



## President's Message by Dave Wheeler

2011 is starting off with flying colors, literally and figuratively. I was amazed to see so many folks at Bremerton for the New Year's Day fly-out. Flying was fantastic, hardly a breath of air, and visibility unlimited. Some of us later flew on up to Jefferson County Airport for a piece of their fantastic pie. Marion Berry is my favorite – warm with a bit of ice cream.

The first general meeting was a packed house, and naturally, Chef Becky and her students fixed up a dinner that was as they say "To die for." And that chocolate dessert – well, you just had to be there. Hope you can join us in February. Remember it is the first Friday, and our program is going to be fantastic. Arnold Ebnetter from Harvey Field will be talking about his airplane trip to the east coast. No big deal you say? Well, he built the plane from scratch, using his own design, and flew it nonstop to the east coast! You have to be there to hear his story.

The new Board of Directors is settling in, flexing their new wings, and doing a great job. With this level of participation and excellence, we are guaranteed to have a fantastic year. How can I praise these folks without diminishing the work of the people that were doing the work. Let's just say that last year's board and committee leaders were excellent, and the new bunch has just taken excellence up another level. And, remember that three of the people on the board and committees are new to the chapter. Awesome, and thanks for your hard work.

Being sort of a goal setter, I laid the groundwork for some things that I would like to accomplish this year. These are easy to do, and that's the key in goal setting. Make the goal attainable, but at the same time challenging. Here are some of my thoughts, and please let me know if you have any comments, or better, suggestions on how to accomplish them. Maybe you could even volunteer to assist the chapter in getting them done.

Here they are: The WPA has four pillars that we work with, the Social Activities, being Advocates for General Aviation, Education of our members, and Outreach to the community. I noticed that we also have four standing committees, being Membership, Safety and Education, Promotions, and Legislative Affairs. My idea was to realign the committees more in keeping with the four pillars. The job descriptions of the committee leaders may change slightly, but not too much. I found it interesting too, that we have really four directors, when you count the past president, so why not assign each director as the leader of each committee. We already do this to a certain extent, and this leads into the next idea.

We are becoming a bit estranged with the By-Laws – at least the way I see it, so I would like to have a committee to review them. At the same time, we would assign the standing committees a director for each position. This will have a twofold reward for the chapter, first, the directors will have a sense of ownership of a process, and at the same time the membership will prosper from having a "go to" person for each pillar. I have more, but I see your eyes are starting to glaze over. See you on February 4th at Le Bistro for a fantastic dinner, and to hear Arnold tell his exciting story.



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Next Newsletter deadline:  
February 14th  
[paine-editor@wpaflys.org](mailto:paine-editor@wpaflys.org)

Do you have or know of a  
program?

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

**!The Newsletter will  
be going Electronic!  
!Make sure your  
E-mail address  
is current!**

**!See page 6 for  
important membership  
information!**

## February 4th 2011 program -The Ebneter E-1: Unique scratch-built design sets unofficial distance record



Arnold Ebnetter designed and built his own airplane, the culmination of a lifelong dream. First conceived with a slide rule in the 1950s while attending Texas A&M University, he completed the project, the E-1, with CAD and flight simulator programs in 2005. A native of Portage, Indiana, Ebnetter, 82, lives in Woodinville, Washington. He recently flew E-1 from Paine Field, Everett, Washington, to Fredericksburg, Virginia, to set an unofficial record for the longest nonstop flight in a small aircraft (less than 500 kilograms).

**March 4th Program: Long Nguyen Aviation Photographer:** How many of us can create beautiful photography while sitting at our desk at work? Long Nguyen is a professional pilot based in Seattle, crisscrossing the western United States in a diverse group of aircraft. Flying full time provides him the opportunity to capture unusual views of the landscape, spectacular weather formations and other fresh perspectives few photographers ever experience.



A self taught photographer, Long’s philosophy is to keep the image true to its original and to find the beauty in the subject. He likes to keep images clean, crisp and simple so they can tell the story in a single look. From stunning views of cloud formations over Mt. Rainier to cityscapes and abstract desert formations, Long Nguyen’s airborne camera gives us all a chance to experience his unique perspective on the landscape.

### Aviation Trivia

#### Bring your answers to the next meeting

Question #4. A pilot flying over a desolate, remote part of the country notices a downed airplane that apparently is the result of an accident. How would he know if that aircraft had already been reported and identified?

- A. It would be marked with a large red X
- B. The plane would be marked with a yellow cross
- C. There would be a large tombstone just off the nose of the aircraft

Question #5. For WWII buffs. Two WWII aircrafts: One was named - Rhapsody in Blue. The other was named the Wooden Wonder. Name these two WWII aircraft.

Question #6. During World War II, which one of these oldie but goodie comedians was machining part for Douglas for the DC-3 in his garage?

- A. Bud Abbott or Lou Costello
- B. Stan Laurel or Oliver Hardy
- C. One of the Marx Brothers
- D. One of the Three Stooges



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**Jan. 2011 Program** was presented by Dave Waggoner and Bruce Goetz on the current status of Paine Field. Photos from the past, showed the BOMARC missile site that is currently occupied by office buildings and air shows with a Flying Boxcar on exhibit. PAE community events have grown over the years: General Aviation Day, Vintage Aircraft Weekend, Science of Flight, and Aviation Academy not to exclude weekend flight demonstrations from our local museums.

FAA stimulus money went to the ARFF station, Kilo North taxiway construction and rehabilitation of the main runway and Taxiway Alpha. The near future will bring the rehabilitation of the small runway and Central Ramp. PAE may also acquire a new Fire Truck and snow removal equipment. CAT 2 operations will be going in around

2013/2014 and will include touchdown lights.

Boeing will be parking 787s and 747s that will affect taxi operations on the ramp. Runway 11/29, Whiskey Taxiway, Terminal Ramp will be closed. Aircraft will be parked on 11/29, Terminal Ramp, Kilo North and possibly South Ramp and Kilo 6. Aircraft at the tie downs on the West Ramp will be moved to Central to provide room for tenants to taxi on the west side. This is expected to last for 8 to 9 months.

Commercial Service is being reviewed by the FAA with two airlines still interested in providing service out of PAE. Security issues may affect tenants.

PAE has a webcam that can be accessed on the home page of their website: [WWW.PaineField.com](http://WWW.PaineField.com).

## Meet your 2011 Director: Shane Morgan

### How and when did you get interested in aviation?

My Great Uncle gave me a ride in his Cessna when I was 16. I was living in Fountain, Colorado at the time.

### What aircraft have you owned and if you own one now what model?

I hope to either restore an aircraft or build one from a kit.

### What non-owned aircraft have you flown?

Most of my primary instruction was in a Cessna 152. My dual cross country was in a Cessna 172 XP. My recent experience has been in a Piper 140 Cherokee and a 172 Skyhawk. I have had the privilege of flying with several different club members in their planes. I dream of flying in a red Skyhawk someday!

### Are you involved or have ever been involved as a volunteer in any other aviation related organization?

I am a member of the Cascade Warbirds. I attend several events throughout the summer and volunteer as a Marshaller. One of my highlights was taking a ride in EAA's B-17 Aluminum Overcast.

I have also been volunteering at the Arlington Fly-in. This year I helped them build and wire the new Red Barn.

### What is/was your career?

I have been a Commercial/Industrial Electrician since 1984. I served my apprenticeship in Colorado Springs, Colorado. I have worked on everything from houses to Nuclear Powerhouses. My work has taken me all over the country, from NY City to Ridgecrest, California. Ridgecrest is where I lived when I first started my flying lessons in 1989.

### What inspires you about aviation?

I love the freedom and the opportunity that flight offers while respecting the inherent risk. Aviators are a different kind of people.

### Why are you a member of WPA?

I originally joined several years ago to help support the efforts that are championed by the WPA. My choice of which chapter to join was an easy one. The Saturday morning Fly-outs was the deciding factor.

I have enjoyed the excitement and challenges of GA Day.

I have made many good friends and am looking forward to many more years of flying adventures.

Why would anyone not want to be a member?

### Anything else of interest would you would like to share?

My boys were in both Cub Scouts and Boys Scouts. I held several positions including Assistant Scoutmaster, Board Member and Advancement Chairman. I have spent well over 50 nights sleeping on the ground.

Editor's note: Shane was the Committee Chair for Vendors during General Aviation Day and especially instrumental in getting all of the vendor's requirements for power setup.



Shane at the Work Party at Skykomish

## Meet your 2011 General Aviation Day Chairman - John Stieber

I have always wanted to fly since a teenager; however, my professional demands seemed always to make this challenging due to time demands. When a couple of my colleagues took it up, I decided it was time and frankly I had to admit I was just a little jealous also.

My first plane was a M-7 Maule on floats. It was a perfect match as I had a home on Lopez Is. on the water and my neighbor had a floatplane dock! It saved me a 3hr. drive/ferry each way. I learned how to fly floats at Kenmore Air. I recommend this to everyone. I later changed the Maule to a tail wheeler and learned that form of flight. I was getting tired of always having someone in the right seat. I then bought a Cessna 182 which I have flown for the past 8 years. Not very showy, but it gets the job done well.

I have always had the good fortune of knowing people with very nice planes and do not mind letting me fly them from time to time. The list includes a Spartan Executive, a Beech A-36, a Lockheed twin which we flew to Oshkosh, a Casa twin jet trainer, a Beech Stagger Wing and best of all, two hours in a P-51 doing aerobatics. I was even able to land the beast before any tail dragging experience. What a thrill.

I practice general dentistry in Lynnwood for two years before a two year residency at USC in Orthodontia. The last 32 years, I have had an Orthodontic practice in Mill Creek. It Just doesn't seem that long ago!

What I have loved about flying is the opportunity to transform my mind in just a short time. How can you not like being on the deck on a sunny day at Roche Harbor or Lopez in 25 minutes. Sun Valley in 3 hours or on the Oregon coast in an hour and no TSA! It gives me a smile on my face just thinking about it. It is always challenging, but that is part of the experience. There is no limit to what the possibilities can be. Where else can you get this but flying?

The WPA has offered me the venue to be around other people that love the experience of flight like I do. It draws a certain group of individuals whom share this common endeavor and like all experiences, they are better when shared with others. I look forward to being involved with aviation for as long as it brings me these pleasures, and I believe that will be for a long time.



Thanks to the help of 850 volunteers, Christmas House 2010 was another successful year, providing gifts to over 10,000 children from 3,485 Snohomish County families. Parents chose six gifts for each of their children age infant through 18, plus chose one gift for the family. Thank you to everyone that helped make it a happy Christmas for all these children!

*the Christmas House*

Paine Field Fire Fighters Brett Blankenship and Mike Bales and WPA members Les Smith and Stephanie Allen loaded the toys for delivery to the Christmas House.





**Departing the snow and ice at PAE to a dry and sunny PWT for the first fly out of the year: Jan 1st.  
Happy New Year!  
Meet at Regal Air 10 AM on Saturdays for our morning fly out or hangar talk**

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#### Answers to last month's trivia questions:

Question #1. C. Wilbur Wright flew from Governors Island up the Hudson to Grant's Tomb and back in 33 minutes on October 4, 1909, making the first successful flight ever seen in New York. His flying machine was equipped with a red canoe for emergency water landings.

Question #2. True. Sailors on sailing vessels of yore placed a log in the water and timed how long it took for the log to float aft. This provided a measure of the ship's water speed. These speeds were entered into a "ship's log", which eventually led to the aviation logbook.

Question #3. A. Pressured by a letter-writing campaign organized by Star Trek fans, called Trekkies, NASA named this particular space shuttle The Enterprise!

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#### **WPA MEMBERSHIP: Your fuel benefit.** *by Dave Prutzman*

A NEW YEAR? Think NEW RULES! . . .  
. . .At least when it comes to fuel discounts.

With so many things to remember every day, it's easy to miss a simple to-do like renewing your WPA membership for 2011. (All annual memberships expire Dec 31st.) But you may want to add Feb 28th to your mental checklist of important dates; like April 15th TAXES or July 4th PICNICS . Well, maybe that's an exaggeration. But, if you buy AvGas at PAE or AWO, you might want to mark your calendar – or better yet, renew online now - to save a buck!

**The Good News:** *Castle & Cooke Aviation* has graciously agreed to continue offering a 15 cents per gallon fuel discount on self-serve AvGas to WPA members in 2011. This is in addition to the 10 cents per gallon discount for using an Air BP Visa card at the pump.

**The (Not-So) Bad News:** A new "Enrollment Window" has been established - Jan 1st thru Feb 28th – and it begins this year. The limited enrollment period is a result of increased administration costs and system restrictions associated with the newest fuel computer at the pumps. **Enrollment is automatic for all WPA members who have renewed their \$40 annual membership by February 28th.** (Of course, like previous years, the credit card swiped at the pump must match the credit card stored in the Castle & Cooke's database.) If you fail to renew by the deadline, the WPA discount will NOT be offered to you again until Jan 2012!

Follow these easy steps:

- Visit the WPA State Website [www.wpaflys.org](http://www.wpaflys.org)
- Select the Bermuda pink "Join or Renew On-line, Today!" button
- Follow the instructions for updating your personal information
- Provide credit card payment information
- Your 2011 Membership Renewal is Complete!!

Of course, there are other reasons to keep your membership in good standing: weekly (Sat 10 AM) flyouts from PAE, monthly maintenance seminars, networking, educational and social events, and participating in the collective voice of general aviation that gets heard by the legislators in Olympia and Washington, DC.

To the many of you who promptly renewed your membership already... Thank you.

To those few who required a friendly reminder, why not consider online renewal as the next item on your pre-flight checklist? Go ahead and complete it as soon as you're finished enjoying this issue of the newsletter.

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**Sno-Isle Vocational Skill Center  
9001 Airport Road  
Everett, WA 98201**

Catered dinner \$13 at 7 P.M.,  
Meeting & Program@ 7:45 PM  
*RSVP required for Dinner by Jan. 31st*  
[Wpa.painedinner@hotmail.com](mailto:Wpa.painedinner@hotmail.com) or

call 425-388-5125 ext 6

**The Ebnetter E-1  
February 4th**

**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

**Calendar of Chapter Events**

February 3rd Board Meeting  
February 4th General Meeting. The Ebnetter E-1  
February 5th Maintenance Seminar Fiberglass  
Repair  
February 26th State WPA Meeting

March 3rd Board Meeting  
March 4th General Meeting. Long Bach Nguyen -  
Aerial Photographer  
March 5th Maintenance Seminar Aircraft Welding

April 7th Board Meeting  
April 8th General Meeting @ O'Donnell's  
Restaurant

**This Month's Safety Tip  
Approach and Landing**

When rolling out from a crosswind landing, more and more aileron should be applied to keep the upwind wing from rising. Since the airplane is slowing down, there is less airflow around the ailerons and they become less effective. At the same time, the relative wind is becoming more of a crosswind and exerting a greater lifting force on the upwind wing. When the airplane is coming to a stop, the aileron control must be held fully toward the wind.

Remember, if the upwind wing starts to rise during a crosswind landing roll you should immediately apply more aileron pressure toward the high wing in order to maintain directional control.

*This Approach and Landing safety tip is provided by the FAA Safety Team because loss of control on landing is one of the top ten reasons reported for accidents or incidents.*

**If you have not paid your 2011 dues,  
your benefits will end on Feb 28th. Pay  
online at [www.WPAflys.org](http://www.WPAflys.org)**

**CLASSIFIED ADS** free to WPA members

ads will run for 2 months unless otherwise requested

**Hangar space available.** Any size aircraft up to a 737 will fit. 28 ft ceiling will accommodate Caravans and Beavers on floats. office and shop space also available. Nash Creek Companies, Tim Adamson, 678-472-4633

T-hangar in the Eastside Condos at PAE for rent for \$365 per month. It is available immediately. Please call Jim O'Connor 425-530-1218 or email [coyotescribber@integra.net](mailto:coyotescribber@integra.net).

**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. 425-285-9162 [alan@northwesthusky.com](mailto:alan@northwesthusky.com) <http://www.northwesthusky.com>

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; 50% ownership available - 1979 Cessna very economical, great for flight training or building time. Low time. Hangered at Paine. If you are seriously interested, call Marc for details (425-445-1081).

**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