



Local Chapters under
www.WPAFlys.org

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Calendar of Chapter Events

Feb 25th WPA State Meeting
March 1st Board Mtg
March 2nd General Mtg
April 5th Board Mtg
April 6th 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*

One of our organization's outreach programs is the Aviation Academy which has been going for over 16 years. Kevin Kelly who was chapter president in 2007 has been running the program for 9 years. The program begins April 23rd and meets twice a week on Mondays and Wednesdays from 7 to 8:30 at the Everett Community College Facility on Paine Field. There are also four Saturday activities. It is an eight week program which is a combination ground school and field trip designed to inspire young people between the ages of 13 and 18 to consider a career in aviation.



In the last eight years the academy has introduced the joy of flight to some 258 students. While some of them have gone on to careers in aviation, it is safe to say that at a minimum we are turning out some future ambassadors and supporters of the aviation community. This year thanks to the generous donation of the family of a deceased WPA member, Jim Hannah; we are granting some scholarships to students who may not otherwise be able to pay the \$60 textbook & supply fee. I think we can take pride in providing a unique and powerful experience to students who might not otherwise ever think about such an activity.

It is a good thing for them as well as all pilots. It is no small undertaking to coordinate the program. Kevin is looking for help to teach classes and go on field trips with the group. The students are all there because they are genuinely interested and are very enthusiastic. It is a great experience. Kevin is also in the forefront of our scholarship program which offers \$1,000 for students pursuing aviation related training. Our club is doing great things to reach out to the community and promote aviation. We will all ultimately benefit from the seeds being planted. The next time you see Kevin give him the recognition he deserves for such an outstanding job running programs which reflect great pride on our organization.



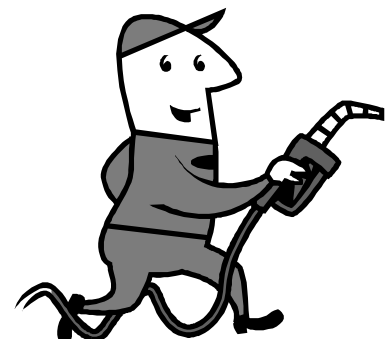
Kevin Kelly
kevin.t.kelly@comcast.net

Renew Your Membership and get a Fuel Discount

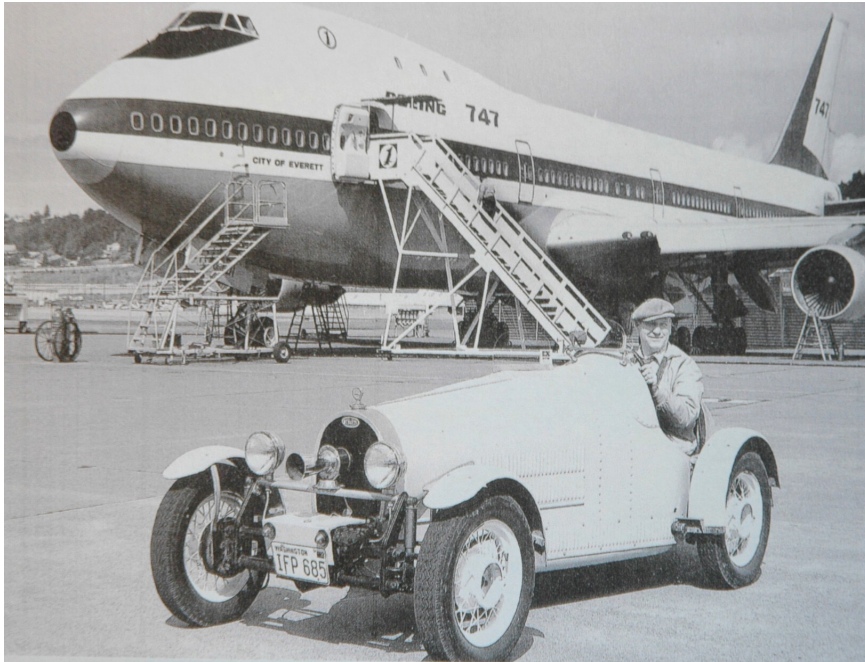


The new year also brings this reminder to renew your WPA membership. Online at wpaflys.org is easiest. **Renewals completed by the end of February 2012 makes you eligible** for a 15 cent per gallon discount from Castle and Cooke at KPAE and KAWO. Renew today! Questions? Contact me at membership@wpaflys.org.

by Frank Hummel



The March 2nd program is a presentation from Kit Carson, Retired Boeing Test Pilot



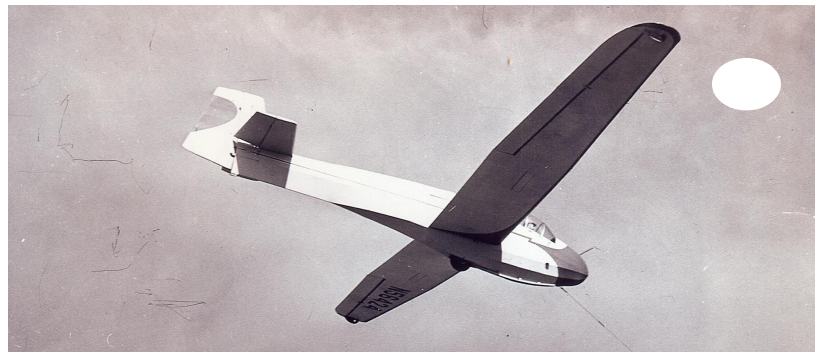
Our speaker for our February meeting is Kit Carson. Kit is a long time aviator. In 1927 when he was 7 years old he listened to the radio as Charles Lindbergh flew his transatlantic flight. He later met Charles Lindbergh and flew with him several times. At 12 years old, Kit and his brother built a Primary glider from plans. He grew up to become a test pilot for Boeing. He was a test pilot in the 747 pictured and he built the car! Kit has many funny, surprising, even amazing, stories of his long life and love of aviation. This is a speaker you don't want to miss.

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.

by Janis K. Wheeler, Events Co-Chairperson

For dinner RSVP by Feb 27th to Wpa.painedinner@hotmail.com



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2012 Director Les Smith 425-870-2287
paine-board2@wpaflys.org

Past President Dave Wheeler 425-238-7696
paine-past_president@wpaflys.org

Febuary Program Review: Four Corners USA Flight by George Futas & Jim Chapman

George provided a commentary with slides and photos of their 10,000 mile, 29 day trip in a C177B Cardinal, emphasizing how they did it safely, having lots of fun and with a minimum of fuss and planning. He also provided navigation and accommodation tips and lessons learned



Legislative Corner, March 2012

by Les Smith

In Olympia,

The House Judiciary Committee moved for HB 2244 to go before the House for a vote. You may recall that the bill provides for an edit of the state's Recreational Use Statute that would include aviation in the items private landowners would be afforded liability protections. House leadership has not yet scheduled that vote. A similar bill in the state Senate remains in committee. This late news: The House voted Thursday, Feb. 9th (yeas, 94; nays, 0; absent, 0; excused, 4). On Thursday, Feb 16th, the Senate Committee on Energy and Natural Resources & Marine Waters sent the bill forward with a Majority Pass recommendation. Forecast is "sunny" – likely to pass!

House Bill 2089 has been reintroduced in the state's 2012 session. It calls for a one percent excise tax, based on most recent purchase price or an assessment that would be required of the state Department of Revenue. The one percent assessment would be for the value of the aircraft above \$75,000. How the value is arrived at is the subject of a new section 3. No action on this bill is noted on the state's online legislative tracking. You can view the proposed bill, by visiting: <http://apps.leg.wa.gov/documents/billdocs/2011-12/Pdf/Bills/House%20Bills/2089.pdf>

In Congress,

After five years and 23 short-term funding extensions, Congress now has before it a funding bill that will support the FAA for four years. It is expected to pass. The bill provides for \$63 billion, which includes:

- authorizes \$13.4 billion for airport improvement projects
- funding subsidies for rural airport commercial operations at \$190 million per year
- addresses through-the-fence operations, allowing airport access to adjacent property owners
- outlines an incentive program to help GA pilots equip for NextGen
- a new FAA post - Chief NextGen Officer
- new labor rules that will make it harder for airline employees to unionize, requiring half the workers in a bargaining unit to petition for a vote to certify a union. This is an increase from the current 35 percent.

Congress now needs to vote on the bill before Feb. 17, when the current short-term extension, passed last December, expires.

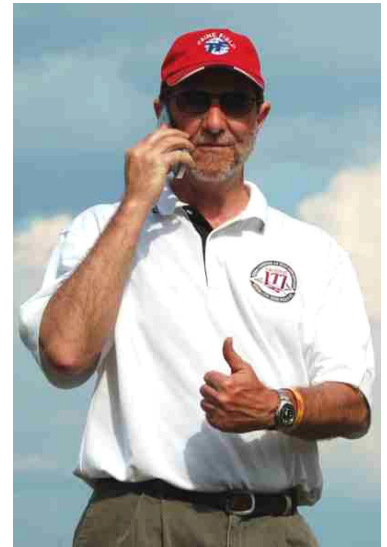
LightSquared may have been dealt a serious blow in its dispute over interference with GPS receivers. A letter sent to the USA's Department of Commerce by the National Space-Based Positioning, Navigation and Timing Executive Committee (PNT ExComm) has warned that it cannot see any viable solution to the problem. "Based upon this testing and analysis, there appear to be no practical solutions or mitigations that would permit the LightSquared broadband service, as proposed, to operate in the next few months or years without significantly interfering with GPS. As a result, no additional testing is warranted at this time," the memo said.

Responding to the memo, LightSquared's primary financial backer, Harbinger Capital said "We are confident that the tests, when the protocol is disclosed and the details are examined, will be shown to be invalid. The devices chosen by GPS manufacturers to be tested were selected to ensure failure. They included obsolete GPS receivers (some a decade out of production) and niche-market receivers." [Editor's note: those "niche-market receivers" include the GPS in your iPad and other portable GPS products] The financial firm added that "This is nothing more than a thinly-veiled attempt by government agencies to protect the interests of the GPS industry who are unauthorized users infringing on spectrum licensed to LightSquared."

Feel like flying up the Washington Coast? Plan above 2,000' msl or you may find yourself **facing up to \$100,000 in punitive action**. An unprecedented Final Ruling has been issued by NOAA governing overflights of certain West Coast Marine Sanctuaries, including the Monterey Bay, Channel Islands, Gulf of the Farallones and our own Olympic Coast National Marine Sanctuary. Flights below 2000 feet are prohibited within one nautical mile of Flattery Rocks, Quillayute Needles, or Copalis National Wildlife Refuge, or within one nautical mile seaward from the coastal boundary of the sanctuary. Furthermore, the enforcement of this ruling has, with the cooperation of the FAA, been granted to NOAA. Particularly troubling in this ruling is the use of a legal term called "rebuttable presumption". This means that any pilot who flies below 2,000 feet msl in any of the West Coast Marine Sanctuaries has disturbed the wildlife there. Once NOAA advises that an operator has violated "their airspace", pilots will be forced to prove wildlife was not disturbed in order to avoid sanction. Penalties will be based on observations from the ground by personnel who do not necessarily have any aviation knowledge, training, or specialized equipment to make accurate calculations of an aircraft's altitude. Fines as high as \$100,000 could be levied. Only 169 public comments were received nationally during the NPRM in December, 2010 through February, 2011.

You can read the details of the final ruling here:

<http://www.gpo.gov/fdsys/pkg/FR-2012-01-26/pdf/2012-1593.pdf>



Meet your new Secretary George Futas

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

At 14 while at scout camp I met a guy whose father was leading an Air Scout Explorer troop and it sounded interesting, so I joined. Gordon Fountain was both a pilot and sailor, so we learned about airplanes and navigation. My first flight was in a sailplane at age 15, and I was hooked. My first airplane ride was in a Swift when I was 16. As part of the Air Scout troop we participated in air searches, air shows, and toured several air bases and aviation operations. In addition Mr. Fountain had access to several production and experimental airplanes and I got my first flying lessons from him. I later joined a Navy Reserve Air Squadron and acquired a love of military airplanes also.

Over the years I have been fortunate to have flown for corporate business, owned a small airplane business, and learned from very experienced pilots and mechanics. I also became interested in flight instruction and have been a CFI since 1975.

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

My first airplane was a Stinson 10A tail-dragger, which I bought in Okanagan, and then used it to get my private certificate. Over the years I've owned a BE-S35 Bonanza, C177B & C177RG Cardinals, C210L-Turbo Centurion, PA-23 Aztec, and a AC-680S Twin Commander. Today I have part ownership in two IFR equipped C172's and a C182.

What non-owned aircraft have you flown?

Over the years I've flown as PIC over 50 different types of single and multi-engine general aviation aircraft, plus sailplanes.

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

In addition to WPA, Angel Flight is my other volunteer aviation activity at this time. In the past I was involved with the EAA and in California I was involved in aircraft Search and Rescue activity.

What is/was your career?

I wanted to fly for the Navy or Air Force— but was too tall, so I became a crew chief on military transports! Then I concentrated on completing college with an engineering degree. From early engineering projects my career evolved into creating and managing technology businesses. I worked for both large and small companies, and started several technology companies. The last 20 years my company and I have been involved in mergers/acquisitions and advisory activities with mid-sized companies. Throughout my career I managed to stay connected with aviation as a pilot and advocate.

What inspires you about aviation?

Several things, both from a personal and a business aspect. The aerial view of the lands we live in and visit has continued to excite me since I was 15. The flexibility to go places, plus to see and do things that are not readily accessible by other means, is important for me in both business and pleasure. I flew several months in Alaska and saw how airplanes provided accessibility and lifelines for people and business that cannot be achieved by other means. Flying in Australia and many parts of the US I saw the same thing. I'm grateful to have participated in aviation through the years and seen the benefits it has brought to people, worldwide. Also, we had several fabulous family flying vacations to interesting places.

I was inspired to become a flight instructor when I was flying a lot for business. I found I really enjoyed helping others to fly with improved skills and knowledge, which improved their utilization of aviation with increased safety and pleasure. I recall with appreciation the inspiration I've received from CFI's and other experienced pilots throughout the years, and hope I have provided similar inspiration to others.

Why are you a member of WPA

WPA's purpose makes sense to me, and I have more time now to actively participate now than I did in prior years. In addition I have found the active members in our chapter to be collegial and with a positive attitude toward continually improving the aviation experience for its members and the community.



General Aviation Day coming May 19th 2012

Celebrating the 70th Anniversary of the Doolittle Raid on Tokyo with a collection of West Coast B-25s



**\$5 INDIVIDUAL/\$10 FAMILY ADMISSION • FREE YOUNG EAGLES FLIGHTS (KIDS 8-17)
FIRE FIGHTERS FLY DAY 5K AND PANCAKE BREAKFAST • STATIC DISPLAY OF SMALL AIRCRAFT
MUSEUM OF FLIGHT RESTORATION CENTER • CASCADE WARBIRDS
ADMISSION INCLUDES ACCESS TO FLYING HERITAGE COLLECTION AND HISTORIC FLIGHT FOUNDATION**

Sign up with Frank Hummel (Paine-Volunteers@WPAFls.org) our volunteer coordinator for the event
Want to display your aircraft? Sign up with Stephanie Allen Red.Skyhawk@Frontier.com

Our GA Day committee is joining PAE at their Mukilteo Business Showcase Booth. Our agenda is to promote GA Day which will be held on May 19th, 2012. Our chapter is a member of the Mukilteo Chamber of Commerce.

Come support our efforts and enjoy this event. Only \$10 gets you in to partake in the wine, beer and food tastings.

Mukilteo Chamber of Commerce

Mukilteo Chamber of Commerce Paine Field Comcast Business Class

Mukilteo Business Showcase UNCORKED

Join us for the Mukilteo Business Showcase Uncorked!

Combining local businesses with 20 local wine distributors to provide an evening of Networking and Wine Tasting!

With the explosion of new wineries in the Northwest and a desire to keep business local –
We know you will want to take part

Local Businesses, Wine & Micro-Brew Tasting, Mukilteo Restaurants providing bites, Live Music & Networking = perfect night to make business happen!

Sponsored by Mukilteo Chamber Of Commerce, Paine Field and Comcast Business Class

Thursday, March 8, 2012
5-8pm Future of Flight Aviation Center at Paine Field \$10 entry charge

From Interstate-5 North or South, take Exit 189 to State Highway 526 West. Drive for about four miles, go past the huge Boeing assembly building on your right. At the four-way stoplight where Hwy 526 intersects with 84th St. SW and Paine Field Blvd., turn left into the entry drive for the Future of Flight Aviation Center. 8415 Paine Field Blvd, Mukilteo, WA 98275

Saturday Morning Fly-outs

This past **Saturday, January 28th**, fly out had 14 participants with 7 aircraft. Destination was Hoquiam, although strong headwinds and 65 knot ground speeds led a few to opt for Tacoma Narrows instead.

Thanks to John Peck for these photos. We all thoroughly enjoyed the tailwind and associated ground speeds on return.



Friday Harbor Saturday, February 4th
Photos by Les Smith and Susan Kennedy



Photo by George Futas

The Real K-7

Designed by World War I aviator Konstantin Kalinin with a wingspan greater than a B-52's and a much greater wing area, the K-7 was one of the biggest aircraft built before the jet age. It was only one engine short of the B-52 as well, having the curious arrangement of six pulling on the wing leading edge and one pushing at the rear.



The K-7's very brief first flight showed up instability and serious vibration caused by the airframe resonating with the engine frequency. The solution to this was thought to be to shorten and strengthen the tail booms, little being known then about the natural frequencies of structures and their response to vibration. On the 11th flight, during a speed test, the port tailboom vibrated, fractured, jammed the elevator and caused the giant aircraft to plough into the ground, killing 15.

Undaunted by this disaster, Kalinin's team began construction of two further K-7s in a new factory, but the vicissitudes of Stalin's Russia saw the project abandoned. In 1938 they arrested and executed Kalinin on trumped up espionage and sabotage charges.



This is an artist rendition of what the K-7 could have been.

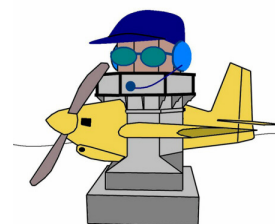
CLASSIFIED ADS free to WPA members

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

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

Wanted volunteers and aircraft for GA Day, see page 5 for contact information



Aircraft maintenance at Paine Field
Annuals, repairs, storage. Specializing in Cessna, Beech and Lake
All brands considered
Tim Adamson 425-750-0907

IFR rating and IPC instruction in your airplane. **BFR's, VFR & IFR** proficiency training, and High Performance AC training/endorsement. Special rate for WPA members. Contact George Futas, CFII ASME, Cell: 425-260-4445 E: gfutas@gmail.com