

Washington
Pilots
Association

The Paine Flyer

April 2012



Local Chapters under
www.WPAFlies.org

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Calendar of Chapter Events

April 5th Board Mtg
April 6th General Mtg
May 3rd Board Mtg
May 4th General Mtg
May 19th Aviation Day

For a complete calendar go to
Chapter Business on our
Website

April 6th Program
Future of Flight
O'Donnells' Restaurant
122 128th Street SE
Everett, WA 98208
No host bar opens @6:30 pm,
dinner @7, mtg & program @8

\$15 per person

For dinner RSVP by April 3rd
to
Wpa.painedinner@hotmail.com

President's Message *by Steve Waterman*

Volunteerism is the backbone of American society. Without it we would all be much worse off. Clubs like ours necessarily need volunteers to even exist. I have always thought that doing my part was just the right thing to do when taking part in an organization from which I receive benefits. It's like bringing a dish to a pot luck. I belong to a number of volunteer organizations and it has been my experience that a minority of members always seem to do the majority of work. Maybe the others think they are too busy or maybe they think that others will be better than they are at doing things. Guess what? We are all busy and we all have unique talents that we can offer to help the club run better. I also think that you get out of a group what you put in. You are always more engaged and I think receive more return when you are involved. Deeper friendships are formed and also I think a deeper sense of pride for the organization.

I was just at the state WPA meeting. You would be proud to compare what our club is accomplishing compared to the other clubs in the state. It is a lot of hard work for those running the activities and it would be nice to have new members step up and lend a hand.

We have two critical areas that need attention and we just need some people to step up and offer to lead the endeavors. You don't have to be an expert. You just have to be willing to do some organizing, planning and follow up. There are experienced members in the club to help you get started.

The first need is for someone to be our leader in safety and education. A very important reason why people want to join our club is to learn more about how to be a safe pilot. We have CFI's, and other people who you can tap to do presentations. Alex, at the Everett Community College on Paine field, will be starting back up with maintenance seminars this fall. Both Stephanie Allen who does the news letter and Vera Martinovich who is our VP and a CFI have ideas on ground schools they would like to get started for members. Jim Morgan who formerly organized the maintenance seminars also has some great ideas. All we need is a new member with a fresh set of eyes to step up and take the lead.

The second seat we need filled is for a webmaster. Ideally it would be someone familiar with working on web pages but much of what we need done now is just simply posting minutes, updating calendars, adding or deleting links, and other month to month tasks to keep the site current. We have a committee formed to start looking at upgrading the look of our site but it is not as urgent as keeping our current site useful.

If you would like to get any more info about these positions or want to volunteer please email me at paine-president@wpaflys.org.



Barry Smith, Executive Director of the Future of Flight Foundation, will be our guest speaker at the April meeting. As a private consultant, Barry spent many years working with people who had collections of aircraft in their portfolios. He also traveled to many countries and consulted for many air museums. Those experiences led him to ask why no one had taken advantage of the opportunities around Paine Field to create an aviation center. The site has been blessed with natural beauty, a vibrant working airport, and the proximity of the Boeing Company. A life-long resident of Everett, in 2003, Barry answered his own question by creating the Future of Flight Foundation.

Come to our April meeting to hear this dynamic and positive force that has changed the experience that visitors from around the world come to Everett to see. Always aware of what's important, Barry is particularly proud of the contributions the Foundation has made in education, having served over 1,000 students from throughout Snohomish County. Barry will be sharing a little of the history of the Foundation, where it is today - and where he hopes it will be in the future. This is a not-to-be-missed opportunity for us all!

The Dick Corey award goes to Kevin Kelly

Our winner of the Dick Corey award has distinguished himself in service to our organization for many years as our state Webmaster. His photos grace the thumbnail aviation slideshow on the WPA state homepage. He has organized and managed the Paine Field Aviation Academy for the last 9 years. This 4 week, 2 nights plus Saturday teaches the basics of ground school to young men and women, ages 13 to 18. Last year, he offered a condensed, one day version to a group of Explorers and another to a group of Sea Scouts.



This individual was instrumental in establishing our Kurt Mason Aviation Education Scholarship. Last year, we awarded two one-thousand dollar scholarships. The winners were two aviation college students who are using the funds to assist in their education. He lead our chapter through the launch process every step of the way. We owe the existence of the scholarship to him.

Thanks to him, literally hundreds of young adults have a better understanding of aviation. In some cases, they have gone on to successful aviation careers.

The Dick Corey award is not an annual award. It is presented when special recognition is deserved. It is regarded as WPA's top award. Ladies and Gentlemen, it is my pleasure to recognize this year's winner, Kevin Kelly.

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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

REFERRALS NEEDED For YUMMY CATERERS

Summer will soon be here and with it our summer events. Gary Evans and I were thinking it might be fun to have some new caterers bring us some tasty food for our summer events and so we'd love to hear from you.

Do you know some delicious catering services you could tell us about? If you do, please email Janis Wheeler at jwnwac@live.com and tell me all about them.

Thank you for your important help. *Janis K. Wheeler*



May 4th Program: Formation Flying what is it like and what does it take to fly safely from the casual to the Oshkosh Mass Arrivals to the Air Show.



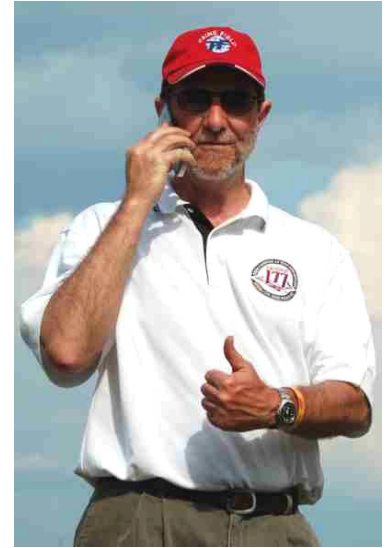
The Mukilteo Business Showcase

The Showcase was held at the Future of Flight on March 8th. Members Sheri Clarke (pictured), Les Smith, Richard Jones and Stephanie Allen joined the PAE airport staff. Our mission was to promote our Aviation day to be held on May 19th.



by Les Smith

The [Recreational Aviation Foundation \(RAF\)](#), in an effort spearheaded by their Washington State liaison, Bob Kay, has succeeded in shepherding an amendment thru the Washington legislature. The amendment adds the words “aviation activities including, but not limited to, the operation of airplanes, ultra-light airplanes, hang gliders, parachutes, and paragliders,” to the list of other outdoor activities specifically mentioned in the State’s Recreational Use Statute. This offers indemnity for private landowners that open up their private land for public use. Bob Kay gathered a coalition of nine aviation organizations that included the RAF, WPA, Washington Seaplane Pilots Association (WSPA) and AOPA. This coalition rallied their organizational members to encourage the state legislature to pass this bill. The results were so successful that not a single “Nay” vote was cast in either the House nor the Senate. It was signed into law by the Governor on March 7.



There may not be any action yet for increasing the aviation excise tax, but with the Special Session underway, the State Legislature still has the opportunity to meddle there. Stay posted and have you pen ready for a letter (or an email) to your legislator.

You may know that the State has required local jurisdictions to update their Shoreline Management Program (SMA). The last major SMA update occurred in the late 1970’s & 1980’s. Over the last 30 years many issues have changed and proposed new plans may contain hidden elements that to some may be small but to others a deal breaker. For example, the Poulsbo/Liberty Bay area added onerous new restriction for seaplane access to landing areas, moorings and shoreline access. More to come on this as we and other aviation organizations sort through how we can assist local jurisdictions make informed decisions.

The NOAA ruling on [overflight regulations](#) for the Olympic Coast National Marine Sanctuaries is now in effect. AOPA’s Greg Pecoraro, Vice President Airports and State Affairs, attended the recent WPA State Board Annual Planning Workshop held 17, 18 March in Lake Chelan. During the session, Greg advised that NOAA has agreed to delay enforcement until they work with the FAA to update charts and organize pilot education programs. Concerns over operations into or out of Copalis Airport were addressed as well. NOAA agrees with and supports the goal of continued safe operations at that airport.

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



Pilot's Tip of the Month: How to tell when a crosswind is too much for landing.

With the arrival of spring, also come winds and sometimes they won't be so conveniently aligned with the runway. There are two limiting factors to think about (maximum demonstrated crosswind and AND pilot limitations). They are not necessarily the same and we need to know what they both are. Just because the airplane (demonstrated) limits are 15 knots of direct crosswind, that situation may very well exceed the pilot's skill and proficiency. Only practice will let you know what your own limitations are!

Rudder effectiveness will determine the safety of the landing. If the pilot is not able to keep the aircraft aligned with the runway on final, do not attempt the landing. The pilot may want to test the winds by flying a low approach down the runway. If the aircraft is controllable throughout, a safe landing is certainly doable. And the pilot will feel much better about trying it!

Next breezy day, go find a runway with a crosswind and practice some crosswind landings. If you like take an instructor along. Remember, your certificate is a license to learn.

submitted by Les Smith

Editor's comment: The Maximum Demonstrated Crosswind Component

is not an aircraft limitation. My 1969 model Skyhawk manual publishes a 15 mph demonstrated crosswind, which translates to 13 kts. I have landed that aircraft with a steady 17 kts direct crosswind with little effort and in crosswinds around 20 kts gusting to 24kts with a bit of sweat. Our 1958 Bonanza has a graph of wind speed versus direction and labels an area on this graph as "dangerous". An A36 Bonanza publishes 17 kts. Some aircraft have no such number published.

So what is this number? From a B737 test pilot, for the B737 it is just a value of 30kts that must be demonstrated. From a Bonanza source, it is the maximum crosswind the aircraft can take on landing without any correction for the crosswind. From another Bonanza source, that statement is not true. So what really is it for the type of aircraft we fly? If you know, send me your answer? Red.Skyhawk@Frontier.com

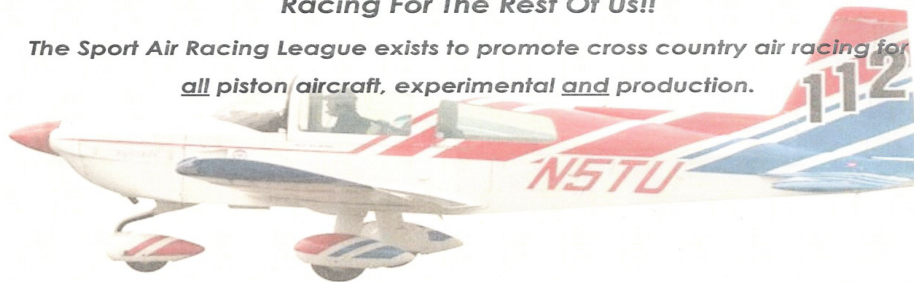
And, my point of view on how to tell when the crosswind is too much, when you cannot line up the aircraft in a straight line down the runway. Of course, if it is a very very wide runway, you may be able to cheat a little, but if you cannot come to a stop before departing the edge, you lose. The answer will be in the next newsletter.

Stephanie



Racing For The Rest Of Us!!

The Sport Air Racing League exists to promote cross country air racing for all piston aircraft, experimental and production.



Great Northwest Air Race
16 June
Ephrata, WA (KEPH)

Big Sky Air Race
7 July
Three Forks, MT (9S5)

Pappy Boyington Memorial Cup
18 August
Coeur d'Alene, ID (KCOE)

www.sportairrace.org

Washington Pilots Association and Paine Field Airport present

PAINE FIELD AVIATION DAY

May 19, 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
WARBIRDS FLY AT NOON!**

**FOR MORE INFORMATION, TO VOLUNTEER OR TO DISPLAY YOUR AIRCRAFT
GO TO WWW.WPAFLYS.ORG**



Aircraft Wanted for Static Display

Paine Field Aviation Day May 19th from 9 AM to 5 PM

Registration forms are now available. Request your registration form at Red.Skyhawk@Frontier.com

For aircraft on static display, we can accommodate everything from you sharing an opportunity to sit in your aircraft to cordoning off your precious gem from the feely fingers of the public.

There will be a pilot's lounge with refreshments open during the event. Participating pilots will receive complimentary general admission to the event, which includes free admission to the Flying Heritage Collection and Historic Flight Foundation. The general admission to the event is \$5 per person or \$10 per family, an \$80 value for a family of four that visits both museums.



Paine Field Aviation Day – Call for Volunteers

Greetings,

Paine Field Aviation Day will be here before we know it. Saturday May 19th. For those of you who have volunteered in the past, thank you. For those who are considering volunteering this year, thank you for thinking about doing so.

This year's event is a bit different from past years, not the least of which is the name. "Paine Field Aviation Day" more accurately represents the broader involvement of KPAE organizations beyond the Paine Field Chapter of the Washington Pilots Association, including the Snohomish County Airport itself, as well as Historic Flight Foundation (HFF) and the Flying Heritage Collection (FHC).

In addition to many aircraft on the ground and in the air, highlights this year will include attendee access to HFF and HFC, a gathering of Mitchell B-25 bombers, and an increased focus on care and feeding of our volunteers.

For now an expression of interest in volunteering in any capacity would be helpful. The event date is Saturday May 19th at Paine Field from 9:00 am to 5:00 pm. Volunteer opportunities are many and at different times. Such as Friday May 18th for setup, day of pre-event, event-am, event-pm, event-all day, event-tear down. Also know that a volunteer orientation meeting will be held Thursday May 17th, 6:30pm at Paine Field – not essential but helpful.

Best regards,

Frank Hummel

WPA Paine Field Chapter – Membership Director
 2012 Paine Field Aviation Day – Volunteer Coordinator
Paine-volunteers@wpaflys.org
Frankh909@gmail.com
 (206) 499-9384



Former Aviation Academy Student Thanks Instructors

Brandon Freeman, a new WPA member and former Aviation Academy student, sent me the following message to says thanks for the opportunities he was given by the program:

“I was in the '95 class. I can't remember where my parents got the info for it, but they could tell I was really interested, and didn't mind the 2x weekly drive from Bonney Lake to do it. I'll always be grateful to them for that.

This was the year of the OKC bombing. Federal facilities were pretty much locked down, so we had to cancel the planned visit to the Tower, but we still had a chance to partake in a Mars mission at the Challenger Learning Center (and even watch the prototype 777 take off right in front of us while we were waiting to get in!). I learned so much from John and Margaret Stasny about basic airspace rules, how lift works and how to read a chart. The best part was that everyone in the class shared the same passion, so it didn't have that “normal” middle school/high school feel to it. Everyone loved what we were doing.

The highlight, of course, was the last day, when various WPA members volunteered their time and planes to take us all up. I remember my pilot taking us to AWO and OS9 in his Skylane. He let me fly the plane over Whidbey, and I can clearly recall the joy of realizing that I was flying this plane all by myself! I think that was probably the first inkling I had that I could do this. After we got down, I wouldn't shut up about it for weeks (as my family can attest).

Afterward, high school and college got in the way. Upon graduation, I began working at Kenmore Air, and working with pilots on a daily basis rekindled my passion. I began flight training that next winter. Now, I am a private pilot with close to 300 hours, a tailwheel endorsement and a seaplane rating. I am also a guest member with the Boeing Employees Flying Association, and I try to take full advantage of the available airplanes at PAE. Finances will occasionally get in the way, but I still try to fly whenever I can.

I will always be thankful to the volunteers who run Aviation Academy, as they ignited in me dreams of flight. Having always enjoyed going by airports as a kid, it never would have occurred to me, that I could one day become a pilot. I only hope that I can continue to pass it forward the way they did with me.”

submitted by Kevin Kelly

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).

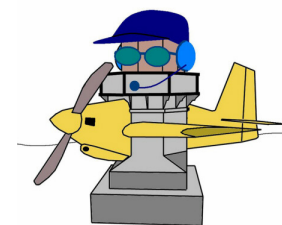
Hangar space available. Any size aircraft up to a 737 will fit. 28 ft ceiling will accommodate Caravans and Beavers on floats. office and shop space also available. Nash Creek Companies, Tim Adamson, 678-472-4633

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

Aircraft to display
e-mail Red.Skyhawk@Frontier.com

To volunteer
e-mail Paine-Volunteers@WPAFlies.org



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