



What a spectacular General Aviation Day!

The weather was perfect, the crowd was huge, and the planes were awesome. The official estimate of the crowd was around 4,500. The 18 Young Eagles pilots and the tower worked perfectly together and flew 216 kids working past the end of the event. The crowd loved the flight demonstrations by FHC, HFF, and the Cascade Warbirds. There was a wide variety of interesting aircraft on display for everyone to enjoy. The food was great and almost lasted till the end. There was an interesting mix of vendors and displays to fill out the crowd's experience. The fun run and pancake breakfast made for a busy and fun opening to the event. By all accounts it was the best GA Day ever. Stephanie and I are tremendously proud of the GA board and all of our volunteers. Your hard work was very much appreciated by all who attended the event. We also want to thank the Civil Air Patrol for all of their help. A great deal of the success of the event was due to our pairing with the Flying Heritage Collection and the Historic Flight Foundation who have a big following. The event would not have happened without the support of Dave Waggoner and all of his professional and diligent staff who worked constantly before and during the event to give us everything we needed to make our plan succeed. Special recognition should be given to Stephanie, Rich, Shane, Kara, and Julie for working particularly hard to make the event a success. It was a privilege for me to lead such a fine group of pilots who worked hard in a very difficult situation to produce such a wonderful event which I know the public will be raving about for many years.

by Steve Waterman.



photos by Les Smith

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**RSVP Required
for Dinner
by 5/31/2009**

www.wpa-paine.org
or call
425-388-5125 ext 6

**Sno Isle Burns Down,
Building housing the Bistro is a
total loss.
See pg 2 for new meeting
location**

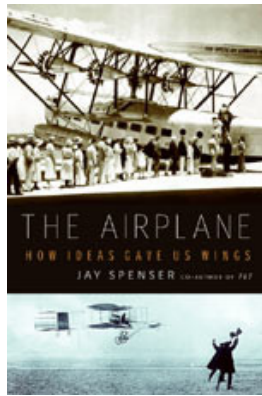


Students at Everett's Sno-Isle Tech Skills Center go back to class Friday, May 8th, just days after a huge fire destroyed the campus' main building. Class was canceled Wednesday and Thursday after fire destroyed the school's main building Tuesday afternoon. Little is left of the school's main building, so students will be directed to temporary classrooms. Investigators say the fire was accidentally sparked by construction workers who were remodeling the building. Since Tuesday, school administrators have been juggling things in order to get all the students back to class. The main building housed six of the Sno-Isle Tech Skills Center programs, including culinary arts, computer programming, and medical programs. Those students will move to other buildings on campus as well as a school district building next to campus. Not only the building, but a lot of specialized equipment was lost in the fire, including the culinary students kitchen - things that aren't easy to replace.

Next Newsletter deadline:
June 14th
Editor@wpa-paine.org
submission specs available on
our web site

What your State WPA is working on:

1. Vista Field City wants a "town center"
2. Cle Elum Developer requesting a rezone for residential use
3. Cashmere House approved 600' from the end of RWY 07
4. Yakima Departure end of 27 . . . family wants to develop land.
5. Felts Field City of Spokane Valley residential to rezone on downwind
6. Spokane Int. Departure End 25 . . . approved 250 residential units
7. Pearson Bridge over the Columbia
8. Friday Harbor Sewage treatment on the downwind
9. Twisp 125 unit housing development
10. Harvey Field Snohomish County pressing for closure
11. Hoquiam Towers disrupting the ILS approach
12. Tonasket Housing Development.
13. Blaine Closed . . . assuming City can pay its debt
14. SB 5636 CAP to receive additional reimbursement funds from State
15. HB 1903 Mandate all Ethanol be removed from premium fuel
16. SHB 1008 Windmill turbines in proximity to airports
17. LATS Long-term Air Transportation Study due in June 2009



June 5th Program - Author Night: "The Airplane: How Ideas Gave Us Wings" by Jay Spenser

Jay Spenser is an aviation writer and historian and a former NASM / SI and Museum of Flight curator. He currently works for the Boeing company, and recently published "The Airplane, How Ideas Gave us Wings". He previously co-authored "747: Creating the World's First Jumbo Jet and Other Adventures From a Life in Aviation" with Joe Sutter.

**New Location at
Everett Community College Aviation
Building 80 at Paine Field
Dinner will be catered.**



Paine Chapter July 11th Meeting

Change of Venue

Meeting and Social Hour on Saturday at NW Aviation Center at AWO after the Arlington Airshow

EAA Arlington is the big northwest show of the year. This year the WPA is going to join the fun by holding a social hour after the aerial demonstrations.

Officers

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2007 Director Gary Hill 206-523-2682
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Past President Greg Bell 206-715-0005
past-president@wpa-paine.org

They're Back!

Confirmed: FAA budget, user fees for 2011

As federal agencies roll out more details of the president's budget for next year, the threat of aviation user fees is becoming more defined.

In an FAA budget brief released by the Department of Transportation May 7, the Obama Administration calls for the air traffic control system to be paid for by user fees: "Starting in 2011, the budget assumes that the air traffic control system will be funded with direct charges levied on users of the system."

The DOT summary goes further than information released by the White House earlier in the day that left open the possibility of user fees for 2011, recommending a repeal of the longstanding prohibition of the fees

Changing the time-tested system of aviation taxes to a new user fee system—\$7 billion in fees—would shift more of the burden onto general aviation and could potentially cripple the industry.

excerpt from AOPA online. read more at www.AOPA.org

After breakfast on Monday we were eager to see how this huge group of people and airplanes were going to organize for the day's flights. Typically, a group of five or six airplanes are grouped together and led by one of the more experienced participants. Each group meets and decides where they want to fly that day and then head out in very loose formation.

That morning was pretty cloudy. It seemed as if we may be grounded again for the day and decided to take a hike to an old hot springs nearby. We started hiking mid morning and it was not long before we saw some bear scat on the trail and other signs of wildlife. During the night we could hear elk bugling nearby in the darkness. We hiked for about 45 minutes and then noticed the sky begin to clear so we turned around and made our way back to camp. By the time we got there, some airplanes were warming up and beginning to head out. There was only one other person in our group that was ready to give it a try so Anne and I teamed up with John Patton, a retired doctor from Colorado and his two adult sons to go explore some of the strips on the middle fork nearby. John has attended about half of the previous BCS trips with his Cessna 180. By about 2:30 that afternoon, Anne and I were following John and climbing to about 9000 feet heading southeast in attempt to make our first landing at Indian Creek. As we leveled out we could see a snow shower ahead so we made a turn to the south and headed for Landmark about 40 miles south of the Johnson Creek air strip and also on the Johnson Creek drainage. We just landed and then without shutting down, we took off again and headed back for the middle fork and Indian Creek.

This time snow showers were gone and we easily made into Indian Creek and then Thomas Creek roughly 10 miles downriver from Indian Creek. We stopped for a few minutes at Thomas Creek. We had not been flying all that long but we just decided to stop and discuss what I had learned so far. Up to that point it really was not too challenging. We had good weather and there was little wind and no real density altitude concerns that the Sportsman could not handle. We had made three landings and departures and so far so good. These are all good beginner strips with plenty of length and not very challenging approaches or departures. Most of these strips are in pretty narrow river valleys, so the typical approach is to over fly the strip; in this case it was flying downriver far enough to make a steep turn back (required due to the narrow and steep canyon walls) to the airstrip and having enough distance to make a reasonable descent without having to dive for the runway. You want a stabilized approach and usually a slower airspeed especially for the shorter fields. Our last landing of the day would be at one of the most challenging airstrips in the Idaho back country, Lower Loon.

Galen Hanselman's Fly Idaho book is considered to be the back country bible, or at least one of them. In his book, he rates each back country strip with a "Relative Hazard Index" RHI. The RHI number is from 1 -50, with 50 being the most challenging. The RHI number is made up of three other numbers ratings he assigns, the Airport Environment, the Approach and Departure and the Runway Surface Hazards. Lower Loon, like many of the back country strip is one way in and one way out. There is no going around for another attempt, you have to make it perfect the first time in or you ruin your day very badly. It has a RHI rating of 42 out of 50. It is only 800 feet long and sits at 4077 feet MSL. There are only two others with a higher rating, Dewey Moore at 47 and Mile High at 50.

John went in first and then quickly pulled off at the end of the runway. I followed him in using my best short field approach. When we were gathered around the campfire that evening, the word got around that we had gone into Lower Loon and the other pilots seemed to take notice. Back country flying can be pretty challenging and by no means consider myself an expert. I am a novice and I felt privileged to be in the company and taking advice and following in the wake of so many other folks that were there.

The next day, Tuesday would be the last full day before everyone would be heading back to whatever home base they had originated from on Wednesday. Everyone in the group wanted to fly Hells Canyon. Monday night was the first really clear night with no precipitation. It was also below freezing that night, so by sunrise Tuesday there was a layer or frost on the airplanes and the ground. Most people parked their planes on the west side of the field, pointing to the east so we could get as much help from the rising sun to melt the frost on the wings.



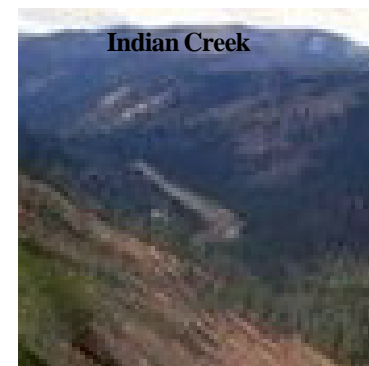
I joined a group that included Doc Sugden in a Husky and a 185 piloted by Doug Case with AOPA Pilot magazine photographer, Chris Rose. Chris and senior AOPA Pilot editor, Dave Hirschman had been there the entire time to cover the Back Safari and write an article appearing in the April 2009 issue of the magazine and already posted on the AOPA website. There was another 185 and even a Cherokee Six in our flight group. We departed Johnson creek about 10 am on a sunny morning and the best weather we had the entire trip. Chris was in one of the 185's with his still camera and a video camera with a remote lens mounted on the right main landing gear, facing aft. I had asked about the possibility of getting some air to air pictures of our Sportsman and after he did some shooting of Doc Sugden in a new Husky, I had a few minutes to form up on the 185 and Chris got some great shots over Seven Devils Hills with a fresh covering of snow that looked like a coating of powdered sugar on a coffee cake. I was pleasantly surprised to see two of the pictures Chris took of my Sportsman are in the AOPA article. *continued next page*



Johnson Creek



Indian Creek



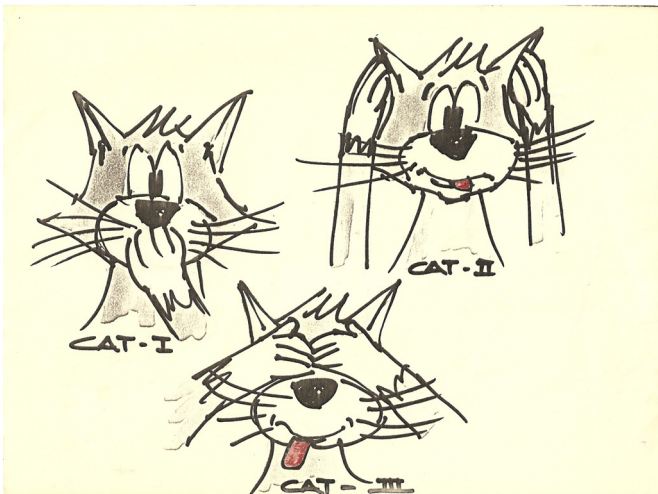
Continued from page 3

Then it was on to Hells Canyon along the mighty Snake River and our first landing of the day at Memaloose. Memaloose is actually in Oregon, just west of the river which is also forms the border between Oregon and Idaho at that point. It is a dramatic location at 6710 elevation and a steep drop of on the south end of the strip. We approached from the north and landed on the 3500 dirt strip easily and taxied all the way to the end. That was the only mud that we encountered during the entire trip. All the other places we landed were dry. Everyone shut down and got out of their airplanes to a spectacular view of Hells Canyon. You can't quite see the river below but at that point, the distance to the canyon bottom which is about 1200 feet MSL is deeper than the Grand Canyon in Arizona. We took some pictures and then all mounted up. One by one, we took off again and flew in trail. We first headed for a flyover of Lord Flat, another USFS air strip about 30 miles north of Memaloose. Then we made a right turn heading south and began the descent into the canyon over flying airstrips carved out in flat spots in river bends where silt had built up the land. We flew over and identified Dug Bar, Big Bar, Pittsburg, Salmon Bar and Sluice Creek. One can't help but notice the word "Bar" in many of the names listed above. That is because they are essentially gravel bars along the river. We didn't have enough time and there was simply too large of a group to land on any of those Snake River strips, so we just enjoyed the flight. We saw many rafters and kayakers on this beautiful late September day all along the river.

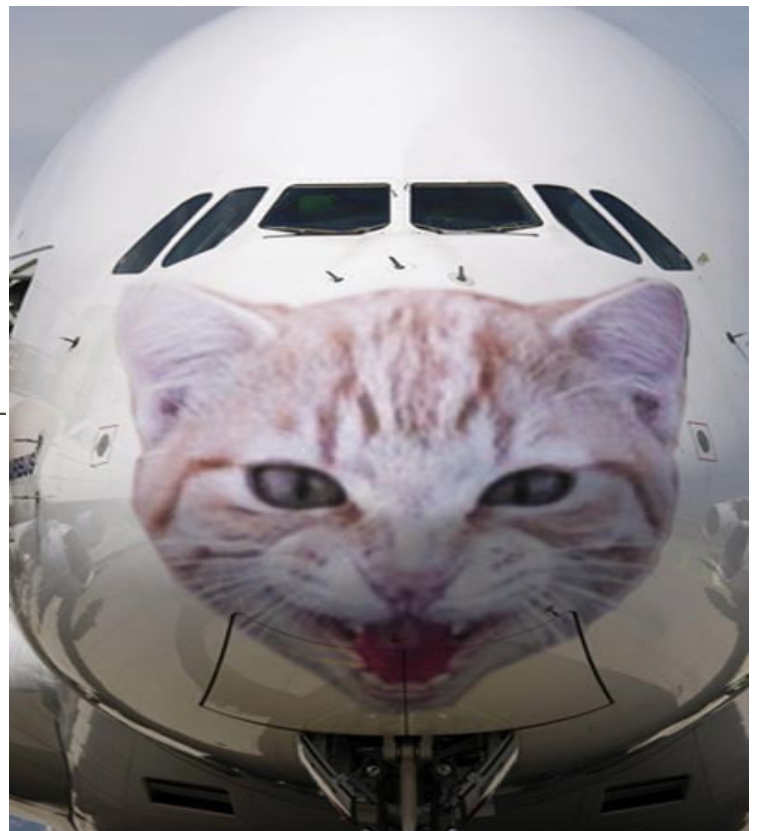
Soon it was mid day and everyone in our group and a couple of the other groups decided to head to Kooskia, Idaho for lunch. Kooskia is a great little town located on the south fork of the Clearwater River. The Kooskia airport (S82) is a 1900 foot grass strip that is literally one half block from the main street of town. When about a dozen airplanes all landed at once, the Mayor and Sherriff took notice and they both came out to greet us. They almost rolled out a red carpet. It was not more than a five minute walk down the main street to one of several restaurants. We all spread out so we didn't overwhelm any one establishment. After lunch many of the pilots flew to Grangeville, about 10 minute flight to get fuel before heading back to Johnson Creek.

That evening, when everyone gathered around for our last dinner and later around the bon fire, the group really came together in an amazing way. Many of the folks there had been coming on the BCS for years. Others like Anne and I were first timers, as was Apollo eight astronaut Bill Anders, a resident of Orcas Island, flying a Beaver. Everyone had become friends. We had just shared an amazing experience that will be long remembered.

The next day, it was time to pack up for home and say goodbye. We all gathered in front of one of the Beavers for a group picture and then after many handshakes and hugs, one at a time each airplane took off and left for home. I stay in touch with many of the new people I met on the trip and will be seeing some them this summer and most all them again on the next BCS trip this year in the back country of Idaho. During the entire trip Anne was snapping pictures as we flew so I created a web album that you can view if you want to see a photographic record of our four day odyssey. Just send me an email at alannegrin@msn.com and I will email you back a link to our web album.



FAA announces new Anti-Bird Device



May 1st Program Review, Autolandings

The Cats say it all! And what type of approach can you and your aircraft do? If you missed this program, by Jim Fries, you missed some great footage of 727s doing some serious crosswind landings to test the autoland system. Technical data on how and ILS may not be perfect was very informational. I can now inform my CFII that the needles not centered during a precision approach must be an error in the ILS radio transmission and I am really flying a perfect approach.

by Stephanie Allen

Ga Day review

photos by Les Smith

What did you like most about GA Day?

Thank you for having us again to a wonderful event, we really enjoyed ourselves. And we look forward to next year. from Kristen Eke of FALLS Preschool (Kid's tent vendor)

Great for all family members - something for everyone!

Opportunity to chat with local small plane pilots; kids loved sitting in the planes. We'll get here earlier next year!

Planes!

Airplanes!

Flying planes, Enthusiasm of the pilots

The planes!

The kids riding in the planes

A wonderful event put on by and benefitting the community! Thank you!

Love the vintage planes and music



The Paine Flyer
Snohomish County Airport Paine Field
3220 100th Street SW
Everett, WA 98204
ADDRESS SERVICE REQUESTED

PRSR STD
 U.S. POSTAGE PAID
 EVERETT, WA
 PERMIT NO. 336

NEXT MEETING
Change of Location
 EVCC Aviation Bldg 80,
 Paine Field
 Catered dinner (\$10) at 7 P.M.,
 Meeting at 7:45 P.M.,
 Program at 8:00 P.M.
RSVP required for Dinner by 5/31
Free Coffee for those with no RSVP
Author Night
June 5th

June 5th General Meeting: Author Jay Spenser "The Airplane:How Ideas Gave Us Wings"
 June 11th Board Meeting
 July 5th General Meeting at Arlington NW Fly-in
 July 9th Board Meeting
 August 7th General Meeting Movie Night
 August 13th Board Meeting
 September 11th Hangar Party
 September 12th Mukilteo Lighthouse Festival Parade of Planes

CLASSIFIED ADS free to WPA members
 adds will run for 2 months unless otherwise requested

WPA STORE
 e-mail: store@wpa-paine.org
 Name Badges \$6.00
 See our web page for a selection of logo shirts

Cessna 172 needed for flight school. Please email dave@nwac.aero or call 425 238-7696 for details.

Nose wheel fairing off of C182, ready for finishing work and paint. With hardware. Make an offer. 425-349-9802



Beautiful LOW TIME 1977 Cessna 182 Skylane.
 This 182 has only 1536 hours Total time with only 142 hours since complete top overhaul. The 182 has every bell and whistle and has a fully loaded avionics package including 2 ea. KX 155's and a S-Tec 60 autopilot coupled to a KLN 89B GPS. It also has new paint and interior. My uncle has given up flying and wants to sell it for \$ 110,000. Call me at 360-659-4323 or e-mail at skyranchpilot@yahoo.com for spec sheet.
 Blue Skies, Gregg Ortega

Temporarily lost medical...must sell
Beautiful 1964 Cessna 172
 Full IFR with GPS, Low time, fresh annual
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2005 Glasair Sportsman 2+2
 Sportsman 2+2 with 1250 lbs useful load and four seats. Equipped with a full Garmin stack, IFR aircraft with auto pilot, full engine monitoring and 4 place intercom, Lycoming 0360 engine with only 90 hours on it. Has Hartzel 80" prop, panel breakers and engine mounts for amphib floats. A beautiful custom paint job, blue and white. Erik 206-498-5608.

Have a favorite place to fly? Share it with other members. Proud of your aircraft and/or aviation project? Take bragging rights. A photo of your airplane and/or project could be in this newsletter. Freddy Flyboy would like to interview you or send me an article. E-mail Editor@wpa-paine.org and Freddy will set up an interview and photo session.



by Freddy Flyboy