



Local Chapters under
www.WPAFlys.org

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Calendar of Chapter Events

June 23rd Skykomish
Workparty
July 14th, Saturday
Dinner after AWO
airshow
August 3rd Movie Night
September 7th Hangar

**July's meeting will be
at AWO on Saturday
July 14th.
See page 2 for details
and RSVP instructions**

President's Message *by Steve Waterman*

I thought that I might write about my builder adventure in this issue. Some of you know that I began building a Van's RV-7A last September. I share a hangar in West hangars adjacent to 11-29. So far I have completed the tail section which took me about 250 hours and I did over 2,300 rivets. Sources say that the average construction time for the kit is 1,500 hours. I hope to be able to put in about 500 hours each year. Most people take 5 years to complete the project once you have finished the kit, installed and engine and built the instrument panel. I have ordered the wing kit and hopefully it will arrive by June.



I was first introduced to home building by Jim Morgan who has built an RV-6. Jim taught me the techniques of building and I got some experience while assisting him. He and Marc Drake who has built both an RV-6 and RV-8A are both assisting me as I build my plane. I got my first ride in an RV-6 with Dan Thomas who took me up in his plane and after doing a couple of rolls I was hooked. RV's are wonderfully nimble but still have very smooth pushrod controls. The construction is mostly aluminum and rivets with some fiberglass. The rivets on the skin are all flush requiring dimpling or countersinking. This is labor intensive and time consuming but makes for a very smooth, fast, and fuel efficient airplane. The 7A is a tricycle gear, two seat, side by side model which can utilize up to an IO-360 Lycoming for a power plant. It can climb up to 2,500 ft./min. and has top speeds of around 185 knots. At 160 knots it burns roughly 8 Gal/hr and has a range of about 800 nm. This kind of performance as well as the acrobatic capability is what caught my interest.

I am learning more about planes and flying as the project progresses. Something that I think will make me a better pilot. I love the building process, often getting so entranced in the specific tasks that I lose all track of time. It is kind of therapeutic. The social interaction with other builders or just other pilots interested in the project is a big reward as well. I can only now imagine the feeling of pride I will have when I finish.



June Program Review: Susan Kennedy introduced Scott Carson, former CEO Boeing Commercial Airplane, who provided a historical perspective of Boeing's evolution from prop planes to present 700 series jets, and his personal experiences in aviation. Scott spent 38 years at Boeing, and has been a pilot since his early years.

Scott grew up in aviation. His father, Kit Carson, was a former Boeing test pilot. Scott flew sailplanes at Vista airport. He and his brother spent hours working with his father rebuilding an Aeronca Champ. He found he would rather work on airplanes than study at school. However, he graduated and joined the USAF, where he was assigned to Thailand

piloting specially equipped A-26's in counterinsurgency roles.

He shared personal experiences during his time at Boeing, the people he met and behind the scenes meetings with world leaders and aviation notables. Scott rejoined the general aviation community when he took delivery of CubCrafter #62 and resumed his flying activities after retiring from Boeing.

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July 14th General Meeting: Arlington Fly-in after-hours party

After the performers have all landed and the dust has settled it is time to sit back and relax. That's exactly what the July WPA meeting is all about. Come on over to the east side of the airport to Aviation Service Center's hangar around 5:30 on Saturday July 14th. The actual address is 19212 59th Dr NE Arlington, WA 98223, Hangar number 2.

We'll be presenting our 2012 scholarship award at the event. Also attending will be the American Yankee Association and the West Coast Cherokees.

If driving in (and we recommend that you do) from I-5 exit at Smokey Point exit number 206 and head east to 59th St. Turn left (north) and continue through the stop sign at 188th to 192nd. Turn left and immediately right onto 59th Dr NE. The gate should be open, so come on through, and

park where ever you can find a spot. The row of hangars on your left as you come through the gate is our complex, so continue north to the end of the gray hangars, and go in between the gray ones and the tan with blue trim Tee hangars. We are the second hangar in the second row. The doors will be open, and you'll see the crowd.

Catered Mexican menu this year, but it is the same group we've had for the past two years provided by the Fil-Am Association of North Puget Sound. Dinner is \$15.00 per person, water, iced tea, and soda provided. If you want additional (adult) beverages please provide your own.

RSVP Required by July 1! Email Dave at davewasc@live.com. Live music: Flying Blind Blues Band for your dancing and listening pleasure.

“Is carburetor ice a concern when you are operating in hot, humid climates?”

“Depending on altitude and other ambient conditions, it is possible to get carburetor ice in hot, humid climates such as central Florida. This is more likely to occur at idle, or during cruise power operations.

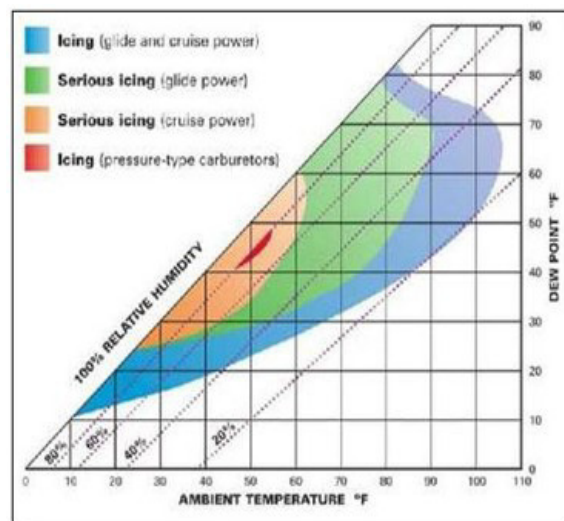
Symptoms would initially include unexplained loss of engine RPM, and ultimately engine roughness and subsequent stoppage. Temperatures in the carburetor throat drop due to both pressure drop in the carburetor venturi and the process of evaporation of gasoline. This drop is capable of reducing temperatures to well below freezing, which in turn causes humidity in the air to deposit ice in the carburetor eventually blocking it up.

Use carburetor heat whenever you suspect ice. If ice exists, expect rough running until the ice clears.

A carburetor air temperature gauge is a useful instrument and unless you have one, use full carb heat if you need to use it at all. Use of partial carb heat can create another set of problems by increasing an otherwise satisfactory temperature to one conducive to carb ice.

Use of carburetor heat reduces available power and changes your air/fuel ratio due to reduced density of the heated air. As a result, it is necessary to re-lean the mixture in cruise, after carb heat is applied. Don’t forget to re-adjust the mixture after turning off your carb heat.

Note that when carb heat is on, intake air is unfiltered, therefore minimize the use of carb heat on the ground.”



Legislative Corner

by Les Smith

Nationally

The White House 2013 budget proposal has an inclusion of a user fees item that is not yielding to the typical efforts and channels to have it removed. A bi-partisan letter from 195 House members went to the President, reminding him that user fees have repeatedly and overwhelmingly been rejected by Congress. Yet the administration answered in a letter from the Office of Management and Budget that user fees will spread costs “more equitably”. The proposed fees would not, as currently defined affect the majority of our membership, but opens the door to a new, expensive bureaucracy and is considered a threat to broader application in the future.

General Aviation supporters are working to block a provision in the Highway Reauthorization bill that would give the National Park Service unprecedented regulatory authority over air tour operators now overseen by the FAA. Recently we saw FAA oversight and authority ceded to NOAA (in the case of Pacific Marine Sanctuaries) – now it’s the NPS?

State-wide

Vista Field once again faces the threat of closure. This time it is the likes of former airport advocates Port Director Tim Arntzen and Port Commissioner Gene Wagner and Port Commission President Skip Novakovich. These are people we helped elect during the last go round. No specific alternate plans have been proposed for Vista Field at this time. During the last go round a developer was wooing the city for replacing the airport with a shopping/entertainment district. (A mall (Columbia Center) currently sits less than one mile’s walking distance from the airport.)

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

August Chapter Movie Night: John Stieber is doing movie night again, on Aug. 3rd, and wants to cook as well. He is undecided on the menu, but promises something good. The movie will be Red Tails with Cuba Gooding Jr. John also promises a surprise for the evening. More details to come in July.



September 7th Hangar Party at North Corporate Hangars, details coming soon.

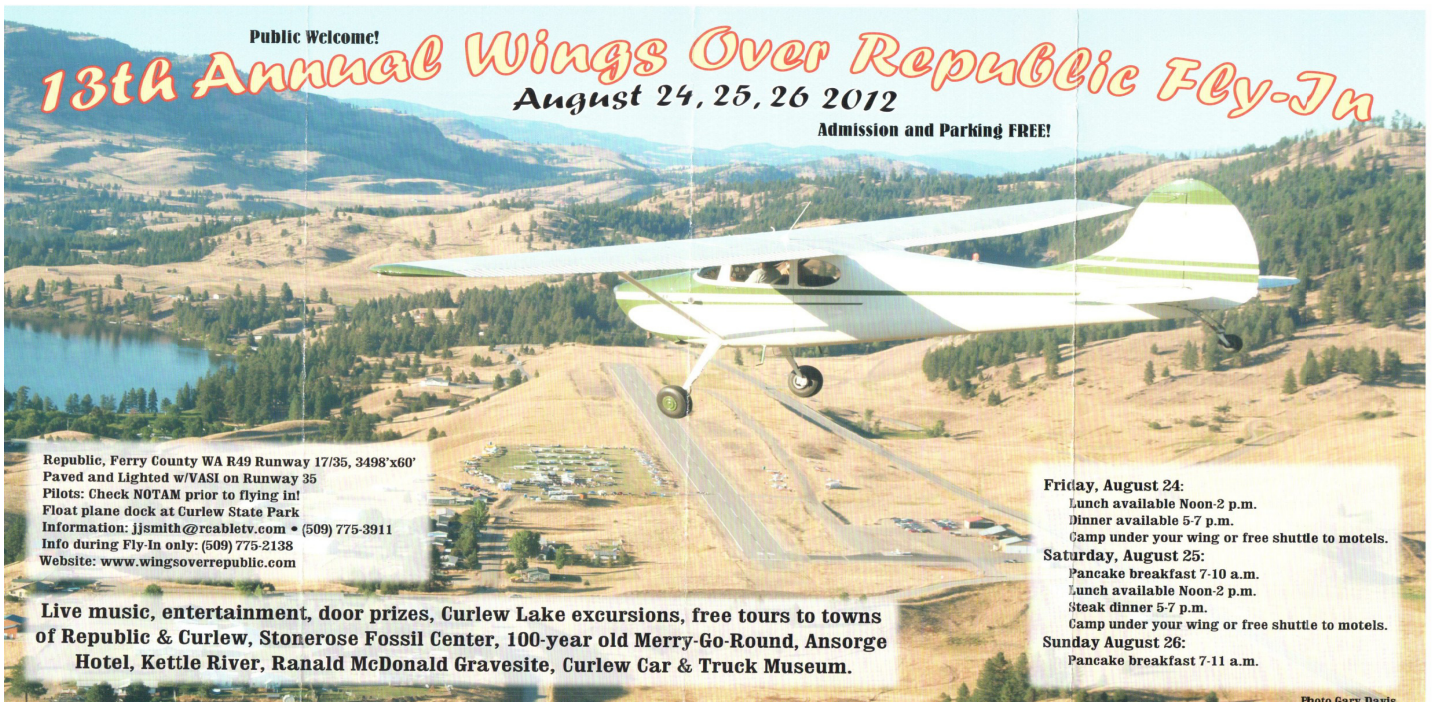


Public Welcome!

13th Annual Wings Over Republic Fly-In

August 24, 25, 26 2012

Admission and Parking FREE!



Republic, Ferry County WA R49 Runway 17/35, 3498'x60'
 Paved and Lighted w/VASI on Runway 35
 Pilots: Check NOTAM prior to flying in!
 Float plane dock at Curlew State Park
 Information: jjsmith@rcabletv.com • (509) 775-3911
 Info during Fly-In only: (509) 775-2138
 Website: www.wingsoverrepublic.com

Friday, August 24:
 Lunch available Noon-2 p.m.
 Dinner available 5-7 p.m.
 Camp under your wing or free shuttle to motels.

Saturday, August 25:
 Pancake breakfast 7-10 a.m.
 Lunch available Noon-2 p.m.
 Steak dinner 5-7 p.m.
 Camp under your wing or free shuttle to motels.

Sunday August 26:
 Pancake breakfast 7-11 a.m.

Live music, entertainment, door prizes, Curlew Lake excursions, free tours to towns of Republic & Curlew, Stonerose Fossil Center, 100-year old Merry-Go-Round, Ansonge Hotel, Kettle River, Ranald McDonald Gravesite, Curlew Car & Truck Museum.

Photo Gary Davis

by Kevin Kelly



Aviation Academy, sponsored by the Paine Field Chapter of the Washington Pilots Association (WPA) and Snohomish County Airport (Paine Field), is a ground school-like course that provides young adults (ages 13-18) with information about aviation careers, and what it takes to become a pilot. The program is taught by volunteer aviation professionals and enthusiasts, all with goal of sharing the joy of flight with the next generation. The course—held each spring at Everett Community College’s Aviation Maintenance classrooms at Paine Field—consists of eight classes which include subjects such as weather, navigation, flight planning, Air Traffic Control, and Four Forces of Flight. Students also attend a field trip that includes a tour of the Paine Field airport environment, air traffic control tower, fire station, and the Museum of Flight Restoration Center. Other tours include visiting the Future of Flight Aviation Center & Boeing Tour and the Historic Flight at Kilo-6 facility at Paine Field. The program culminates with our graduation and flights on General Aviation Day, where our graduates get to utilize what they have learned in a practical application.

This year, we had 36 students attend the course. With that many students, it takes the support of many individuals and organizations to make the program successful. I’d like to thank the Paine Field airport staff; class instructors Greg Bell, Steve Waterman, Les Smith, Allen Kam (NOAA), Richard Newman (Chinook Flight Simulations); our Career Night guest speakers, including Paul Arrington; classroom helpers Craig Hogan and Mark Wilkerson; Michelle Johnson at EvCC Aviation Maintenance; Barry (Museum of Flight Restoration Center); Jackye Skerlong and the staff of the Future of Flight gift store; John Sessions, Vanessa Dunn and the volunteers at Historic Flight Foundation; variations organizations that donate handout materials; and the Young Eagles pilots who flew our students on Aviation Day.

We look forward to sharing the joy of aviation, and the many career opportunities that the industry offers, with next year’s class!





**Mystery Airplane of the Month, submitted by George Futas
What is it?**

CLASSIFIED ADS free to WPA members

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

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

One half share in 1988 Mooney 252 with the engine upgrade to an Encore (220hp and increased MGTOW to 3130 lbs).

This plane is hangared at Paine Field. Photos and specs are on the link below.

Plane is a great flyer with the new Garmin GTN750 recently installed, Aspen HSI, CNX80 GPS nav/com as the number two nav/com, GTX330 transponder with traffic information system (great for flying around here and avoiding hitting other airplanes), and TKS deicing system.

If you are interested please contact Henry Hochberg at: aeroncadoc@comcast.net

Price now set at 90K for the one half share. Here is a website with some pictures.

<http://home.comcast.net/~johnabbott1952/site/?/page/>

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