



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

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## President's Message by Dave Wheeler

If you were not there, you missed a great day. What day? Well, GA Day of course. Or, as Col. Hannibal Smith used to say, "I love it when a plan comes together."

John Stieber the GA Day Chairman did a great job of assembling a team, putting together an action plan, and then, in his words, "Get out of the way and let them work."

The flightline, non-profit clubs, vendors, the kid's areas, and parking, all were in place just in time for the gates to open at 9:00 AM. And open they did. By a couple of minutes after nine, there were kids lined up all the way to the Boeing 247D for the Young Eagles flights.

Let's look at some individual jobs and see what they did. Air Boss. How do you coordinate 20 some Young Eagle Pilots, a flightline full of war birds, helicopter scenic flights, transient arrivals and departures, and normal airport operations. Well to Rich Jones, it's just another day at GA Day. To his credit there were so many aircraft movements that I have no way to count, but it all went off without a hitch.

Young Eagles! One of the benchmarks of GA Day is how many Young Eagles were flown. I think it may be another record, but there 287 kids that left the airport with a certificate. Great job everyone. Dan Thomas and his staff worked hard all day to pull this off. Just on the administrative side there were at least five people, not to discount the twenty some pilots to fly the kids, on their own nickel.

Jim Morgan has his own turf to maintain, and that's the WPA tent at the main entrance of the grounds. Here, is where the lion's share of the people enter, and each is presented with a map, questions are answered, lost stuff is found again, and applications are handed out and filled out.

But hey! We want to hear about the airplanes! OK – That's Shane Morgan's area. Here he arranges where the static display airplanes will park, where to park, and how to get the flying planes in and out without running over or into something or someone. That's huge, and it went off without a hitch, even when the airport suddenly switched the runway, causing the in to become out and vice versa.

Then there are the vendors, and non-profits, and food court folks. Well, Stephanie Allen's (in her distinctive Minnie Mouse Flight Cap) area of expertise. She lays out the space, allocates power requirements for each booth, and gets the vendors all in place prior to the gates opening. *continued next page*

## General Meeting June 3rd "Raising Isabel."

The story of how a local pilot and PAE WPA chapter member lost his aircraft in Lake Isabel and how he resurrected it after several months under water.

Ken Berger will present an interesting and exciting description of how his aircraft ended up in 230' of water in Lake Isabel following a crash landing in 2006. Ken will describe events leading up to the crash, as well as details of how his aircraft was recovered and finally renovated after sitting under water for several months. This is one program you definitely won't want to miss.

## General Meeting Saturday July 9th @ AWO after Flyin at the Northwest

Aviation Center.

RSVP to Dave Wheeler at [dvwhlr862@gmail.com](mailto:dvwhlr862@gmail.com) \$15.00 at the door. Music by Flyin Blind Blues Band.

Here is a link for more info: <http://www.cpa-w.org/party.htm>



## May Program Review by Karen Reid

The general meeting was a lot of fun! Dave Wheeler created a game format for members to introduce themselves and to get to know each other better. We all counted off from 1-13, and then moved to the assigned numbered table to chat about the following questions/ideas:

- When did you begin your interest in aviation?
- What is/was your line of work or career focus?
- What type of aircraft do you fly/own?
- Do you have any aviation heroes?
- Can you share a little about your family, etc.?

The rotation was repeated three times throughout the evening. The sharing and learning that took place was a lot of fun and several members voiced a request to conduct this type of activity at least once a year to build on-going relationships. Many of the members only see each other at the monthly chapter meetings, so the time was well spent. Thanks, Dave!

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## Safety Tip of the Month

### Boing! A Landing Safety Tip

Notice Number: NOTC2677

When the airplane contacts the ground with a sharp impact it tends to bounce back into the air. The airplane does not bounce like a rubber ball. Instead, it rebounds into the air because the wing's angle of attack was abruptly increased, producing a sudden addition of lift.

The corrective action for a bounce is the same as for ballooning and similarly depends on its severity. When it is slight and there is no extreme change in the airplane's pitch attitude, a follow-up landing may be executed by applying power to cushion the next touch-down, and smoothly adjusting the pitch to the correct landing attitude. When a bounce is severe, the safest procedure is to EXECUTE A GO-AROUND IMMEDIATELY.

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*continued from page 1*

I don't have the official count of people attending this year, but at last count was well north of 7000, another job for Jim Morgan. But my point is with the cars. Where do you park cars for 7000 people? I truly don't know, but Mark Henninger does. He worked with the airport staff long and hard, arranging for parking lots, arranging shuttle busses, and getting everyone in and then back out again. And this includes having ATS and Boeing coming to and leaving from work. Great job Mark.

So where do all these volunteers come from? Again I don't know but Frank Hummel has it figured out, down to the last detail. He must use some sort of algorithm to dispatch people to the right place at the right time, but again I don't know. It just happens.

There are naturally others that do yeoman's duty and a couple are: The Civil Air Patrol providing martialing assistance to Shane, Young Eagle help to Day, and parking help to Mark. Not to mention the Color Guard. I understand those four young men and women are an award winning quartet.

Then, not to be left out, Dave Waggoner and his staff of Bryan Johnson and Kara Underwood. They attended meetings into all hours of the night, and never once did I hear "No we can't do that." It was always just the opposite, "Yes! I don't know how, but we'll make that happen."

With a team like this one that John Stieber put together, it makes my job really easy. Heck, all I had to do was spin a few records, talk a bit, and then play a set of music at the volunteer's party at Russ Keys hangar afterward. So, lastly, thanks to Russ for his hangar, and Flying Blind Blues band for some great tunes to wind down with. I'm pretty sure I saw Minnie Mouse dancing with an MP.

Thanks again to everybody. Next up, June 3rd come to Sno-Isle and hear Ken Berger talk about "Raising Isabel" the story of resurrecting his beautiful Helio Courier. Doors open 6:30, dinner @ 7:00, Program after a short business meeting.

See ya there.

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# General Aviation Day



Photo by Gary Evans

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# Aircraft Display Ramp

## Watching the Flight Demonstrations



Photos by Gary Evans



Despite some drizzle in the morning, the clouds parted enough for us to conduct Young Eagle flights for General Aviation Day at Paine Field. I flew 15 kids on 5 flights; my first time participating as a Young Eagles pilot. Everyone enjoyed the flights!

*Kevin Kelly*

Photo by Greg Bell



Photos by Kevin Kelly



Photo by Gary Evans

## Answers to last months trivia questions



Question #17. C. In 1783 a French scientist launched the first hot air balloon with a sheep, a duck and a rooster. The balloon stayed up for 15 minutes.

Question #18. C. In 1960, Captain Joe Kittinger reached a height of 102,000' then parachuted out of the balloon. The Captain holds the record for the highest balloon flight and the highest parachute jump. He broke the sound barrier with his body. And, yes, he lived through it all!

Question #19. C. The FAA regs say that the windsock may be orange, white or yellow.

Question #20. D. Ed McMahon was a fighter pilot and also he was a flight instructor and a test pilot.

Question #21. C. 10 months. Phoenix left planet Earth August 4, 2007.

Question #22. In the '70's Russia crash landed the 1st Rover on Mars. Then they landed the 2nd Rover, but it immediately stopped transmission. Then they landed the 3rd Rover, but it also did not transmit. Then they landed the 4th Rover - still in the '70's, but the probe separated and went into orbit. Successful? I don't think so!

Question #23. C. NASA

Question #24. The "V" stands for velocity.

Question #25. C. The dollar sign indicates that the automated sensor requires maintenance and some data might be inaccurate.

Question #26. A. 30 years, B. Chuck Yeager, C. 13 aircraft.

Question #27. Sputnik was launched in October 1957. It traveled 37 million miles in 3 months. It reentered the atmosphere and burned up in January 1958.

Question #28. Dr. Sally Ride. She was a crew member of the 1st and 2nd Challenger missions. She was training for her 3rd Challenger mission (which would have been the 4th Challenger mission) when that Challenger mission sadly exploded, killing 7 astronauts.

Question #29. In 1971, the government prohibited airborne hunting of birds, fish and other animals.

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**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**

**RSVP required for Dinner by May**  
**30th**

**Wpa.painedinner@hotmail.com or**  
**call 425-388-5125 ext 6**

**June 3rd**  
**Raising Isabel**

Story of how a chapter member lost his aircraft in  
Lake Isabel and how he resurrected it.

## Calendar of Chapter Events

**June 2nd Board Meeting**  
**June 3rd General Meeting**

**July 7th Board Meeting**  
**July 9th General Meeting at AWO**

**August 4th Board Meeting**  
**August 5th Movie Night**

**September 8th Board Meeting**  
**September 9th Hangar Party**  
**September 10th Lighthouse Festival Parade**  
**of Planes**



**FLY OVER THE SWIFTSURE SAILBOAT RACE  
ON YOUR WAY TO  
SEKIU MEMORIAL DAY WEEKEND FLY-IN LUNCH**

**BBQ STYLE LUNCH AT SEKIU AIRPORT  
BURGERS & DOGS  
PUBLIC WELCOME**

**11:00am - 2:00pm  
SATURDAY MAY 28th**

**\$8 FOR EACH ADULT  
CHILDREN UNDER 5 \$1  
\$7 for Senior Citizens**

**Proceeds go to Local Red Cross Disaster Action Team.**

**SEKIU AIRPORT  
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CLALLAM BAY - SEKIU CHAMBER OF COMMERCE TOURISM COMMITTEE  
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**ads will run for 2 months unless otherwise requested**

**C152 II; 50% ownership** available - 1979 Cessna very economical, great for flight training or building time. Low time. Hangered at Paine. If you are seriously interested, call Marc for details (425-445-1081).

**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

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All brands considered  
Tim Adamson 425-750-0907

**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

**Wanted a used, functional Sharc 7 ELT**, contact Dick Kinnier or Dave Steele at: 206-546-3634 (Dick) or 425-484-8799 (Dave)

**Northwest Aviation Center** is offering a 10% discount on any invoice for flight instruction, including Flight Review or Instrument Proficiency Check, or on any maintenance item, from an oil change to and engine change. 10% off the bottom line, (excluding sales tax) beginning 4/1/2011. Limited time offer – schedule now to receive the discount.

**Also, For Sale. 1972 PA28-140 Cherokee.** Needs an engine, and annual. Has Garmin 300XL Moving Map GPS– IFR Certified. Best offer over \$12,500 takes it. Paint and interior about a 7.

Contact Dave at 425 238-7696 or email [dvwhlr862@gamil.com](mailto:dvwhlr862@gamil.com).