



Local Chapters under  
[www.WPAFlys.org](http://www.WPAFlys.org)

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## Calendar of Chapter Events

September 7th Hangar  
Party

October 5th General Mtg:  
Ballooning 101

November 2nd Mtg: Year  
in Review

For a complete calendar  
go to Chapter Business  
on our Website



RSVP by Sept. 2nd  
[Wpa.painedinner@hotmail.com](mailto:Wpa.painedinner@hotmail.com)

## President's Message *by Steve Waterman*

I recently made the pilgrimage to aviation Mecca, Oshkosh. This was my second trip and this time I went with a mission to learn as much as I could about building an RV. Last time I flew in commercial and camped out with Rich Jones and Stephanie Allen. There could not be two more experienced people to introduce a rookie to the event. I had a great time and was a bit overwhelmed. This time I wanted the total experience and was lucky enough to catch a ride with two friends. I flew out with Phil Watson in his RV7A (the plane I am currently building) and back with Marc Drake in his RV8A. We left the Friday afternoon before the event and made Lewistown, Montana in about 3 hours and spent the night. The next day we made it to Oshkosh in about 6 hours stopping for fuel in Aberdeen, South Dakota. It was amazing to me how we were able to navigate storm cells using Marc's XM weather and find our way half way across the country in such a short time. No buying a ticket or driving to the airport, no TSA or waiting around for your plane to board. I have always been captivated by the feeling of freedom I get when the wheels of the plane leave the ground on takeoff, but I had not experienced the total feeling of freedom I got from climbing into a plane and going so far away, when and where I wanted. It is different in a scheduled airliner. You ride in this long tube, sometimes not able to see out, or if so from 6 miles up. You go where they take you. It's not the same. I saw the farmers plowing their fields and the scorched grass where lightning had struck the ground and started a fire. I watch trucks driving down the roads and boats floating in the lakes. We could have stopped anywhere along the way to look at the sites or visit anyone. It was just so exhilarating!



The arrival at Oshkosh was very exciting and I forgot to take pictures. We got our camp set up and quickly got into the routines of the event. We had some dramatic and sometimes very hot weather. I got into a \$14 a day smoothie habit. I attended lots of home building lectures, talked to many of the vendors, and learned a lot about RVs as I spoke to the other builders and took pictures of their planes. I did actually watch the air show once but really had the most fun hanging out with the core group of our fellow WPA members also in attendance. If you haven't been, I highly recommend it.



**September 7th @ 7 PM, Hangar Party at North Corporate Hangars** (100th St entranced then turn right at the Lear Jet)

**You are invited to our Annual WPA Hangar Party** at Russ Keyes Hangar. We will be enjoying a sumptuous catered dinner from Johnnie Bream's Catering. Johnnie is known for his generous menu selections and tasty foods. You will enjoy appetizers such as tortilla wraps, and stuffed chicken bites wrapped in bacon, fruit and veggie platters, Pesto chicken fettuccine, Pork Roast, Green Salad topped with apricots, crispy onions, gorgonzola cheese, and real pieces of bacon and steak, gourmet rolls with raspberry and huckleberry butter and freshly made mini cheesecakes (huckleberry white chocolate, chocolate and white chocolate raspberry). The caterer will also provide cold water with mint and lemonade. Other complimentary libations are provided by WPA. The cost for this yummy meal is \$13.00 per person. *Menu may change depending on rsvps so please RSVP early.*

Thank you WPA members Dan and Darlene Edwins for your referral of Johnnie Bream's Catering for our enjoyment.

## Vintage Aircraft Weekend August 31st & September 1st - We Need YOU!

Historic Flight Foundation's 5th Annual Vintage Aircraft Weekend at Paine Field, Everett is scheduled for August 31st and September 1st 2012. We are now focusing our needs for volunteers and are looking for at least a minimum of 150 willing souls to pull this event together. We could not put on an event of this caliber without dedicated help from volunteers like yourself.

Roles include parking, admissions, retail, aircraft docent, perimeter and marshalling. Your assignment will be for a half day shift, so that everyone will have an opportunity to enjoy the festivities.

Shifts are:

- 8am-12.30pm
- 12:30pm-5pm

Training, if needed, will be offered in advance, and each volunteer will receive a commemorative t-shirt, complimentary admission to the event as well as lunch and an invitation to the Volunteer Appreciation BBQ at the end of the event.

To register as a volunteer for this special aviation event, please reply to [visitorservices@historicflight.org](mailto:visitorservices@historicflight.org) with the following information for the records:

1. name
2. phone number
3. email
4. mailing address
5. am/pm preference

Check us out at <http://vintageaircraftweekend.org> . Questions? please don't hesitate to call or email.

**Officers: Paine-BOD@WPAFlys.org**

**President Steve Waterman 425-478-4292**  
[paine-president@wpaflys.org](mailto:paine-president@wpaflys.org)

**Vice President Vera Martinovich 360-631-9170.**  
[paine-vice\\_president@wpaflys.org](mailto:paine-vice_president@wpaflys.org)

**Secretary George Futas 425-828-0651**  
[paine-secretary@wpaflys.org](mailto:paine-secretary@wpaflys.org)

**Treasurer Greg Bell 206-715-0005**  
[paine-treasurer@wpaflys.org](mailto:paine-treasurer@wpaflys.org)

**2010 Paul Arrington 206-280-5687.**  
[paine-board3@wpaflys.org](mailto:paine-board3@wpaflys.org)

**2011 Director Shane Morgan 425-328-8054**  
[paine-board1@wpaflys.org](mailto:paine-board1@wpaflys.org)

**2012 Director Les Smith 425-870-2287**  
[paine-board2@wpaflys.org](mailto:paine-board2@wpaflys.org)

**Past President Dave Wheeler 425-238-7696**  
[paine-past\\_president@wpaflys.org](mailto:paine-past_president@wpaflys.org)



We look forward to having you on board!

Visitor Services  
Historic Flight Foundation  
Restoration Center Office  
[425-348-3200](tel:425-348-3200)  
10719 Bernie Webber Drive  
Mukilteo, WA 98275  
[visitorservices@historicflight.org](mailto:visitorservices@historicflight.org)  
[www.historicflight.org](http://www.historicflight.org)  
[f Historic Flight Facebook Profile](#)



## October 5th General Meeting and Program : Ballooning 101

While hot air just comes naturally to we pilots, come join us for a look at how another segment of the pilot population actually puts their hot air to useful purposes! Larry Simburger, who began crewing at age 15 and now pilots his own balloon regularly in balloon rallies throughout the Northwest, will present "Ballooning Operations 101".



LYNDEN AIRPORT (38W)  
OPEN HOUSE

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AUGUST 25, 2012 10:00AM – 3:00PM

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EAA 404 YOUNG EAGLES FLIGHTS  
OLD FASHION FLY-IN FUN AND BBQ  
EVERYONE WELCOME

INFORMATION: CONTACT Bob Weeks 360-354-6763 [rlw47@msn.com](mailto:rlw47@msn.com) **STAY FOR THE LYNDEN RODEO**

## Cancelled!

Due to the minimum insurance requirements not being able to be met for our open house on August 25, between the local EAA chapter and the City of Lynden. The open house has had to be canceled this year.



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### Recognize the 2nd Wingman Aircraft (the left side of the photo)?

#### AirVenture Showcase Beechboys in the Double Diamond

It is my husband's Bonanza. Rich is flying in his first really big airshow. Unlike the Arlington fly-in flight demonstrations, the AirVenture Showcase requires FFI or FAST certification. The Beechboys flight of eight ships was comprised of various Beechboys groups from California and Rich representing the Northwest Beech Boys.



Photo by Les Smith

A lot of preparation goes into this flight that lasted only 8 minutes. The California group had two practices prior to departing CA and another practice in route. We joined them in Rockford, IL. I was able to fly with Rich on our flight practice. Rich's younger brother, Gene, joined him on the group practice. The group consisted of lead group, the Beechnutz from Missouri, the second group the Texas V-tails, obviously from Texas, and the Beechboys from the West Coast. That totaled 24 ships consisting of Bonanzas and Barons. The day of the Showcase, they grouped just prior to 10 AM to depart for the Showcase briefing with a Box Time of 3:15 and finally parking the aircraft at the campsite in the North 40 by 3:45.

I watched the show from under the wing of my Skyhawk, which was parked in the Past Grand Champion area of the Showline. No passengers are allowed on Showcase flights, my disappointment. During that time from 10 am on, I had the pleasure to talk with attendees about my airplane restoration and was able to consume (in the 100 degree weather) two ice creams. Life is good!

Had a great time! by *Stephanie Allen*

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## Meet your new Safety and Education Chairman -Jason Kloster

How and when did you get interested in aviation?

I got hooked on aviation my junior and senior year of high school (HS). I attend an aviation maintenance program at the Yakima, WA airport my last two years of HS for half of the day. It accounted for all my HS elective credits. It enabled me to work with my hands and challenged my problem solving skills. My first flight was in a Piper Cub from Cub Crafters when I was 15. The exact moment I decided to make aviation a career was on a flight back from Alaska my junior year of high school. I was staring out the window while the sun rose over the clouds and remember thinking; "Yup, this is it!"

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

I don't own an aircraft but my goal is to own a Piper Cub on floats or a similar type and be able to do backcountry flying on land and water.

What non-owned aircraft have you flown?

- DHC-2 deHavilland Beaver
- Cessna 172, Cardinal
- Piper Cub on Floats and Tail wheel
- Piper Warrior, Arrow, Seminole



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

No. I have helped at flight museums occasionally.

What is/was your career?

I currently work for Boeing as an Aircraft Mechanic Technician. I'm a Quality Inspector for the 787 Dreamliner. Before Boeing, I accumulated 8 years of experience in General Aviation. I've worked on corporate jets to Kenmore Air's famous deHavilland Beavers and Otters. I earned an Associate of Applied Science Degree in Aeronautical Technology (A&P) from SSCC, a Bachelor of Arts in Business Administration, concentration in management from Western Washington University, and an instrument rating, multi-engine and single engine commercial pilots license from Airline Transportation Professionals and a seaplane rating from Kenmore Air.

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What inspires you about aviation?

It's unique! To know that I get to do something that very few people get to do or experience. It's always challenging me and inspires me to accomplish more. The sky is literally the limit! Aviation has always inspired me and has always guided my life choices. In short, aviation has been there for me. It helped me excel in high school, obtain a college degree, it's always been easy to get a job, and there is a coolness factor that I can't deny. There is nothing like the freedom of flight! Especially, when I've worked on airplane and then go fly it. I'm humbled by others in my field and enjoy the community. The history of aviation inspires me and I'm rarely in a conversation that doesn't include it. People always talk about a family member who's been in aviation, a flight they took one time, or the classic saying, "I've always wanted to get my pilots license." To sum it up, the people connected to aviation and the ambiance inspire me.

Why are you a member of WPA?

To learn from others, network, fly or work on airplanes every chance I get, and make a positive impact in my aviation community by inspiring a younger generation to join our community while also inspiring new and seasoned community members to continue their aviation journey.

Anything else of interest would you would like to share?

My goals are to enhance my mechanic skills at Boeing and eventually move into a leadership role and continue my passion of flying. I have gone through Klemmer and Associates extensive leadership development training and coached various groups of people, including adults, teens, and worked at Western Washington University as a Leadership Development Program Assistant. I founded Educating Future Leaders in 2007. "Uniting the youth of today to build a brighter future" My vision was to create a leadership program focusing on high school and college students. EFL provided services such as: youth mentoring, public speaking engagements, personal coaching, ropes course facilitation, affiliate program networking, marketing and promotions for other youth programs, and teen leadership camps. I ended EFL to continue my passion in aviation but I plan on volunteering in the community and hope to start EFL's vision up again in the future.

Hobbies include

Anything outdoors, Crossfit, white water rafting, kayaking, BBQ's and enjoying the sights, sounds, and smells of our fine Pacific Northwest Breweries!

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## Science of Flight: Our pilots did it again this year!

Chapter members Eric Allais, Stephanie Allen, and Joseph Barber joined Colonel Rich Edgerton (CAP), James Bavendam, Josh Cawthra, Jim McGauhey, and Bill VanPelt (Harvey WPA chapter) in providing rides to the teachers in our 12th summer of offering "The Science of Flight for Teachers".

The teachers represented 5 local school districts from our region and taught a range of grade levels from 5th grade through senior high school. Only a couple of the teachers had ever been in a small GA aircraft and our pilots did an outstanding job of walking through very thorough pre-flights and explaining the parts of the aircraft and how they worked.

The rides lasted about 20 minutes each and a few of the teachers were even able to go up with two different pilots. Some of the pilots took the teachers toward the south end of Whidbey, while others went south for the scenic views along the Seattle waterfront. One flew to AWO, where the teachers exchanged seats before returning to PAE. One pilot took his passengers up the valley to Sultan and back.

Smiles were ear-to-ear as the teachers disembarked, and some new friendships were forged – along with a new interest in and appreciation for GA. One of the major points of the program is to have the teachers share their excitement for aviation with their students and we certainly ended up with some excited teachers this year!

My sincere "THANKYOU" to everyone who helped make this event successful!

*by Gary Evans*



## Legislative Corner

by Les Smith

### Your comment requested

Earlier this year, EAA and AOPA jointly petitioned the FAA. The petition would, if successful, offer pilots the option of obtaining a 3rd class medical or instead, complete an education course on medical self-assessment and operate familiar aircraft recreationally, using their driver's license as a basis of their health. (The petition can be read here:

<http://www.aopa.org/advocacy/120319aopa-eea-petition-for-exemption.pdf>

FAA held a comment period that ended on July 2nd, with over 14,000 comments, despite a comment period of only 20 days. EAA and AOPA requested an extension on July 5th, and on July 12th the FAA granted that request. Please consider adding your comments to the Docket. Add your voice to this effort. Click here for instructions:

<http://www.aopa.org/advocacy/120329tips-to-filing-comments-medical.html>



### Joint Transportation Committee – Search and Rescue

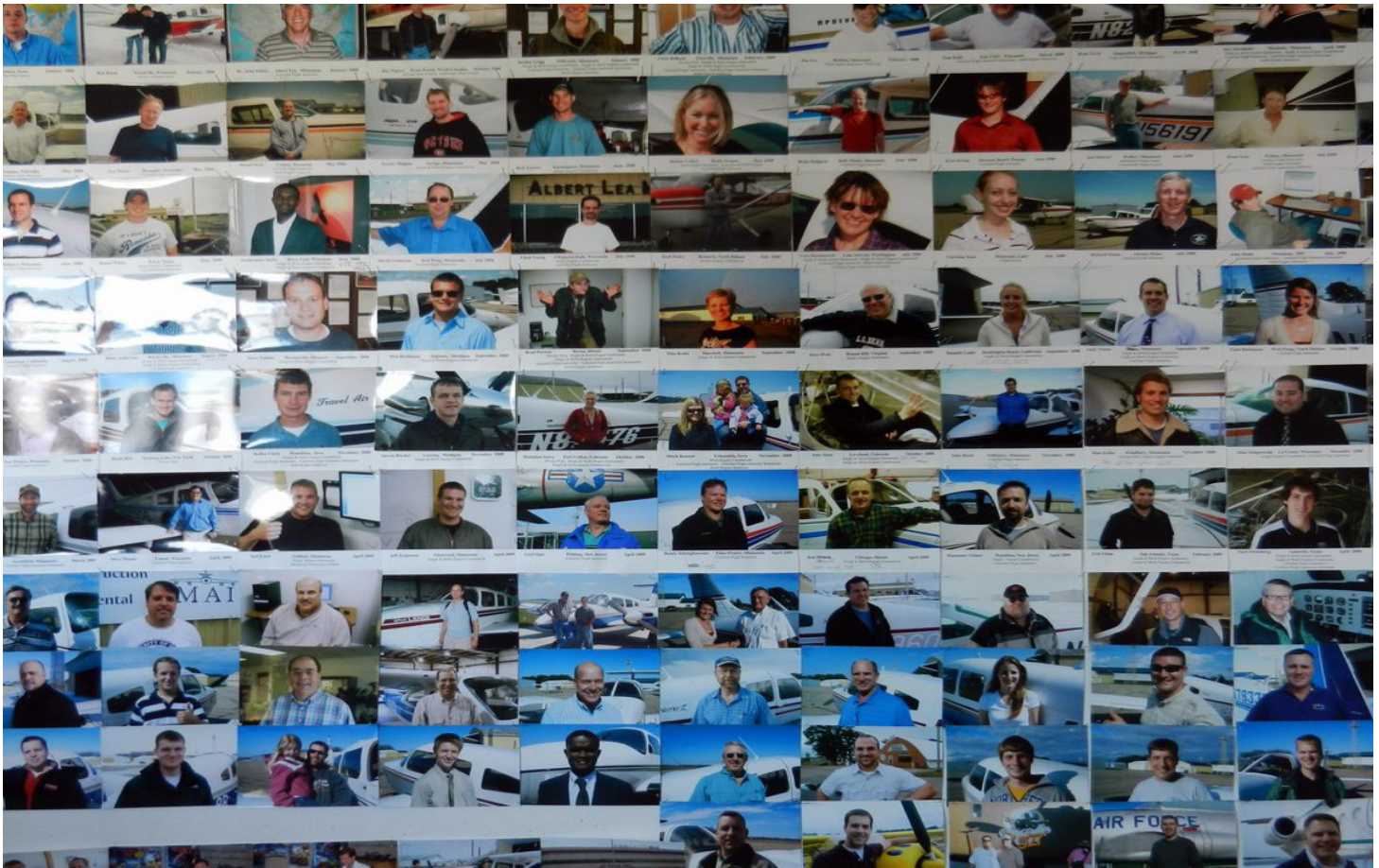
Earlier this month, yours truly had the privilege of attending a working meeting convened by the State Joint Transportation Committee to study where Search and Rescue operations and funding should be positioned. Should it be in the Office of Emergency Management? Should it remain in the Aviation Division of the State Department of Transportation? Twenty one very knowledgeable people came to the table; several State legislators, Washington State Patrol, WASAR, WPA - even a representative from the US Air Force Rescue Coordination Center in Tyndall AFB, Florida. These are the folks at the national level that handle the emergency distress calls from our ELT's. One of the facts that emerged during the meeting is that 87% of all VFR flights are conducted without a flight plan. This makes SAR very difficult when flights don't go the way they were intended. It was clear that all parties would much rather have an unclosed flight plan that triggers a search be the result of forgot-to-close incident than to have a lost pilot who never filed a plan at all. Our input was well received by the Joint Committee staffers. After further research based on our input, another meeting will occur, likely in October. From this input the Transportation Committee will issue a decision. If you would like to share your thoughts on this issue, please contact me at [paine-board2@wpaflys.org](mailto:paine-board2@wpaflys.org).

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

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### Mystery plane of the month. What is it?





**Where's Waldo**  
**This photo by Les Smith was taken on the way to Oshkosh**

Here's your typical photo wall of flight school graduates sighted during a enroute-to-Oshkosh visit to MN Aviation FBO at Albert Lea Municipal Airport (KAEL) in Albert Lea, Minnesota. There are two (2) Paine Chapter WPA members in this wall of photos. Can you find our friends?

## CLASSIFIED ADS free to WPA members

**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

**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](mailto:gfutas@gmail.com)

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

This plane is hanged 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](mailto:aeroncadoc@comcast.net)

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

[home.comcast.net/~johnabbott1952/site/?/page/Mooney\\_252\\_Partnership\\_For\\_Sale/&PHPSESSID=6ee44d52d48e26b35acb0f2cb6911fed](http://home.comcast.net/~johnabbott1952/site/?/page/Mooney_252_Partnership_For_Sale/&PHPSESSID=6ee44d52d48e26b35acb0f2cb6911fed)