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

Do you have or know of a  
program?

Contact Robert Hamilton  
[robert@dynonavionics.com](mailto:robert@dynonavionics.com)



Don't forget the  
ornament exchange  
during the  
Christmas Party

## President's Message by Les Smith

This message marks the end of my shift. I hear the owners of fine, older aircraft who describe their role in ownership as that of caretaker. They speak of their ownership as an interval for an object whose lifespan extends farther than their own. That's been sort of the approach for yours truly. Fortunately this sense of trusteeship is well supported by the talented members of this chapter. Excuse, if you will, this indulgent look back over the past two years and some of what the members of this Chapter have accomplished.

We filled the Boeing Theater at Future of Flight to listen about the recovery of Glacier Girl from Gil Lund. Equally inspiring that night was Central Washington's Teresa Sloan rising to remind us how a scholarship from WPA gave her a boost on an aviation career. She came back later to share with us her adventures in the 2003 National Air Tour.

General Aviation Day has doubled its attendance each year for the past three years. This is our Chapter's Signature Event, presenting the opportunity for us to share our excitement and enthusiasm for aviation with the general public. We've been fortunate to add the Flying Heritage Collection and Historic Flight Foundation as partners along with Museum of Flight Restoration Center and Mukilteo Chamber of Commerce to our biggest boosters, Dave Waggoner and his Paine Field staff.

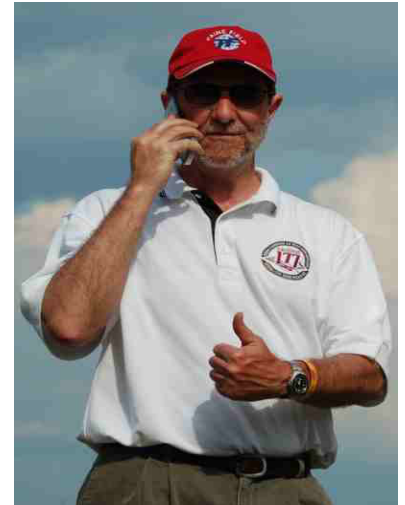
This year's revival of the Skykomish Work Party was another high point. It was gratifying to work alongside chapter members as we cleaned up the airport and its surroundings. Dinner with the Davidson's and an overnight camp sealed the camaraderie that comes from shared work and relaxation.

We should all be proud to have announced a scholarship at this year's Christmas Party. Recalling the benefit from a scholarship for Teresa Sloan that she reminded us of at the Glacier Girl evening, we see the return on small investment continue to pay dividends years later as she teaches aviation to a new generation. I'm also proud for us to have gained permission from the family to name the scholarship for chapter member Kurt Mason, who passed away earlier this year. He set an example for us all in energy, enthusiasm and work ethos that exemplify the hope we invest in this new annual scholarship.

Finally, I'm excited to pass the yoke to Dave Wheeler and his Board, composed of Steve Waterman, Karen Reid, Greg Bell, Dick Kinnier, Jim Faustina and Shane Morgan. I know that they will be successful in sustaining and continuing to build what I consider the finest chapter in the WPA.

Thank you all for your support these past two years.

Be safe out there!



## Paine Field Chapter WPA Christmas Party

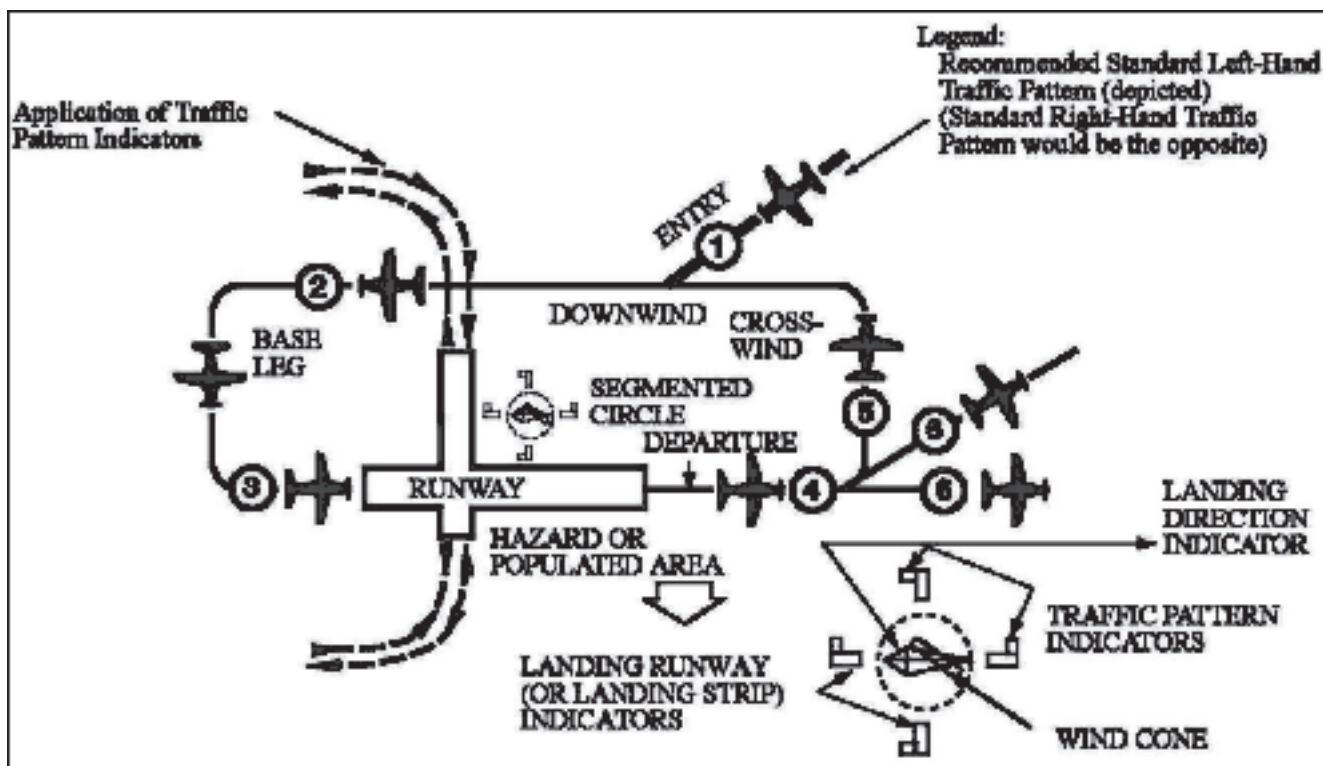
Friday, December 10th  
ANTHONY'S HOMEPORT EDMONDS  
See Page 5 for details and Registration form



In my career as an instructor working students at and around our home airport, I'm hearing more and more wrong things being said on the radio, and procedures not being followed. I fly from Arlington Airport (KAWO), and this is an example of what I hear from time to time. The airplane make is obviously fictitious, as I don't want to single out any person or airplane type. "Arlington traffic, BelchFire 123 departing runway 34 westbound."

Seems clear enough, or does it. What is westbound? Heading 270? Track 270? 90 degrees from runway heading, which would make it 250 degrees? Somewhere in the westerly hemispherical rule? I have asked pilots and Instructors that use this term what does that mean to you? Sadly, I have gotten all of the above answers. So when I hear it, I really don't know where the pilot is going. It is easy if you happen to have the latest whiz bang traffic detector, but in the planes most of us fly we don't have this equipment.

OK then, what is the correct answer? Easy. Ever heard of the Aeronautical Information Manual (AIM)?



Chapter 4-3-3, paragraph 6. If departing the traffic pattern, continue straight out, or exit with a 45 degree turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway, after reaching pattern altitude.

OK – easy enough, no such thing as a west or any other direction of departure, only the straight out or 45 degree turn in the direction of the traffic pattern. No crosswind or downwind departures at non towered airports, period, end of discussion.

Well then what about the towered airport? Not so different, except you may ask for and get almost anything that the tower can work out. Straight out, crosswind, downwind, turn in the opposite direction of the traffic pattern, almost anything. BUT, when ready for takeoff, do not ask them for a westbound, or any other direction of takeoff. The tower will give it to you, but the other pilots, especially inbound have no idea what direction you are really going. When you say Straight out, crosswind, downwind, now I know where you are going.

OK, so where did this all come from you might ask? Easy. Since most of us fly from Snohomish County Airport, (K\PAE) (and that's were most of the problems are) history is the culprit. Way back before the parallel runway was constructed this problem did not exist, but soon after the new 16L/34R became real, ground control would ask each pilot their direction of flight so the controller could assign the correct runway. That became north, east, south, or west. North and east got the east runway, and south and west got the west runway. Then after your run-up was finished you would taxi up to the runway and say ready for take off eastbound. Makes sense, ground wanted to know, so tower must want to know too. NO, they don't. The tower will parrot your request, but that doesn't make it right. So even at the towered airport if you say ready for take off and nothing more the tower will assume a 45 degree turn or the straight out. If you are on 16L and are heading east, ask for a left crosswind departure. Heading to Arlington, ask for a downwind departure. Nonstandard yes, but now everybody knows what that is.

Oh, by the way, if you ask for a crosswind departure, please really depart on the crosswind, and by looking at the drawing above, you will see that it is a 90 degree turn from the upwind.

## Your Officers and Committee Heads for 2011



**Past President  
Les Smith**



**President  
Dave Wheeler**



**Vice President  
Steve  
Waterman**



**Treasurer  
Greg Bell**



**Secretary  
Karen Reid**

### Directors



**2009 Dick Kinnier**



**2010 Jim Faustina**



**2011 Shane Morgan**

**Safety & Education  
Jim Morgan**

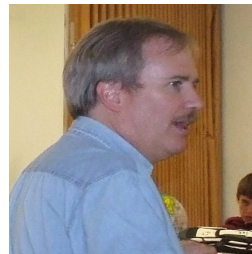


### Current Committee Chairs

**Aviation Academy  
Kevin Kelly**



**Programs  
Robert Hamilton**



**Web Site/ COM COM  
Dave Wheeler**



**Christmas Party**



**Membership**



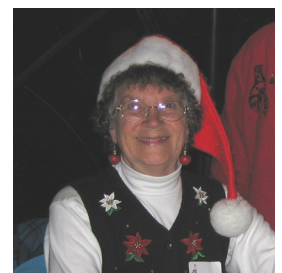
**General Aviation Day  
John Stieber**



**Newsletter  
Stephanie Allen**



**Dinner Reservations  
Jan Kinnier**



**Paine Field Chapter WPA**  
***Christmas Party***

**Friday, December 10th**  
**6:00 PM No Host Bar, 7:00 PM Dinner**  
**ANTHONY'S HOMEPORT EDMONDS**  
**456 Admiral Way Edmonds, WA**

**Anthony's HomePort Edmonds offers an unparalleled view of Washington ferry boats gliding across the Puget Sound**

**\$38 per person (limited to 60 attendees)**  
**Prepayment required by December 1st**

**Wild Alaska Silver Salmon:** Roasted on an alder plank and finished with smoked sweet red pepper beurre blanc

**Top Sirloin:** Chargrilled nine-ounce Double R Ranch hand-cut sirloin

**Coconut Prawns and Steak:** Ocean prawns covered with crispy coconut paired with a chargrilled Double R Ranch sirloin steak

**Vegetarian Option-** Pasta Primavera: Fresh fettuccine tossed with seared mushrooms, zucchini, snap peas, artichoke hearts, sundried tomatoes and herb cream sauce. Finished with toasted hazelnuts and Parmesan cheese

Contact Name: \_\_\_\_\_  
Phone #: \_\_\_\_\_  
Email: \_\_\_\_\_

**Attendees Names and Entre Choice**

- 1. \_\_\_\_\_
- 2. \_\_\_\_\_
- 3. \_\_\_\_\_
- 4. \_\_\_\_\_
- 5. \_\_\_\_\_

**Make Checks Payable to WPA-PAE. Please complete form and mail to:**

**Jan Kinnier 10128 240th Place SW, Edmonds, WA 98020,  
206-546-3634**



**Please bring a wrapped Christmas ornament to the Christmas Party for a fun ornament exchange activity. (Can be aviation related- but does not have to be) Thank you for participating**

**Paine Field Chapter WPA  
Christmas Party**



**Friday, December 10th  
6:00 PM No Host Bar,  
7:00 PM Dinner  
ANTHONY'S  
HOMEPORT  
EDMONDS**

**See Page 5 for Registration form**

**prepay required by December 1st.**

**Calendar of Chapter Events**

- December 2nd Board Meeting**
- December 4th Maintenance Seminar**
- December 10th Christmas Party @ Anthony's**
- January 6th Board Meeting**
- January 7th General Meeting. Dave Waggoner's annual report on Paine Field**

**Safety tip of the month**

**Why Ice Is Bad**

Ice in flight is bad news. It destroys the smooth flow of air, increasing drag while decreasing the ability of the airfoil to create lift. The actual weight of ice on an airplane is insignificant when compared to the airflow disruption it causes. As power is added to compensate for the additional drag and the nose is lifted to maintain altitude, the angle of attack is increased, allowing the underside of the wings and fuselage to accumulate additional ice. Ice accumulates on every exposed frontal surface of the airplane—not just on the wings, propeller, and windshield, but also on the antennas, vents, intakes, and cowlings. It builds in flight where no heat or boots can reach it. It can cause antennas to vibrate so severely that they break. In moderate to severe conditions, a light aircraft can become so iced up that continued

flight is impossible. The airplane may stall at much higher speeds and lower angles of attack than normal. It can roll or pitch uncontrollably, and recovery might be impossible.

Ice can also cause engine stoppage by either icing up the carburetor or, in the case of a fuel-injected engine, blocking the engine's air source.

**Mixture control cable plus knob**, 43 inches looks like a Piper cable but came out of a Cessna K model Skyhawk. Removal was only because it was not the original style for our authentic restoration project.\$20 (new cable is over \$100) call Rich 425-349-9802



**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

**CLASSIFIED ADS** free to WPA members

ads will run for 2 months unless otherwise requested

**We need you! PAE chapter, the largest chapter in WPA, needs you to make a difference, participate. Committee positions are open. Want to chair a committee? Contact your WPA Board, see page 2 for contact information.**

**2010 Aviat Husky A-1C**

Order your new 2010 Husky with choice of engines, props, color schemes and 6 panel options . Contact Alan Negrin to arrange a demo flight. Save Huge \$ now on closeout priced, 2008 and 2009 Husky demo aircraft. There are still a few demo aircraft available with full two year factory warranties.

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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.

C152 II FOR SALE \$24,950 - 1979 Cessna very economical, great for flight training or building time. Hangered at Paine. If you are seriously interested, call Marc for details (425-445-1081)

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