



Local Chapters under
www.WPAFlies.org

Contents

President's Message	1
Officer contact	2
May Program	2
April Fly Out	2
Fuel Discount	3
June 1st Program	3
Mystery Plane	3
Tip of the Month	4
Aviation Day Poster	5
Participate in Aviation Day	6
PWT WPA 75th Anniversary	7
Classifieds	7

Calendar of Chapter Events

May 3rd Board Mtg
May 4th General Mtg
May 19th Aviation Day
May 30th Board Mtg
June 1st 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

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

President's Message *by Steve Waterman*

I recently attended the state meeting of the Washington Pilots Association along with Les Smith. It was held on March 17th in Lake Chelan. Many of the other chapter presidents along with the state officers and some special guests attended the two day event. I will fill you in on the highlights of the meeting. As I said in my previous message, each of the chapter presidents gave a status report. Some clubs are much more active than others and membership seems to be a critical ingredient for a busy club. There was some discussion around the issue of membership as it relates to our ability to be heard in a political forum as well as possibly have the financial assets to allow us to have representation in Olympia in the form of a lobbyist.



One guest who was at the meeting was Patrick Dunn who is a lobbyist and represents a different category of aviation than most of us, gave us some suggestions to follow in order to secure some representation. Greg Pecoraro from the AOPA was also present and spoke about some ideas they were considering around some form of affiliate membership with local groups like the WPA which could give them a local presence to have more effective communication with their members and the local group would surely see a potentially massive increase in membership. AOPA has some 12,000 members in Washington State. Increased membership could allow the WPA to have the financial ability to work with a lobbyist in Olympia to represent our interests.

John Dobson reported to the group about the residential development that has encroached upon the perimeter of the Port of Shelton and the message that came out of his report was this: It is far better to be proactive and fight to establish and strengthen land use laws around airports to establish compatible uses of the property adjacent to airports then to fight a developer who has already invested tens of thousands of dollars in a project and will work hard to see his project completed.

We also heard from John Shambaugh and Carter Timmerman from the Aviation Division of the Washington State Department of Transportation. Carter has a very interesting project going on which is a web based airport directory site which will include many useful features far exceeding what can be placed in a book form. I would like him to present his project to our group in the future.

Finally there was a warning from John Townsley about a hazard that is now presenting itself to pilots known as Met towers. Meteorological towers are put up to test the winds in prospective sights for permanent wind generators. These towers which are temporary structures and can be just short of 200ft tall, do not have to be reported or located on any navigation aids. They can go up almost instantly. There have already been deaths of agricultural pilots associated with these towers. This is exactly the type of thing that we need a voice about in Olympia. To close I want to say that the WPA is working hard to protect your interests so please continue to support the WPA.

Legislative Corner

May 2012
by Les Smith

The WA Legislature has concluded its 2012 session as of April 11th, with no action taken affecting Excise tax on aircraft. The combination of <1> larger issues bearing the focus of legislators and <2> Initiative 1053 (requiring that legislative actions raising taxes must be approved by two-thirds legislative majorities).

With the legislative session ended and many legislators facing elections, this would be a good time to reach out and get to know your District's Senator and Representatives – and have them get to know you. Find some time to introduce yourself and tell them about the challenges you see facing General Aviation. The time to teach is during the calm – rather than the clamor of the legislative session.

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



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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.

Rich Jones tells a personal story on how he got started with friends and family flying formation over Michigan. Then onward to fly with the Northwest Beech Boys and the Bonanza's to Oshkosh (B2Osh) mass arrival to AirVenture. Rich earned his FFI card in 2011. The FFI card allows one to fly non-aerobatic formation in waived airspace such as air shows.

The Saturday April 7th Flyout mustered 7 aircraft with 13 souls on board. With a CAVU, slightly chilly day, we headed for Eastsound. It was a smooth flight despite some insistent ground breezes offering a left quartering headwind upon landing at Orcas Island.

We headed into town and found Rosa's. This restaurant/bakery is one block east of Beach Road and oriented toward the north end of town, located in a stucco building. While the meals were good, it was a bit pricey and no late breakfast is served. Watch out - they only offer a single bill per table. After some high math, rivaling anything accomplished at Bell Labs, we made our escape. Spring is approaching, but not quite in effect in this island town.

For some reason, the airport has seen fit to remove the two rows of asphalt parking closest to the road and replaced with grass. Tiedown anchors are present but you'll have to bring your own rope. Ten asphalt single tiedowns remain at the south end of ORS.



Photo by Susan Kennedy

By Frank Hummel

The Castle and Cooke FBO based at Paine Field generously offers a 15 cent per gallon fuel discount to WPA Paine Field Chapter members. Here is what you need to know to take advantage of this discount.

You need to be a WPA member of record by March 1st 2012, or a new chapter member any time thereafter. You need to have the credit card you intend to use for fuel purchase registered with Castle and Cooke at KPAE. To do so visit the FBO, preferably Monday through Friday between 9 AM to 5 PM, ask for Terry Wilcoxson. *If already have a credit card registered there is no need to do so again.* The 15 cent per gallon discount is valid at the self-fueling stations located at Paine Field near Regal Air, as well as the self-serve pumps at Arlington (KAWO).

In other fuel related news, Air BP no longer offers the 10 cent per gallon fuel discount when using an Air BP credit card at BP self-fueling pumps. Also a name change will be coming to the self-fueling pumps at both KPAE and KAWO, Epic Aviation will be the new name at both self-serve locations later this year. Other than the name change to Epic Aviation nothing else will change; same avgas, same distribution, and the same 15 cent per gallon discount for WPA Paine Field Chapter members.

This fuel discount is generously provided by Castle and Cooke, Paine Field.

June 1st Program: Scott Carson retired executive vice president of The Boeing Company.

Until earlier in 2009, he served as president and chief executive officer of Boeing Commercial Airplanes where he was responsible for all of the company's commercial airplane programs and related services, which in 2008 generated revenues of more than \$28.2 billion. Named to that position in September 2006, Carson also served as a member of the Boeing Executive Council and as Boeing's senior executive in the Pacific Northwest.

In August 2009, Carson announced his intention to retire at the end of 2009 after a successful 36-year career at the aerospace giant. He continues to support special projects, including serving as the chairman of United Way of King County's 2009-2010 annual fundraising campaign.



**Mystery plane of the month
What is it?**

Editor's comment on the Maximum Demonstrated Crosswind: The Answer to the "So what is it?"

Remember this from the last issue:

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.

From the FARs Airworthy Standards

CFR 23.233 Directional stability and control.

(a) A 90 degree cross-component of wind velocity, demonstrated to be safe for taxiing, takeoff, and landing must be established and must be not less than 0.2 VSO.

(b) The airplane must be satisfactorily controllable in power-off landings at normal landing speed, without using brakes or engine power to maintain a straight path until the speed has decreased to at least 50 percent of the speed at touchdown.

(c) The airplane must have adequate directional control during taxiing.

So, now do some calculations. What is your aircraft's VSO? The Skyhawk varies a little from model to model. Let's take the C172K at 49 MPH. Flight tests for certification would require to demonstrate a landing and taxiing with a 9.8 MPH (or 8.5 KTS) crosswind. Does not seem to be a real good number for aircraft performance. There is no certification requirement to demonstrate the maximum crosswind component that the aircraft can handle. Therefore, my conclusion is that the maximum demonstrated cross wind component that is published in most operating handbooks is just a number, chosen by someone in that company, that complies with CFR 23.233 and just may have something to do with advertising the aircraft's performance. Therefore the Skyhawk manual publishes a whopping 15 MPH even though they only had to demonstrate 9.8 MPH.



Stephanie

Let's talk a little bit about the discipline of taxiing on centerline, and always having the proper crosswind controls in as we go out from our taxi spot to the runway.

It costs the airport a lot of money to paint those yellow lines on the ramps and on the taxiways, and they put them there to help us. If we stay on the yellow line we should be assured of maximum wingtip clearance. Careful! We said "assured maximum clearance", but that is not a guarantee! And obviously that's an important factor as we taxi in tight areas.

Crosswind controls - it's a discipline thing. If we do it every day it will become a habit that is easy to do for us. If we only do it on a day when it's really windy we're probably going to make a mistake, and instead of helping the situation we're going to aggravate the situation. I often see that with pilots.

Quartering headwind - CLIMB INTO the wind

Quartering tailwind - DIVE WITH the wind

Submitted by Les Smith

Washington Pilots Association and Paine Field Airport Present

PAINE FIELD AVIATION DAY

Celebrating the 70th Anniversary of the Doolittle Raid

WARBIRDS FLY AT NOON!



- ✈️ FREE YOUNG EAGLES FLIGHTS (KIDS 8-17)
- ✈️ FIRE FIGHTERS FLY DAY 5K AND PANCAKE BREAKFAST
- ✈️ STATIC AIRCRAFT DISPLAYS
- ✈️ SCENIC HELICOPTER AND BIPLANE FLIGHTS (additional cost)
- ✈️ GREAT FOOD, VENDORS AND KIDS ACTIVITIES

\$5 INDIVIDUAL / \$10 FAMILY ADMISSION
INCLUDES ADMISSION TO FLYING HERITAGE COLLECTION
AND HISTORIC FLIGHT FOUNDATION - **FREE PARKING**

SATURDAY MAY 19, 2012 | 9AM - 5PM | PAINE FIELD

Everett, WA

WWW.WPAFLYS.ORG



Aircraft Wanted for Static Display
Registrations are coming in. Don't miss your opportunity to display your aircraft.
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 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



We will have a free BBQ, helicopter rides, warbird display, formation fly-bys, and a parachutist from Skydive Kapowsin to open the program by exiting an airplane overhead with a large American flag unfurled. The event is free to the public and all are welcome. There will be plenty of parking for our drive in and fly in guests.

Also, author Richard Bach will be in attendance to tell stories and sign books contingent upon his schedule bringing his new SeaRey home from Florida in Early May. Follow his flight at www.richardbach.com. Richard Bach has written numerous books surrounding airplanes and the joy of flight. Don't miss this rare opportunity to meet the author of the wildly popular 1970's book *Jonathan Livingston Seagull*.

From the Historic Flight Foundation at Paine Field in Everett, John Sessions will supply "Grumpy", a Mitchell B-25 WW2 Bomber flown by our very own Vera Martinovich. Now, for a bit more excitement, on a very limited basis, scenic rides are available on Grumpy for \$495.00 per person. Siese the opportunity to take a noisy and exciting ride in this wonderful piece of history. These rides will sell out very quickly so be sure to let me know that you'd like to reserve a seat. Again, very limited seating available, so send me an email or give a call on my cell.

A special thanks to Pat and Gin Heseltine for their hospitality and the use of the Avian Flight Center hangar, and the Port of Bremerton for their continuous support of the BPA and general aviation.

Come help us celebrate aviation in the Northwest on this special day. Be sure to call with any questions or comments.

Many thanks,
Doug Haughton
(360) 710-3481 (cell)



CLASSIFIED ADS free to WPA members

Your Ad Here

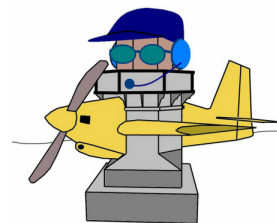
Hangar space available. Any size aircraft up to a 737 will fit. 28 ft ceiling will accommodate Caravans and Beavers on floats.
office and shop space also available. Nash Creek Companies, Tim Adamson, 678-472-4633

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