janis Wheeler for hosting the Chapter at their hangar on July 10th for our Monthly General Meeting. We gathered there following the conclusion of the Saturday Air Show for the Arlington Fly In. Great tasting food, good sounding music along with some impromptu volunteer vocalizations. We shared the hangar with a friendly bunch celebrating the 50th Anniversary of the Piper Cherokee. It was a very good time, thanks to Dave and Janis!

Finally, enjoy the recent great flying weather. Be safe out there!



August 6th MOVIE NIGHT @ PAE will be different than years past! It will be held Friday August 6th and begin at 7:00 pm on the grass by the Airport Offices. 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! Cost for the BBQ is \$15, RSVP required for the BBQ, see page 6.



The Science of Flight for Teachers

Monday, August 2

This year marks the 10th anniversary of the “teacher flights” our chapter has supported as part of “The Science of Flight for Teachers” program.

Your help is needed again this year!

We will be flying teachers on Monday, August 2 and will meet at the gate next to the old Jet Deck at 12:30. **Pilots who are able to help out are asked to send Gary Evans an email at AB7RK@aol.com** to let him know how many will be coming this year. The flights should be short, 20 - 25 minute tours around the immediate area.

This is a great program - let’s keep up our great support

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PAE WPA ANNUAL HANGAR PARTY FRIDAY, SEPT. 10

Fun starts at 6:30 P.M.

Catered Dinner Served at 7:00 P.M.

Location: Same as last year (turn right at the Lear Jet)

Russ Keyes’ B105 N Corporate Hangar at PAE

9802 29th Ave. West

Everett, WA 98201

Cost: \$15 per person



Details: Dinner will be catered by Stray Dogs Catering. The menu will include BBQ Pork Sliders OR Santa Fe Chicken, Mixed Greens Salad with Assorted Dressings, Spinach Nut Salad, and Assorted Cookies and Brownies Tray.

Your favorite libation compliments of our PAE WPA

RSVP required by Tuesday, September 7

No reservations will be accepted after this date.

Send reservations to Jan Kinnier at wpa.painedinner@hotmail.com

OR

Leave a message at 425-388-5125 Ext. 6

Dear Fellow Pilots:

It's election season and you, as a pilot, can make a difference. In the past decade we've heard and seen General Aviation (GA) come under attack by those in seats of power who just don't understand it. Whether it's limitations on our rights to fly, severe governances that make GA more difficult, or taxation to fill the coffers of those who exercise reckless spending, we're under fire. What is needed in times like this is someone who, regardless of party lines, understands and supports the rights of GA pilots.

I have become involved in John Koster's election campaign to represent Washington State at the US Congressional level. I got to know Snohomish County Councilman Koster when I asked him to help protect Frontier Air Park with implementation of a county ordinance. After working together on this -for a year and a half- the Snohomish County Council passed the ordinance that affixes language to adjacent homeowners' titles when they put in for a building permit or wish to develop within 2,500 feet of the air park's boundary. In short, this language warns neighbors of Frontier Air Park there may be inconveniences (such as noise or overhead flight) because of aviation activity. It disallows them to lodge complaints as we are a pre-existing and planned community. Frankly, this puts everyone on notice of our flight activity and makes for greater harmony. Mr. Koster was a tremendous help in not only recognizing this need but working diligently for over 18 months to pass it.

I next worked with John on a project that demanded recognition of a single person. A person that had touched the community in so many ways with his generosity and dedication that he deserved to be remembered long after his life was spent. A newly built Snohomish County Park was being completed; naming and dedication was pending. John and I worked together to recognize this long time Lake Stevens resident and have the ball fields named for him. The individual had given countless hours to the community along with support and sponsorship of local youth, and selfless mentoring to many. John took-on the very personal pursuit of acknowledging this person's achievement in his life and dedicating the park in his honor.

Because I believe in John Koster, and all he has undertaken to benefit his local constituency, I am now heavily involved in his campaign wherever I can be of assistance. Among other things, I am donating my plane and time to fly Mr. Koster to various campaign events. Running for US Congress is highly demanding of time. Commuting by plane to various events throughout Whatcom, Skagit, Island, San Juan and a large portion of Snohomish counties can be an invaluable tool for a person on a busy and tight schedule.

John Koster has shown me that, regardless of party lines, he's a friend to aviation and he cares about what the community cares about; right down to the individual person. Through the projects I've been involved in with him, and now our flight time together, I can attest to his interest in supporting and maintaining an aviation lifestyle for pilots. Given all the discussed taxation and limitations of GA being bandied about, I can't say loudly enough how, having a supporter in the US Congress, will bring greater awareness and provisions for continuation of what we hold dear as a lifestyle – the ability to fly.

Make your voice heard. Mr. Koster is up against a tough incumbent. He can do a lot for us, but he can't get there alone. Donations to his campaign, of even a nominal amount, will go a long way in supporting a guy who supports us: <http://www.kosterforcongress.com/> **Koster For Congress - PO Box 231 - Arlington, WA 98223**

If you believe, as I do, that a person's future performance is told by his past actions, I urge you to support Mr. John Koster with your vote in his bid for election to US Congress on November 3, 2010.

Blue Skies,

Gregg Ortega (this letter may or may not reflect the views of your Board Members)



January 31, 2006 marked the maiden flight of the P-791 experimental hybrid airship. Developed by Lockheed Martin's Advanced Development Programs aka Skunk Works, the P-791 hybrid airship was flight tested at Lockheed Martin's flight test facility on the Palmdale Air Force Plant 42

The United States Department of Defense is interested in the development of an airship capable of transporting heavy loads, 500-1000 tons of cargo, up to 12,000 nautical miles. Such designs have been announced by DARPA (Defense Advanced Research Projects Agency). The Walrus HULA (Hybrid Ultra Large Aircraft) is an example of such an aircraft. A small scale version of the Walrus is scheduled to fly this year with a 40,000 pounds payload.

Skunk Works managed to test fly the P-791 two years earlier. Although just a testbed for future development, P-791 succes-

sors can be used in the future for a number of applications such as delivery of fighting units in a theater of operations or as a weapons/sensor/communications platform capable of operating for long periods of time. The test flight was just a short traffic circuit around the Palmdale Air Force Plant 42 airport and Lockheed did not want to comment the flight

**Our favorite place to fly to nearby is Hoquiam (HQM)
and just flying around and enjoying the scenery of Seattle**

Submitted by Ghazi Masood



FLY-IN
LYNDEN WA (38W)
AUGUST 28th



HOT DOGS AND HAMBURGERS
10:00AM TILL 3:00PM

ANTIQUÉ & EXPERIMENTAL AIRCRAFT
CLASSIC CARS – RADIO CONTROLLED A/C
CTAF 122.9

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CHAPTER 404

INFORMATION CONTACT – (360)354-6763

August 6th MOVIE NIGHT

@ PAE beginning at 7:00 pm on the grass by the Airport Offices.

RSVP required for \$15 BBQ by August 3rd

RSVP at Wpa.painedinner@hotmail.com or call 425-388-5125 ext 6

The Paine Flyer
Snohomish County Airport Paine Field

3220 100th Street SW

Everett, WA 98204

ADDRESS SERVICE REQUESTED

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Calendar of Chapter Events

Aug 5th Board Meeting

August 6 th General Meeting Movie Night

September 3rd-5th Vintage Weekend @ HFF

September 9th Board Meeting

September 10th General Meeting Hangar Party @ PAE

September 10-12 Mukilteo Lighthouse Festival

October 1st General Meeting Oregon Aero

Safety tip of the month

Be wary of Solar Storms and their effects on GPS

Space scientists say that solar storms are on the rise and do cause problems for satellite-dependent systems like GPS and ADS-B. So, if you're wondering if there's anything to worry about, the short answer is, "yes," but there are caveats. Scientists at NASA's heliophysics division and NOAA's space weather prediction center told AVweb the storms can -- and have -- temporarily shut down certain GPS capability and are likely to (read: will) do it again. While that's not likely to happen very often, the challenge of predicting or identifying those moments (which can last days) and effectively communicating the threat to end-users (pilots) is not easily met. With more pilots relying on satellite-based systems during demanding modes of flight, the stakes are high.

Did you know the restaurant is open at AWO again! Open Tues-Sun for breakfast and lunch (till 3). Menu is limited but expanding quickly. Food is Excellent, service Great, prices reasonable, booths in view is awesome!
It is done right and here to stay, so come check it out!

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>

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BFR's and Tail Wheel endorsements in your Single or Multi-Engine aircraft. Also Sea Plane qualified.
Contact Alan Negrin, CFI, MEI. 425-285-9162

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.