

Washington
Pilots
Association

The Paine Flyer

February 2012



Local Chapters under
www.WPAFlys.org

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Calendar of Chapter Events

Feb 2nd Board Mtg
Feb 3rd General Mtg
Feb 25th WPA State Meeting
March 1st Board Mtg
March 2nd General Mtg

For a complete calendar go to
Chapter Business on our
Website

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

Doors open at 6:30 P.M.
Catered dinner \$13 at 7
P.M.,
Meeting & Program
@ 7:45 PM

President's Message *by Steve Waterman*

For those members who could not attend the January 6th WPA meeting, you missed a good one. Everyone sang "Happy Birthday" to me as the next day was my birthday and it was very much appreciated. They even let me win the drawing for the free dinner! (Some people think it was fixed) If you didn't know, when you RSVP for the meeting before the deadline you get a ticket and we draw for a free dinner at the meeting.

Our speaker for the evening was our own Dave Waggoner, airport director at Paine Field. He brought along Jennifer Eckman who is the new administrative assistant. During dinner Dave told me that they had just signed up about a dozen of his staff as members of our chapter. Thank you Paine Field for the strong showing of support! At my request, Dave gave us a brief history of his Navy career. Being an old shellback myself, I really enjoyed his pictures of the aircraft carrier. He then told us about new developments at Paine of which there are many. The most obvious development is the presence of parked 787s all over the field.

It was thought that there may not be enough space for our chapter to put on our most high profile annual event, General Aviation Day. After a couple of brain storming meetings, we are happy to say that it looks like the event will take place. There certainly will be some challenges. But with the help of many of our chapter members, I'm sure we will put on an event that will make us all proud. Dave Waggoner secured for us a crucial ingredient. He was able to get Boeing to allow us to use their parking in areas east and north of the field. The airport has also pledged to supply us with all the necessary buses needed to move everyone to and from the event. There is a special surprise that is in the works for the day that we think will be a huge draw. More details will be forthcoming.

Please make yourself available to Frank Hummel (Paine-Volunteers@WPAFlys.org), who is our volunteer coordinator for the event. We intend to have almost all of the WPA volunteers helping out inside the event and around the aircraft.

On a different note, mark your calendars for the Northwest Aviation Conference and Trade Show which comes up February 25th and 26th. The WPA always has a booth there and holds the annual State general meeting. It is a great time to connect with the members from the other chapters.



Renew Your Membership and get a Fuel Discount



The new year also brings this reminder to renew your WPA membership. Online at wpaflys.org is easiest. **Renewals completed by the end of February 2012 makes you eligible** for a 15 cent per gallon discount from Castle and Cooke at KPAE and KAWO. Renew today! Questions? Contact me at paine-membership@wpaflys.org.

by *Frank Hummel*

For dinner RSVP by Jan 30th to Wpa.painedinner@hotmail.com

February 3rd Program: 4 Corners USA Flite – 2005 - by *George Futas and Jim Chapman*



“Jim and I flew 10,000 miles around Australia in 172’s in 2002 & 2004, and celebrated our 70th birthdays there. Then Jim and I decided to enjoy traversing the four corners of the USA in a Cardinal (C177B) at a leisurely pace, stopping at small airports where possible, meeting people that run them, sharing experiences, visiting as many aviation museums as possible, and enjoying the views en route.”

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2012 Director Les Smith 425-870-2287
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Kit is a retired Boeing test pilot and has some very interesting stories about how he got into aviation, and his career. He flew as a test pilot for early Boeing airplanes right up to the 747. He also developed a system so that several of the major airplanes (757 and 767 for example) had commonality systems so you could train in one and fly in several without needing individual type ratings. This saved tons of money for training which is one of the two main airline costs; training and maintenance.

Our thanks go to WPA member, Jerry Barkley for recommending Kit as a presenter.

Legislative Corner *by Les Smith*

The 2012 WA State Legislature Regular Session began Monday, Jan 9. Legislative members have been busy promoting their legislative ideas, even during the holiday lull after the 2011 Special Session adjourned on Dec 14. No specific action regarding excise tax has been detected thus far. With the “kick-the-can-down-the-road” behavior observed during the 2011 special session, there are rumors that this type of behavior will continue into mid-February. Nevertheless, we must anticipate that when they start looking for ways out of the state’s projected \$1.6 billion shortfall, they may come our way in one form or another. Keep your powder dry and stay prepared to be called upon for contacting your district’s legislators and defending GA.

There may not be any action yet for excise tax, but the following needs your help now!

All states in the USA have recreational use statutes that immunize landowners from liability when they allow the public to enter their land for recreational activities. Few states, however, expressly set forth airstrips and associated aircraft operations as a form of recreational activity.

The Recreational Aviation Foundation is working to change that in WA. They have already successfully done so in a number of other states, Kansas most recently. Representatives from RAF, WPA WASAR, and WSPA met with Tristan Atkins, the new director of WSDOT Aviation Division to ask the Division’s support in moving legislation through Olympia that would include aircraft to WA’s Recreational Use Statute (it currently mentions only hang gliding and paragliding aviation activities). Sponsors have been lined up in both the House and the Senate.

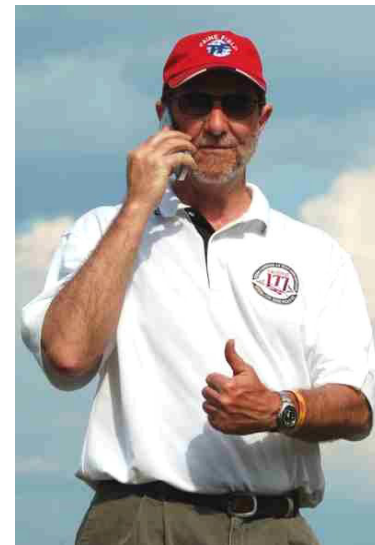
The cost for such a bill is quite low and offers an opportunity for lawmakers, who are hungry for a chance to demonstrate cooperation both across parties and across the House and Senate. As Tristan, said, in agreeing to add the Division’s support, “This seems like a no-brainer!”

Please add your support to this bill.

How to proceed:

Go to our Chapter website <http://www.wpafllys.org/Chapters/Paine/index.htm> and click on the “ADVOCACY” button on the left side of your screen.

Enjoy the freedom of flight, and remember that your freedoms come from the actions of the citizenry!



“Reflections at The Airport” Restaurant at Tacoma Narrows (KTIW) *by Greg Bell*



Recently on one of those rare clear January Sunday mornings, I went up to do some practice approaches to regain my IFR currency. It’s been a fairly long time since I’ve been IFR current so after a holding pattern at SCENN intersection, followed by two ILS’s and an RNAV, my nerves were a bit shot and I was ready for lunch. We landed at the Tacoma Narrows Airport and taxied over to Reflections at the Airport restaurant, near the base of the control tower. They have been open since about October. We were pleasantly surprised to find on Sundays from 9am- 3pm they serve a beautiful buffet brunch. It was only \$14 and included Eggs Benedict, omelets cooked to order, fresh fruit, hash browns, pasta salad, meatballs, Penn Cove mussels, clams, pork sausage, kielbasa, bacon, ham, coffee and juices, etc. The Chef told me they usually have French Toast also. I left more than satisfied and thought that it was an excellent value. I have had breakfast and lunch on previous visits here and they were also pretty good.

The owners are long time Gig Harbor residents Doug and Sue Henry. I spoke with Doug when we arrived. He and everyone else that worked there was very pleasant. They even had live music. I hope you will patronize this place and tell all your friends about it so that they can remain open and we as pilots can have another \$100 or \$200 Hamburger option. It has a full bar also (for your passengers to enjoy). The restaurant hours are : Sun 7 am to 3 pm, Mon Closed, Tues 7 am to 3 pm, Wed & Thurs 7 am to 8 pm, Fri & Sat 7 am to 9 pm. Their website is : <http://www.reflectionsattheairport.com/> Phone: 253-432-4691



Meet your new Membership Chairman Frank Hummel

>> How and when did you get interested in or into aviation?

Interested? In my pre-teen years the space race was in full swing. First I wanted to be an astronaut, then a US Air Force pilot. When my eyesight prevented a nomination into the Air Force academy pilot training program I was crushed. A lifelong ambition to fly however has been recently realized. With a bit more than two years and 240 hours in my log book I am having a grand time of it!

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

My first ownership experience is my current one of about a year, a partner in a 1973 fixed gear Cessna Cardinal. A sweet airplane and a great arrangement.

>> What non-owned aircraft have you flown?

Trained in a Piper Warrior. Rented 152s and 172s. A little bit of time in a V-tail Bonanza. Over the years my job has placed me up front in an engineering flight test role on Lear Jets, King Airs and a Canadair Challenger.

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

During my teenage years I was a volunteer cadet member of Civil Air Patrol for nearly four years. This time with CAP was formative in many ways. Learned much and the experience significantly influenced my future.

>> What is/was your career?

I have worked in aviation my entire career. Following an abbreviated and questionable college education after high school I worked; four years with the USAF, two with Boeing, and now 28 years with Universal Avionics Systems Corporation spanning different roles working in a product development group.

>> What inspires you about aviation?

Those marvelous flying machines and all the skilled people that make them happen. The fact that we can design, build, and fly aircraft at all still amazes me! To blatantly use and slightly alter the words of another: I am struck at times that the whole thing is so...UNLIKELY, that a shmoe like me can actually fly an airplane. THAT is when I remember to have fun. (Credit to Jay Honeck).

>> Why are you a member of WPA

I joined to become involved in what I am passionate about. To learn from others.

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

Nothing that I am doing in aviation would be possible without the incredible encouragement and support from my bride of 28 years! Also those that know me know that I can at times go on endlessly, so I better stop here.

General Aviation Day coming May 19th 2012

Sign up with Frank Hummel (Paine-Volunteers@WPAFlys.org) our volunteer coordinator for the event



Out of Fuel, Out of Options, but Not Out of Luck

January 4, 2012 – Have you ever had that sinking feeling when you know you're running out of gas, on a major highway, in poor weather conditions?

Now place yourself in a single-engine airplane, 7,700 feet in the air, riding atop seemingly impenetrable layers of clouds. That's what the pilot of a Mooney M020 airplane recently experienced. The fact that he lived to ring in the new year is due entirely to controllers at the Seattle TRACON, Boeing Field, Renton Airport, and Seattle-Tacoma (SeaTac) International Airport.

The story begins on Dec. 10 at about 11 a.m., Pacific Time. Ken Greenwood, an 18-year controller, was at the Seattle TRACON training on a radar position when he received a transmission from the pilot, who said he had tried to land in Ellensburg, Wash., but couldn't see through the clouds. With no staffed tower at Ellensburg to assist him, the pilot decided to fly back across the Cascade Mountains in the hopes of landing in Auburn. Backing Greenwood up was his trainer, Controller Ryan Herrick.

"He was not panicked, but he was stressed," recalled Greenwood of the initial communication. As per procedures, Greenwood ascertained that the pilot was alone and had been IFR rated in the past, but wasn't current, so he was flying by visual flight rules — but hadn't flown in clouds recently. "He needed a VFR hole [in the clouds] to descend through. In the beginning, we didn't know bad his fuel state was," said Greenwood, who'd asked several times about the pilot's fuel situation.

The pilot seemed distracted or busy, possibly while trying to set up a GPS. He was not answering all of Greenwood's transmissions, and he was not flying the headings issued by Greenwood very well. The pilot's lack of communication about his fuel almost cost him his life. After several minutes of advising the pilot, Greenwood heard something disturbing: "He said, 'I don't have much gas. I ran out on one tank,'" said Greenwood. "He never said how long his other tank was empty, only that he had been switching between the two and now one was empty. "When he says, 'I am almost out of gas,' and I still don't have anything for him to get to, now it's not good," Greenwood said.

By this point, Josh Haviland — a student controller next to Greenwood, who recently owned a pilot training school and is a flight instructor — was told to plug in and assist Greenwood. "He was helping out more with the flying aspect of it," said Herrick, and using pilot's language to clarify the controllers' commands.

Other Seattle TRACON controllers, meanwhile, had contacted other pilots in the area to look for gaps in the clouds. One hole was spotted, but things were looking very dicey. "We knew that the only place that had a hole to go through, he didn't have gas for. He ran out of gas in the clouds at 3,200 feet. That was an unhappy feeling," said Greenwood.

Herrick jumped in when he sensed the pilot was totally overwhelmed. "I told him, 'Just fly whatever heading you're on and start descending to 2,000 feet.' I was trying to keep it simple." The Mooney M020 broke out into VFR conditions about one minute later at 2,200 feet, essentially gliding. Greenwood pointed its pilot to Renton.

By this point, the controllers had been working the incident for about 13 minutes. "I just let Ken have at him," said Herrick. "He's calling out the landmarks to him. He knew all the landmarks down there." Greenwood's co-workers contacted Renton, Boeing Field, and SeaTac to hold all departures and put all arriving aircraft into a holding pattern (all Renton traffic to exit the pattern). "Controllers were moving all aircraft out of the airspace in front of the Mooney," he explained.

The drama wasn't over yet. The pilot spotted Boeing Field at about 1,600 feet), about six miles in the distance, and turned toward it to land. But Renton was within three miles, and Greenwood knew that that pilot wouldn't make it to Boeing. Even if he had, there were numerous obstacles — trees, power lines, and buildings — around which he would have to maneuver, impossible with no fuel.

Herrick began contemplating options. "He had about 1,500 feet of gliding time. There was no way any police agency could have cleared any roadway for a landing," he recalled thinking. "It took a lot for me to change his mind and turn his eye away from Boeing," said Greenwood. "That was the worst possible moment of the whole scenario— that 15 to 20 seconds where he was pointed at the wrong airport."

Finally, the pilot acknowledged he had Renton in his sight. "The last thing we heard him say before he landed that was understandable was, 'You know what, you just saved my life.'"

"It was a painful silence until someone called from Renton to say that he landed," Greenwood recalled.

Greenwood and Herrick both were given breaks and told to go out somewhere for coffee or lunch. They took a good long break to relax and collect their thoughts, before returning to work the remainder of their shifts.

"Let's get out of here," Herrick was thinking. "I don't want to work anymore. Let me come down from this adrenaline rush." But both returned to duty later that afternoon. "I couldn't relax. The easiest thing was to get back in there and start working again," said Herrick.

Air Traffic reckons that at least 10 to 12 controllers at four FAA facilities were involved during the 18-minute scenario. "None of this is done by one person," Greenwood said. "I was the right person in the right place, but I was surrounded by the right people."



CLASSIFIED ADS free to WPA members

C152 II; 50% ownership available - 1979 Cessna very economical, great for flight training or building time. Low time. Hangared at Paine. If you are seriously interested, call Marc for details (425-445-1081).

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

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Contact Alan Negrin, CFI, MEI. 425-285-9162

1964 Mooney, TTAF – 4100: Engine 1582 hrs. SMOH, Last annual – 2008 but runs and is flyable. Asking \$18,000 but owner is leaving the area soon and will look at and consider ANY reasonable offer.
Call Phil (425)-350-7200. or Dick Kinnier 206-546- 3634.

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