



Local Chapters under
www.WPAFly.org

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Calendar of Chapter Events

May 2nd Board Mtg
May 3rd Gen Mtg "Racing at
Reno"

May 18th PAE Aviation Day

June 7th Gen Mtg Mountain
Aerial Photography

June 15th Skykomish Work
Party & BBQ

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

May 3rd Meeting and Program
RSVP required for Dinner by
April 28th

President's Message *by Steve Waterman*

Recently I have been preparing for two events. First for a talk that I will be giving to the students at our upcoming Aviation Academy and I am also putting together a presentation for the Learn to Fly program at Aviation Day.

Working on these two projects have reminded me how much I enjoy the science of flight. I don't dismiss the art of flight and I certainly appreciate the value of experience. But it is the science of flight that makes our past time so special and puts pilots in a unique class as practitioners of the activity. I have not met a group of people in any other activity who were so knowledgeable and studious about their recreational activity. It seems nearly impossible for pilots in a group not to talk about planes and flying. I almost enjoy sharing the stories of flying as much as flying itself. I would say that whenever I get the chance to talk to other pilots, I usually learn something new or gain some new insight about aviation. I have always been interested in science but I would say that aside from my work there are few lessons that I learned in school that have the level of practical application that I have experienced in flying. The very nature of our activity requires that we have an adequate level of knowledge of our aircraft, the weather, airspace, center of gravity, maximum gross weight and density altitude among other factors. It's fun and exciting but also very cerebral. It is that combination that makes flying so special to me.

I doubt I will ever find an activity that will capture my enthusiasm and imagination as flying. The weather is improving. Brush up on your aviation knowledge, enjoy, and fly safe.



May 3rd Program, Jeff LaVelle's story of the Reno Air Races



Jeff LaVelle founded a company in 1989 in aerospace manufacturing providing products to industry giants including Boeing, Lockheed Martin and Northrup Grumman. Watching and learning and finally taking some of his ideas for his clients probably helped him create his plan of attack at Reno.

He purchased a Glasair kit in 1998 and his focus turned to the brand new Sport Class. This provided him the perfect opportunity to use his piloting skills, his love for speed, and his knowledge of mechanical things. He attended rookie school in 2007 and won Rookie of the Year for the Sport Class. His first qualifying time in 2007 was 292.193, by 2008, it was 335.180 mph. In 2009 his number was 357.863 and another smaller improvement in 2010 to 362.481. A much larger difference was made by 2011. He qualified FIRST at an amazing 396.730 and really turned some heads.

June 7th Program: John Scurlock Mountain Aerial Photographer

Renowned aerial photographer John Scurlock has been photographing mountains and glaciers from the air across western North America since 2002. He flies a Van's Aircraft RV6, which he built himself, and is based out of Concrete, Washington. He has covered terrain from Alaska to California and from the Coast Mountains and Cascades to the Rockies of Canada and the United States. He has provided images for scientists at USGS, Department of the Interior/National Park Service, US Forest Service, Parks Canada, BC Parks, Western Washington University, University of Washington, Simon Fraser University, and the University of Northern British Columbia



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2013 Sandy Allen
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Past President Dave Wheeler
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Review of April Meeting Guest Speaker – Kit Carson

Lucky to be a pilot here...

Kit Carson was our guest speaker for the evening. 48 Members came to swap airplane talk, enjoy a meal, and listen to Mr. Carson tell stories. Tonight is the second time I have heard him speak as a guest at our meetings. Both times he was riveting.

To put things in perspective, Kit Carson is an elderly gentleman. Old enough to have known Lindbergh and fly with him. Kit spent most of his career, 35 years or so, flying as a test pilot for Boeing. Started as a military flight instructor during WWII teaching new crews to fly the B-17, moved to flight test and went on to test fly new Boeing airplanes through the 747. He also flew some odd ball research and development airplanes and experimental systems.

In the 1950's Kit took a break from Boeing for a few years and went to Yakima, Washington to test fly for a small company building a crop duster. The Lamson Air Tractor. This evening he described the Lamson Air Tractor as; "ugly, flew horrible, and did not have one good thing to say about it." He showed pictures, indeed it was ugly. Over two years design changes made it a much better airplane. But by then the Lamson Company was going bankrupt and the project never saw production. Kit returned to Boeing and test flying. Later Grumman purchased the rights to the Lamson Air Tractor, completed the design changes and put into production a descendant known as the Ag Cat, which enjoyed production for decades. The bright yellow crop duster we see above the agricultural fields of America.

Scott Carson, Kit's son also became an aviation buff. He, Scott, worked that into being CEO of the Boeing Commercial Airplane Company.

Kit Carson's beginnings were humble as part of a farming family in north east Ohio. In the late '30s being barely teenagers he and his brother bought plans for a glider kit, built it, and taught themselves to fly! Imagine that first ride. Unbeknownst to them the plans were from Germany, written in German, and dimensioned with the metric system. Kit and his brother took the plans to the local Lutheran Church asking the pastor for help, knowing that German speaking church members attended there. They got the plans translated and metric converted and still managed to build a successful glider. The two brothers used a car to tow launch the glider. They were not even 16 years old. Talk about problem solving skills.

I am lucky to be able to pursue my aviation passion in such a rich environment, to be based out of an airport with ties to such a storied history and diversity of man and machine.

by Frank E. Hummel





Greetings,

Paine Field Aviation Day will be here before we know it. Saturday May 18th. For those of you who have volunteered in the past, thank you. For those who are considering volunteering this year, thank you for thinking about doing so.

This year's event is being organized and presented by the Snohomish County Airport, Paine Field Chapter of the Washington Pilots Association, as well as Historic Flight Foundation (HFF) and the Flying Heritage Collection (FHC).

In addition to many aircraft on the ground and in the air, highlights again this year will include attendee and volunteer access to HFF and FHC. As well as a focus on the care and feeding of our volunteers!

For now an expression of interest in volunteering in any capacity would be helpful. The event date is Saturday May 18th at Paine Field from 9:00 am to 5:00 pm. Volunteer opportunities are many and at different times. Such as Friday May 17th for setup, Saturday May 18th; pre-event setup, morning, midday, afternoon, all day, and post event tear down. Also know that a volunteer orientation meeting will be held Thursday evening May 16th, at Paine Field – not essential but helpful. There will also be a free pizza feed that evening.

New this year is a website for Paine Field Aviation Day, <http://visitpaineairport.com/pfad.html>. Here you can find more information about the event, as well as a volunteer sign up form (lower right). This form serves to collect the necessary volunteer information. I can also be emailed directly from the web page.

Don't be bashful with any question you may have. I can be reached at; paine-volunteers@wpaflys.org, frankh909@gmail.com and (206) 499-9398. If your call goes to voice mail please leave a message and I will get back to you as soon as I can. Thank you!

Best regards,

Frank

Frank Hummel
2013 Paine Field Aviation Day – Volunteer Coordinator
WPA Paine Field Chapter – Membership Director
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PAINE FIELD AVIATION DAY

Presented by Washington Pilots Association and Paine Field Airport

**SATURDAY
MAY 18, 2013
9AM - 5PM**



WARBIRDS FLY AT NOON!



VISITPAINEFIELD.COM



\$10 INDIVIDUAL / UNDER 17 FREE

- ★ FREE YOUNG EAGLES FLIGHTS (KIDS 8-17)
- ★ FIREFIGHTERS FLY DAY 5K AND PANCAKE BREAKFAST
- ★ GREAT FOOD, VENDORS AND KIDS ACTIVITIES



INCLUDES ADMISSION TO FLYING HERITAGE COLLECTION AND HISTORIC FLIGHT FOUNDATION - FREE PARKING

Mystery Airplane for May
Submitted by *Les Smith*



Mystery Airplane for April

Vought V-173 "Flying Pancake."

The idea of the V-173 was to allow flight at very slow speeds, with short takeoffs and landings, and high maneuverability. Designer Charles Zimmerman put the propellers at the wingtips to reduce drag created by airflow at the tips of conventional wings. It flew more than 190 times between 1942 and 1947. Photo: U.S. Navy

Submitted by *Dave Wheeler*



Paine Field Aviation Day

Saturday
May 18, 2013
9am - 5pm



Are you wanting to display your aircraft but have not registered?

If so, please contact Pink.Bonanza@Frontier.com for a registration form or go to www.visitpaineairport.com/applications.html .

Not sure if you can make it? We will accept show planes on the day of the event. Arrival instructions will be posted at www.visitpaineairport.com for display aircraft and transient aircraft.

Aircraft that have not registered will be parked on the display ramp only if space is available. If space is not available, there will be plenty of aircraft parking available for transient aircraft.

Expect procedures to be available one week prior to the event.

Aircraft on Display

- Historic Flight Collection, including the DC3 and B25
- Flying Heritage Collection, including the Mitsubishi A6M Zero
- The Museum of Flight's O2, B247D and the Stinson Model O
- Cascade Warbirds
- The Northwest Beechboys' Bonanzas
- Experimental Home Built Aircraft
- Light Sport Aircraft
- Vintage and Contemporary Aircraft
- The Lancair Evolution
- FedEx Caravan
- Boeing 747 Freighter
- Air/Land exhibit, pairing Aircraft with Cars of the same vintage

Aircraft Flight Demonstrations:

- Bearcat
- Beech Boys
- Blackjacks
- Cascade Warbirds Parade
- DC-3
- Hurricane
- Mitchell
- Mustangs
- Sheriff Huey Demos
- Skyraider
- Staggerwing
- Texan Formation
- Tigercat
- WACO
- Zero





Are you ready for a complete power failure?

CLASSIFIED ADS

Advertisements are free to WPA members for aviation related items and/or services
 Space limitations will give priority to Chapter members
 Paid advertising is available for non-aviation ads in the state WPA WINGS newspaper

I purchased two tickets for Oshkosh EAA Airventure and find I am unable to go. I will sell to any of our members for a 20% discount from the member price. Please call me at 206-459-0549 if you are interested. The ticket are for the whole week. I paid \$114.00 each. I will sell them for \$90 each.
 Sincerely, Doug Maryatt (Paine Field)

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

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

CASCADE FLYERS

Paine Field based Cascade Flying Club has membership opportunities available. Well maintained hangered C172 and GNS430 equipped C182 with good availability. www.cascadeflyers.com or 425-954-3180 for info

Own This Cover Girl!

Featured on the cover of ABS magazine August, 2007.

Our stunning 1992 F33A Bonanza needs to find a new home as the FAA won't let me fly anymore. Turbo-Normalized, TKS-equipped and loaded with plenty of capability including 1,247 pounds of useful load! Coupled GPS with roll-steering automatic pilot.

It's your dream airplane!



- Approximately 2200 Hours Total Time
- 290 Hours on a Turbo-Normalized IO-350 w/ CAMinjectors - 300 HP!
- TKS Sweeping Wing Ice Protection System with Heated Stall Warning Vane
- GNS-480 WAAS Approach-Certified GPS/KX-155/KR-87/KT-76A
- KFC-200 Flight Director/ Autopilot with Roll-Steering/ Slaved Gyro/ HSI
- PS Engineering Model 7000 Audio Panel with Intercom and Recorder
- Altitude Alerter with Transponder Output Monitor
- All Cylinder CHT/ EGT + TIT Graphic Engine Monitor with Memory/ Output
- Fuel Management Computer with Digital/ LED Gauges
- Osborne Metal Tip Tanks - 120 Gallon Total Fuel Capacity
- High-Capacity Oxygen System with Range-Maximizer Flow Regulators
- Standby Alternator and Instrument Pressure Pump
- HID Landing Light/ Remote Landing Gear Lights/ Rosen Sun Visors
- ZAON XRX Anti-Collision Warning System/ DAVTRON Digital Clock/ OAT
- Bendix WX-1000 Stormscope
- Cynget Chart Desk/ 5th Seat Available
- Serial Number CE-1663
- Excellent Paint (2007) and Ultra-Leather Interior Condition
- No Damage History/ All Logs/ Hangered/ Fresh Annual and IFR Cert.
- Located at KPWT in Washington State
- Ask about her hangar - it's for sale, too!

Contact: Jim Posner (415) 990-0664
jimposner@comcast.net

Best offer over \$279,500 takes it!

Experienced pilot (CFII, ASME) interested in share ownership in well maintained IFR/GPS equipped C-210, Cardinal RG, or Bonanza that will accommodate my 6'4" frame. Contact George Futas at 425.260.4445 or gfutas@corusinc.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 hangered 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.

home.comcast.net/~johnabbott1952/site/?/page/Mooney_252_Partnership_For_Sale/&PHPSESSID=6ee44d52d48e26b35acb0f2cb6911fed