



Local Chapters under
www.WPAFlies.org

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Calendar of Chapter Events

September 4th Board Mtg
September 5th Hangar Party

October 2nd Board Mtg
October 3rd Gen Mtg; UFO

November 6th Board Mtg
November 7th Gen Mtg; Yr in
Review & Elections

December 4th Board Mtg
December 5th Christmas Party

President's Message *by Dave Wheeler*

Hello again. Looks like the gang that made the trek to AirVenture had a great time, and it looks like lots of folks went. Steve later in the newsletter has a wonderful article about the "One Week Wonder" where a team of volunteers completely assembled an airplane and flew it away. Our own Robert Hamilton even got some notoriety by supplying the avionics, a Dynon system. Then last week was the AOPA regional fly-in in Spokane. Again many of our members headed over the hill to attend. Sadly, I was not able to attend either event.



Upcoming on the home front is the annual Hangar Party hosted again by Russ and Meridith Keyes in the North Corporate hangar complex. This is a social event, with good food and good company. This is a grand opportunity to just chat it up with the members. Maybe you will find out something about someone that will come in handy in your business or occupation. We have a good dinner planned, and that alone will be worth the price of admission, a mere \$13. per person for a feast. See the event post for details.

In October, we'll be back at SnoIsle and we have a fun program. It is all about UFOs. No, not the little green people kind but the United Flying Octogenarians. Founded in 1982 by a group of 31 aviators over the age of 80, the UFOs now have a membership of over 1,400 men and women. When each of our members joined, at the age of 80 or older, he or she was still flying as Pilot-in-Command. We will also start looking toward the end of the year, and encourage you to start thinking about the board of directors you want to put in place. The Office of Vice President is currently vacant, and all of the officers are up for grabs, as well as one board position. Here is a link to the by-laws and in Article IV it lists all of the duties of the officers and board members. Pick out the job you want and let me know. I'll make sure you are on the ballot. <http://www.painefieldwpa.org/chapter-bylaws/> I encourage you to get involved in a whole new way; being on the board is fun. Your participation is important to keep us going and growing.

There is also another vital position open, and while it is not a board position it is really important. It is the person that lines up the programs for the meetings. Janis Wheeler has done this for several years. She is getting very busy with other work commitments and has no time left to do this job. She has a list of potential speakers submitted by you the membership, and she contacts the people to see if they would like to do a presentation, and then pencils them into the program schedule. She also makes contact with various caterers for the meetings that are not held at SnoIsle. It is not a time consuming job, but like I said very important. She will be happy to give you guidance. Corner her at the hangar party and let her know you are interested or email me and I will hook you up. Also, more than one person can work on this and form a committee as well.

That will have to do for now, but may you always find VFR and tailwinds.

September 5th Hangar Party
at PAE

Doors open at 6:30 P.M.
dinner \$13 at 7 P.M.,

RSVP required for Dinner by
Aug 29th

Wpapedinner@hotmail.com

September 5th @ 6:30 PM, Hangar Party and General Meeting at the North Corporate Hangars

(100th St and Airport Road entrance then turn right at the Lear Jet)

Catered by Ole Soul Southern Creole, located in Everett.

Menu: Smoked pork ribs, Flame broiled chicken skewers, Mediterranean pasta salad, Rotini pasta tossed with sweet peppers, red onion, artichoke hearts, feta and balsamic herb vinaigrette, Mac and cheese, Tossed Caesar and Bourbon crepe cake

Beverages -

Sweet tea, Regular Tea Lemonade and more

Enthusiastic volunteers are needed for the 7th Annual [Vintage Aircraft Weekend](#)

at Historic Flight Foundation on Paine Field.

Are you able to join us Saturday & Sunday, August 30-31, 2014?

We are open to the public from 9 am to 5 pm with a full day of activity for the whole family. Please let us know if you are available for either a full or half day.

Shift times:

am 7:30am-1:30pm

pm 12:00pm-6pm Positions available in all areas including admissions, retail, volunteer/vendor check-in, aircraft and perimeter security, and parking. **Respond now to add yourself to the team.** We look forward to hearing from you! Thank you so much. Sincerely, Jessica LeftwichChristi NybergVisitor ServicesHistoric Flight Foundation (425) 348-3200 visitorservices@historicflight.org



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2013 Sandy Allen
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2014 Director Brandon Freeman
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Past President Steve Waterman
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Tuesday, September 9th Save the Date, in honor of Dave Waggoner

Join us as we honor Dave Waggoner, Paine Field Airport Director after 22 years of service. Enjoy the best view of Paine Field, as Dave would say "The Airport of Choice". Catered Food, Beer, Cake, Slides & more! 6:00 p.m. is our presentation time. We will have a basket to collect cards for Dave to read following the event.

Tuesday September 9, 2014 from 4:00 PM to 8:00 PM PDT

Future of Flight Aviation Center- Strato Deck
8415 Paine Field Blvd.
Mukilteo, WA 98275



To Register

<https://events.r20.constantcontact.com/register/eventReg?llr=syq7tplab&oeidk=a07e9mfdhyt97f7dfcc>

This year I went to Oshkosh for my third time. I am amazed that every time I go, there is something new that surprises me. This time it was an experience that I thought would just be a small diversion from the rest of the event but turned out to be a defining memory of my trip. Before leaving and while planning the trip, I became aware of an event called "The One Week Wonder". The goal of Zenith Aircraft was to build a plane during the event in seven days. As a builder, this fascinated me and they were looking for volunteers to help with the project. There was an online form to fill out and I figured there must be plenty of people available who have built such a plane but I filled out the form anyway. I wrote down my experience building my RV and thought that they wouldn't need me but shortly before the event I received an email telling me that I had been signed up for two four hour shifts on the Thursday and Friday of the event.

I checked in with the project Tuesday I believe and the fuselage was already well underway. Zenith had about a dozen people there and there were also representatives from several companies that were contributing major parts for the plane like Rotax and Dynon to name a couple. Add in about half a dozen volunteers along with EAA representatives and a constant parade of VIP's and you can imagine it was a bee hive of activity surrounding this relatively small aircraft in a fairly small space. Added to all this activity was the goal of generating maximum participation by the public. So once the right wing was 75% finished with the top skin just clecoed in place, it was put on a rack outside the main building area so the public under supervision could remove a cleco, pull a blind rivet with a pneumatic gun and initial their rivet. They also got to make an entry in the plane's construction log.

The Zenith aircraft, being assembled by all blind or "pulled" rivets into full sized holes, goes together much easier and faster than the Vans aircraft that I am building. But even so, I was very impressed with what so many people in a very organized project can accomplish in such a short period of time. By the time I arrived early Thursday morning, the fuselage was nearly completed, it was on the gear and the engine was hung. The right wing was pretty much complete and the panel was being assembled on a separate bench. I was put to work on the left wing along with a supervisor and several other volunteers. By the end of my four hour shift the left wing was ready to be put out for the public to pull their rivets on the top skin. But not before I signed my name on the inside which is not likely to be painted over.





The One Week Wonder *continued*

Activity around the plane grew to a fever pitch as the week wound down. There were people wiring the panel and connecting controls to the engine and mounting the empennage and control surfaces all at the same time. At times guys on the tail were getting their fingers pinched as guys in the cockpit would move the stick while running wires around the panel. From time to time a cowbell would ring and Johnathan who was from Zenith would stand on a bench and over a microphone in a British accent, would call out that the “One Week Wonder” had reached another milestone and a rep like Robert Hamilton from Dynon would put a big check mark sticker on a project map on the wall behind the plane.

Also the whole time VIPs would come by escorted by a representative from EAA for a photo op while they pulled their own rivet on the fuselage and signed their name. At times they actually drilled out some previously placed rivets so they would have a place for someone to do one and place their autograph. At one point while I was working on the wing, an EAA representative came up to me and said that he had a woman who wanted to pull a rivet on the wing if I had a hole ready to fill. As the cameras were focusing on us and I was carefully explaining to her how to do the rivet, this older woman said to me, “I use to do this for the Air Force”. I immediately handed her the rivet gun and said “well then, I guess you don’t need my help.”

I worked another shift the following day and by Saturday they were mounting the wings and mounting the propeller. I left Sunday morning but learned that they ran the engine and by the afternoon airshow, taxied the plane in front of the crowd. The plane actually flew for the first time on the following Tuesday piloted by none other than Jeff Skiles, who co-piloted the “Miracle on the Hudson flight with Chesley Sullenberger.

Letter to Home from AirVenture -

Greetings,

Walking back to the Cardinal Air camp in the North 40 from a nearby dinner this evening I was overwhelmed.

Thousands of people are lining flight and fence lines as the night airshow is about to begin. The second night airshow this week here at AirVenture in Oshkosh, Wisconsin. This following a three and half hour afternoon airshow, which is a daily occurrence here.

Tomorrow morning Les and I will depart for home. A two or maybe three day journey. In the morning we will tear down camp, pack, load, inspect the aircraft thoroughly, and prepare our flight plan. We and many others will at the same time make our way from the numerous aircraft parking areas to the departure runway without saying a word on the radio to anyone. Following a meticulously designed procedure and method. Unlike a large commercial airport where airliners take off every two to four minutes during their busiest times, airplanes here will be taking off tomorrow morning every ten to 20 seconds. At this pace for hours at a time. Exactly what happens here every day during AirVenture.

Previously I have shared statistics describing the enormity of this event. What struck me walking back to camp this evening was how improbable the whole thing is. Yet it takes place year after year with exceptional grace. Also so improbable is that we, pilots, can even do this at all. Just get in an airplane and go. No permission, no advance verification with any agency, no special requests. Just go. Sure, there are rules, laws, and procedures to follow, but not that conceptually different from driving a car. Most improbable of all is that an ordinary schmoo like me will start Cardinal Air's engine here on the grass of our camp site tomorrow morning, taxi, get in line with many others, wait our turn, and then take to the sky. Sitting here right now, except for going west, I don't even know where our travel day will end.

One more thing. Wisconsin dairy cows must be happy cows - they make excellent ice cream!

Frank E. Hummel





To Make Dinner Reservations for our General Meetings

<http://www.painefieldwpa.org/dinner-reservation/>

Or e-mail your reservation to wpa.painedinner@hotmail.com

CLASSIFIED ADS

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Next, it has an additional 8 gallons of fuel in the right wing, making 20 total. At 4 gph you have a lot of range. In the rear it has a Maule tail wheel conversion. Up front, Grove disk brakes, and both mains are brand new with new tubes too. New tail wheel tire, and springs. Ceconite fabric tests OK, and was replaced in 1998. Aircraft total time is about 5000 total time. Engine is about 500 SMOH, but we added new Millennium cylinders. Prop is about 350 SMOH. Annual is a fresh with lots of work done. New aileron control cables and brackets, new horizontal stabilizer tubes. and much more.
Located at Arlington Municipal Airport. Call me, Dave Wheeler, and we'll look her over [425 238-7696](tel:425-238-7696)



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