



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

## Contents

President's Message	1
Officer contact	2
Alligators and Airplanes	2
Paine Field Aviation Day	3
The Open Car Show	6
Challenge Air Fly Day	7
Mystery Airplanes	8
You Tube	9
Classifieds	9

## Calendar of Chapter Events

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

June 7th Meeting and Program  
RSVP required for Dinner by  
June 2nd

## President's Message *by Steve Waterman*

Well another Aviation Day is in the bag. The weather threatened to put a damper on the festivities. While it may have reduced the turnout a little, it did not change our plans or diminish anyone's enjoyment of the event. It was a hugely successful event in no small part to the efforts of the WPA, airport staff, HFF, FHC and some 374 volunteers.

My favorite part of Aviation Day is always the Young Eagles program and that was a total success! I want to thank our chairman, Dan Thomas and local EAA chapter 84. His crew of 17 pilots and 17 ground crew; flew 113 sorties for a total count of 271 kids flown.

I was busy running around taking care of my food vendors and exhibitors but everyone seemed to be pretty pleased as how everything was going. I was able to go over to the HFF side later in the day and Vanessa Dunn had put together a very impressive array of exhibits on her side as well. Though we did not get a lot of visitors at our Learn to Fly tent, I want to thank Regal for hosting and the flight instructors for spending time with some interested guests. Our goal as a group is to generate interest in aviation and to share our passion for our past time. Hopefully we were able to spark the imagination of the kids that were flown or push some curious people to take the step to start flight training or at the very least, form more allies for the aviation community.



## 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. He is currently working with scientists at Portland State University to photograph every glacier in the lower forty-eight states from the air. His images have appeared in numerous books and publications such as The American Alpine Journal, Canadian Alpine Journal, Journal of Glaciology, Alpinist Magazine, Ski Journal, and Climbing Magazine. His five-year collaboration with gifted photographer and climber Steph Abegg has produced a huge number of stunning new images and another project nearing completion, photographing the 100 highest peaks in Washington State. He is also a climber, skier, and dedicated ground-based landscape photographer; as such, he has spent much time afoot in wild mountainous regions. His acclaimed book, 'Snow & Spire: Flights to Winter in the North Cascade Range', was published in November, 2011. He lives with his seven cats along the Skagit River in Sauk, Washington, a few miles east of the town of Concrete.



## Alligators and Airplanes

The forecasted rain did not materialize, the clouds remained high enough, and the visitors came. And planes took flight.

A volunteer showed me a photograph taken at Paine Field Aviation Day of a child holding an alligator, almost as long as the average volunteer is tall. Her eyes large as saucers, her smile unmistakable. While moving about the event site, I could not help but notice that same look from young and old alike. A look accompanied by flying machines overhead and the associated noise beneath. Again surprising to me, a look also seen throughout the day in the Volunteer Check In Center, where there were no visible airplanes or alligators. A look from volunteers excited to be amongst the flying and noise. The individual stories about these volunteers are many.

Volunteers Of America again participated en masse. As in years past, Civil Air Patrol, almost 40 strong, manned the most complex assignments, many in outlying areas, yet they returned to do so again. On the east side alone, an additional 153 individual volunteers chose to participate. That's a total of 203 volunteers from the east side. All told for the event, not including vendor and exhibitor volunteers, but including Historic Flight Foundation and Flying Heritage Collection, 374 volunteers! What? 374 Individuals, that for no pay at all, just come out to give of their time and energy. Their commitment and dedication is remarkable!

Alligators and airplanes – I guess it is just the things that make us smile, especially on the inside, which makes this all work.

My heartfelt thank you to all volunteers! I had a blast.

Very best regards,  
*Frank*

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

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

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

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

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

**2011 Director Brandon Freeman**  
[paine-board1@wpaflys.org](mailto:paine-board1@wpaflys.org)

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

**2013 Sandy Allen**  
[paine-board3@wpaflys.org](mailto:paine-board3@wpaflys.org)

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



**Photos by Les Smith**

The morning dawned with the sort of leaden gray skies that hold a wet promise for the day. But that promise went unfulfilled and the day proved to be one for which neither an umbrella nor sunscreen were needed. Glory be!

It wasn't long after that dawn that the Volunteer Check-In began to hum. Volunteers young and old, the life blood of this event, streamed through, efficiently receiving their wristbands, breakfast and lunch vouchers and the soon-to-be-coveted and oh-so-noticeable volunteer t-shirts.

The Firefighters Fly Day 5k was a success as runners took advantage of a perimeter road view of the airport not typically found. The pancake breakfast had a line (but fast moving!) until nearly 10:30 as firefighters and pancake breakfast volunteers efficiently fortified Aviation Day guests for the day's activities.

Young Eagles were rolling by 9:15 as well practiced volunteers launched excited kids on an experience they will long remember. We're grateful to EAA's Harvey Chapter 84 for their sponsorship – and to the pilots for their generosity. By the end of the day, the official YE count reached 271 kids. The steady crowd at the Young Eagles tent illustrates how these flights are, for many, the highlight of the day.

The east side ramp sported a tight arrangement of aircraft and auto with enviable examples of each on display for an eager public to review. These collections were complemented by models dressed in the manner of 1940's classic pin ups. Flying Heritage Collection had its new hangar (as well as its old) on full display for guests. Volunteer docents patiently explained details to whatever degree the curious were willing to engage.

The ramps on east and west side were full of aircraft and cars, along with friends and families. Seafair Pirates roamed the grounds. The challenge was to see everything on one side before boarding the steady stream of cross-field shuttle buses and see it all on the other side. Another challenge was choosing among the many flavorful food items our vendors offered for lunch.

Civil Air Patrol cadets provided color guard pageantry as the Star Spangled Banner was sung. These and more cadets are an essential asset to the volunteer ranks as their uniforms and professional demeanor bring a quiet but effective discipline to crowd management where needed.

The Black Jack Squadron, reliably on time, mustered a nine ship visit with three passes and varying formations. Next were the Flying Heritage Foundation's Zero and Hurricane. Long howitzer-like lenses moved to the bicycle fence at Alpha ramp to catch them sharply focused (but with appropriately blurred prop). The Northwest Beechboys performed three crisp flyovers – a fingertip four strong left, a diamond and an echelon left.

In the midst of these flying demonstrations, Boeing continued to conduct business-as-usual, with high speed taxi tests, 787 departures, as well as Dreamlifter and Antonov An-124 operations. All that plus warbird passes, Young Eagle flights and transient arrivals on top of a typical Saturday of operations. Paine Tower's ATC professionals blended this mix like an Iron Chef Faceoff. Well done – and Thank You!

Kid-focused activities were on the increase this year, and while including the ever-popular face painting and bouncy houses, there was healthy stimulus for young minds with robotics teams, Pacific Science Center, Reptile Man – even an inflatable planetarium.

Over on the west side Historic Flight Foundation hosted Lt. Col. Ed Saylor's first person accounting of the fabled Doolittle Raid, followed by Mike Lavelle's description of early airline operations - illustrated by the uniquely rare juxtaposition on the ramp of a Boeing 247 and Douglas DC-3. Flights by HFF's collection included their T-6 with two Cascade Warbird T-6's and Heritage Flight Museum's A-1 Skyraider. Then came the B-25, P-51B and Spitfire all together. This was followed by a Bearcat and Tigercat sortie. Final flights that day were multiple passes by the DC-3.

And then – it was over. Guests streaming for the exits, stragglers and late arrivals more slowly moving to the gates, paused for this or that last view. An improvisational, but surprisingly organized flow of cars and aircraft headed home to hangar or garage.

Volunteers made their way to the HFF Beer Garden. A glowing sunset illuminated the east side, as tired but gratified volunteers enjoyed a toast to the day's success and a taste of smoky barbecue, courtesy of Paine Field – our Airport of Choice. After the roar of engines and the smell of exhaust, the taste and the toast were sweet indeed.



*by Les Smith*



Photos by Les Smith







**Paine Field Aviation Day Open Car Show photos by  
*John VanPatten***





# Announcing Challenge Air Fly Day

**Saturday, July 27, 2013**

**Paine Field Airport**

**Historic Flight**

**10719 Bernie Webber Dr., Mukilteo, WA**

*Free for all children and youth with special needs!*

**Challenge Air for Kids & Friends**, a national children's nonprofit organization, is recruiting volunteers, pilots and special needs children between the ages of 7-30 for its "Fly Day" event. Highlights of the day include: an educational ground school, a 30-minute flight, face painting, clowns, cool static aircraft, lunch, service animals and much more! To register as a day-of volunteer, volunteer pilot or as a participant (*first come, first*

*served and free for all children with special needs*) log on to: [www.challengeair.org](http://www.challengeair.org).

For more information contact April Culver at (214) 351-3353 or email: [aculver@challengeair.org](mailto:aculver@challengeair.org).

*Challenge Air builds self-esteem and confidence of children and youth with special needs, through the experience of flight.*

**Register Online @ [www.challengeair.org](http://www.challengeair.org)**



**CHALLENGE AIR**  
for kids & friends

[www.challengeair.org](http://www.challengeair.org) 1-877-FLY-KIDS [www.facebook.com/Challengeair](http://www.facebook.com/Challengeair)



**Mystery Airplane for May**  
**Submitted by *Les Smith***



**Blohm & Voss BV 141**

The Blohm & Voss BV 141 was a World War II German tactical reconnaissance aircraft. It is notable for its uncommon structural asymmetry. While performing well it was never ordered into full scale production. Reasons for that include the non-availability of the preferred engine, and competition from another tactical reconnaissance aircraft, the Focke-Wulf Fw 189.

---

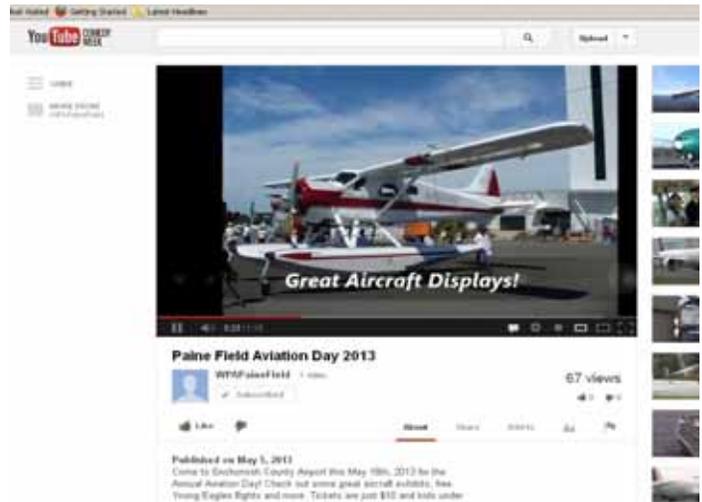
**Mystery Airplane for June**  
**Submitted by *Dave Wheeler***



## WPA-PAE is now on YouTube!

Our YouTube channel is now live! Over the next few months, we'll be adding more content pertaining to who we are, what WPA is about and of course (since we're pilots), flying videos! We're always open to suggestions about content. Go to [www.youtube.com/WPAPaineField](http://www.youtube.com/WPAPaineField) and check it out. If you're a Google/YouTube user, feel free to subscribe!

by Brandon Freeman



## 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](http://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-550 w/GAMIjectors - 300 HP!
- TKS Weeping 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 +TTT 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 XR9 Anti-Collision Warning System/DAVTRON Digital Clock/OAT
- Bendix WX-1000 Stormscope
- Cygnat 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](mailto: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](mailto:gfutas@corusinc.com)

**2009 Glasair Sportsman 2+2. Two Weeks to Taxi build.** Both trike and Tail Wheel configuration. IFR. See more details at: <http://glasairtraining.com/2009-glasair-sportsman-22-trike-with-tail-dragger-conversion-two-weeks-to-taxi-built/>

Contact: Alan Negrin, CFI, MEI, Alan Negrin Aviation Services, LLC

[alan@glasairtraining.com](mailto:alan@glasairtraining.com)

<http://glasairtraining.com>

425-466-8472