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Next Newsletter deadline:
June 14th
paine-editor@wpaflys.org

NOTAM
there is no Friday
night meeting for
June or July
Meetings will be on
Saturday for June
and July.
Please see calendar
for meeting dates.

President's Message by Les Smith

General Aviation Day A Big Success!!

General Aviation Day is the signature event for this chapter. No other activity of ours does more for the cause of General Aviation in Washington. Consider the pillars on which the WPA Stands:

Advocacy - It promotes a good climate amongst the community for our airfield – Paine Field. And there are few acts of Advocacy that are as rewarding as seeing the spark of Aviation light up a Young Eagle's eyes.

Outreach - Sharing our event with various non-profits allows us the opportunity to tell the community of our good will. Free Admission stretches our reach even farther. The opportunity to tie in with International Learn To Fly Day and our Learn To Fly seminars helped us reach a precise community of interested potential student pilots.

Education – Is there a better education than listening to the likes of Art Unruh and Ralph Jenkins? Art was a waist gunner on a B-17 and is a volunteer at Flying Heritage Collection. Ralph flew a P-47 during WWII and the Flying Heritage Collection's P-47 is in his colors, complete with his wife on the nose art – Tallahassee Lassie. How about what we learn from the technological advancements represented by the warbirds preserved and flown by Flying Heritage Collection and Historic Flight Foundation?

Social Activities – with the crowd we had for the day, it was very social. I saw friends from the chapter, other chapters, from the airport, from my office, and I made new friends. Yeah, it was very social.

My thanks to our members who stepped forward to help manage this event and lead us to success - our Chairperson Steve Waterman, Dan Thomas, Stephanie Allen, Rich Jones, Shane Morgan, Marilyn Fries, Jim Fries, Jim Morgan and Robert Hamilton.

Thanks to the volunteers who gave their time and effort to make this a success. There are just too many to name them all here. But thank you, you embody the spirit of community within general aviation.

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Skykomish Work Party

Saturday, June 5th, 2010, assemble at Skykomish Airport S88 at 10:00 am

Cost :TBD, but none expected other than gas to get there and pot luck items for dinner.

An annual work party of chapter volunteers, joined by the airport manager and Paul Wolf of WSDOT, to prepare the airport for the 2010 flying season. This year's work will consist of cleaning the picnic area, the outhouse area, the fire pit site, the camp site and the flag pole site. We will install runway markers and paint the park benches. The Airport Manager will have a cell phone and a 2-way radio. Volunteers should bring rakes, shovels, weed whackers (gasoline only), work gloves and mosquito repellent. They should wear appropriate work attire with sturdy shoes or boots

Lunch provided and arranged by volunteers.
Staying for dinner? Steaks by Chip Davidson,
other dinner items by potluck

RSVP Required: by May 26th, by phone, to Les Smith, 425-493-0451





Saturday July 10th Chapter Meeting and Hangar Party

The July meeting will be at Northwest Aviation Center's Hangar at the Arlington Airport, 18650

59th Dr NE Arlington, WA immediately after the aerial demonstration. Drive over, taxi over walk over, but just get here. Catered dinner, maybe a band if we can get enough musicians, and a SHORT Business Meeting.

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2010 Jim Faustina 425-737-8732
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Past President Greg Bell 206-715-0005
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May Program: John Rutter – “Engine Out at 5,000 Ft.”, excerpts from the NTSB report:

The pilot reported that during cruise flight, the propeller rpm continued increasing despite his numerous attempts to reduce the propeller rpm. As the pilot reduced power, he heard a loud bang followed by a "significant trail of white smoke pouring over the wind screen" and a loss of engine power. (editors note smoke then filled the cockpit and John closed the vents then opened the pilots window to vent the smoke)The pilot initiated a forced landing to a nearby road that appeared to have no vehicle traffic. The pilot stated that he extended his approach to landing due to a vehicle turning onto the road. (editors note.the women driver noticed a shadow on a clear day, looked up to the right and saw a wing tip, then looked left and saw the same, then came to a stop and jumped out to the now stopped airplane and was amazed the passengers were unhurt and in the process of running towards the plane, she and John's wife collided. The woman driver was wondering how she managed to turn onto a runway and relieved that she had not) During the landing roll, the left wing struck a street sign and subsequently struck "two or three large wooden fence posts that were hidden in the bramble of blackberry bushes" that resulted in structural damage to the empennage and the left and right wings. Examination of the engine revealed that the two aft nuts securing the propeller governor to the crankcase mounting pad were loose. About 1 quart of oil was observed within the oil sump. Review of maintenance logbooks revealed that the engine was recently disassembled and inspected due to a propeller strike. Following the propeller strike inspection, the propeller governor was reinstalled.

(editors note the interior of the cockpit had no damage, John stated that sitting in the cabin you would not have known there was an accident)



President's message, continued from page 1

I thank our partners who made this event possible. Dave Waggoner and his Paine Field staff, in particular, Kara Underwood, Museum of Flight Restoration Center, Flying Heritage Collection, Historic Flight Foundation, the EAA Young Eagles program, Snohomish Chapter 84 of the EAA, Civil Air Patrol, Castle & Cooke, Mukilteo Chamber of Commerce, Emerald Ridge School of Aviation Technology, Tye Sports Car Club, The Tempos. Any of these can muster a crowd, but when you have a partnership with all of these you have a success!

So how does one measure success? Is it a compelling poster? Is it the nearly 200 runners on the perimeter road at 8:00 am? Is it the \$1,700 or better proceeds from that run for the Muscular Dystrophy? Or an equal amount in proceeds from 650 plus pancake breakfasts? A full Static Display Ramp? A full-to-overflow transient parking ramp? A ramp full of warbirds? Acres and acres of parked cars? Is it introducing 222 eight to seventeen year olds to the wonder of flight? Is it 8,500 attendees roaming the South Ramp, taking it all in. In fact – it is all that and more - particularly the smiles on the faces of the departing crowds at the day's end. By many measures, it was a SUCCESS!

I'm proud of all we accomplished – I'll bet you are too! Be safe out there!

By all measures, our 15th annual General Aviation Day was a record breaking success!

I want to thank everyone for working so hard and putting on such a wonderful event. We had over 100 people in the WPA family contribute their time and efforts on GA Day and it was the determining factor in putting on an event that will be remembered fondly by all who attended. In the preceding two years our attendance had doubled and this year the trend continued so that we had an unbelievable 8,500 attendees! Thanks to the over 20 YE pilots who donated their time and fuel and gave over 200 Young Eagles an experience they will treasure the rest of their lives and finished exactly on time. The Warbirds put on an awesome show and people enjoyed wonderful music and great food. There were over 100 aircraft at the event by the time our fly in visitors arrived. There were too many events going on for me to mention here. What I do want to say is that as chairman, I didn't hear a single complaint and was greeted only by smiles from all my dedicated volunteers. The airport staff and maintenance crew did an outstanding job of planning, set up and support during the event. I want to give a special thanks to the Civil Air Patrol cadets who turned out in record numbers and made our event run very smoothly. Finally I want to thank my GA Day committee for their hours and months of planning and for their expert execution on Saturday. They are Les Smith, Marilyn Fries, Jim Fries, Stephanie Allen, Rich Jones, Shane Morgan, Jim Morgan and Dan Thomas. If there are any volunteers who for some reason did not receive their t-shirts please email me at steve@stevewaterman.com and I will get one too you. Thank you all very much.

Steve Waterman, GA Day 2010 Chairman







GA Day Welcomes the Historic Flight Foundation

The following is from HistoricFlight.org

Historic Flight at Kilo-6 offers a collection of the most important aircraft produced between 1927 and 1957—all restored and airborne again.

Our mission goes beyond serving as trustees of an era. We want you to experience the roar of our F8F “Wampus Cat” taking off. Watch engineers at work restoring the aircraft to flying condition. Share the rush of viewing international treasures from all angles.

Whether you’re an experienced aviator, a student of history, or a newcomer to our world, we want to spark and fuel your passion—both for aviation and for epiphanies born from hard labor. Our heroes did not leap from the bathtub shrieking, “Eureka!” They scrawled a sketch on a piece of paper. Got interested in an impossible challenge. And then they dove into the work. The reward? Innovation that astonished both them and us, and that continues to change our world.



Historic Flight Foundation was established in 2003 as “John T. Sessions Historic Aircraft Foundation” with the intention to collect, restore, and share significant aircraft from the period between the solo Atlantic crossing of Charles Lindbergh and the first test flight of the Boeing 707. Throughout the intervening years, Historic Flight has acquired at least two aircraft annually and engaged the best restoration resources available to return the collection to original splendor.

Beginning in 2006, the primary focus became planning for a permanent facility to share the collection, maintain the aircraft for flight, and restore aircraft that might either be added to the collection or exchanged for aircraft better aligned with the mission and message. While a significant airport since 1942, Paine Field had not seen serious activity on its west side since WWII. The Kilo-6 site has particular appeal; its proximity to the main runway and elevation above the Mukilteo Speedway means that architectural features can be enjoyed from a distance. Snohomish County allowed a long-term land lease, and design began, both of the Restoration Center and the Education Center.

Historic Flight Foundation opened March 5th. Currently they are open every Friday through Sunday, 10-6, and beginning May 19th, will be open from Wednesday through Sunday, 10-6.

June General Meeting

Skykomish Work Party

Saturday, June 5th, 2010, assemble at Skykomish Airport S88 at 10:00 am See Page 1 for details

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

Calendar of Chapter Events

June 3rd Board Meeting
June 5th (Sat) General Meeting @ Sykomish, Work part & BBQ

July 8th Board Meeting
July 10th (Sat.) Hangar Party at NWAC AWO

Aug 5th Board Meeting
August 6 th General Meeting Movie Night

September 9th Board Meeting
September 10th General Meeting Hangar Party
September 10-12 Mukilteo Lighthouse Festival

Safety Tip of the Month

VFR-into-IMC accidents are more consistently lethal than midair collisions, wire strikes, inadvertent stalls, or pilot incapacitation. Since 2002, 189 of 219 fixed-wing VFR-into-IMC accidents were fatal, killing 368 people. And rising terrain is not required: Accident sites include relatively flat terrain in Florida, Wisconsin, and Kansas.

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ads will run for 2 months unless otherwise requested

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Contact Alan Negrin, CFI, MEI. 425-285-9162

Northwest Aviation Center now located at the Arlington Airport has immediate openings in the shop for your Annual Inspection or other maintenance that you may require. Call 425 238-7696 for an appointment and we'll get you right in. Anything from an oil change to an engine change we can fix you up. Done the right way, for the right price.