



Local Chapters under
www.WPAFlys.org

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Calendar of Chapter Events

July 1st-4th Jackpot Fly-in
July 7th Board Mtg
July 8th Summer Nights FOF
August 4th Board Mtg
August 6th Picnic
September 8th Board Mtg
Sept 9th Hangar Party @ PAE

**July 2nd, 5 PM
Meet & Greet @
Horseshu Pool,
Jackpot, NV**

Airshow Season is upon us!

President's Message *by Rich Jones*

I remember hearing one of my boating friends talking about the upcoming "Opening of Boating Season" so I asked him when boating season closes. He answered: "Oh boating season never closes, it just reopens again every spring." I suppose flying season is a bit like this also. We fly all winter when the weather permits but there is no denying that the airshow season is now upon us! I am sure that this means a lot of different things to other people but to my wife and me it becomes a very busy time of year.



This year we have decided to take both of our airplanes back to EAA AirVenture in Oshkosh and display them on the "Returning Grand Champion" show line in the Vintage Airplane area. We have flown both airplanes to Oshkosh in 2007 & 2008 when Stephanie's Skyhawk won the Silver and then Gold Lindy and again in 2012. This might be the last time we will take both of our airplanes to EAA AirVenture. So now having responded to our annual invitations from the EAA to bring our airplanes back to the Vintage Aircraft show line we have a lot to do. First there is replacing our 12 year old tent. It has served us well and held up under heavy weather but it is showing its age. Then there is getting the airplanes ready. The Bonanza needs the most work as the Skyhawk was more recently restored. I started with the prop earlier this year by repainting the back and reworking the polish job on the front. Then there was replacing the shock mount for the compass which consists of 6 little O-Rings. This requires removing the compass mount from the windshield center post followed by refilling and painting over the mounting screws. Then there is refinishing the control yoke which I estimate to be about 40 years old. The plastic covering was starting to crack so I peeled it off and refinished it with polyurethane paint. It looks great (even by my standards) but the level of effort was more than most people could imagine. I just refinished some landing light "eyebrows" that keep the light from shining into the cabin at night. This will allow me to replace the current landing light lenses with new clear ones that are on order. This permanently fixes the "peeling paint" problem on the old landing light lenses which used paint to block the light that would otherwise shine into the cabin. Paint touch up is well underway and nearing completion. With these things finished and a few other restoration projects completed during the past year the Bonanza will be fairly presentable even with 20 year old paint. The Skyhawk is getting some additional detailing but fortunately it does not need very much. Then of course the week before we leave there will be a significant airplane washing effort.

One might wonder if all this effort is worth it. It is hard to describe what it is like being on the show line with your airplane. What makes it all worthwhile are the people. There are all the interesting new people that we meet there along with the renewing of friendships that may only happen but once a year. Then there are the friends who have shared in the adventure of making the journey to AirVenture once again. Thinking back on 27 previous trips to Oshkosh I feel blessed to have shared this adventure with so many people over the years. I feel especially grateful to our friend Les Smith who stopped Stephanie and I to take a picture of us with our two airplanes. Les accompanied us on an EAA air-to-air photo operation and were headed to the awards ceremony to collect the Grand Champion Contemporary trophy. Some adventures are so much sweeter when shared with friends.

June 3rd Program Review: Airmen Medical Issues by Dr Franke



Major issues discussed were Sleep Apea, BMI (Body Mass Index) and the possibility of the elimination of 3rd Class Medicals. Sleep Apea is not always related to large BMI numbers. The FAA has backed down on requiring sleep studies when the only issue is the BMI number. If the 3rd Class Medical is eliminated, there will be fewer AMEs available in more rural areas. Dr Franke stated that if this elimination passes, he will miss the aviation stories.

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**Summer Nights on the Strato Deck
on Fridays start on July 8th and
run through September 2 nd
4:00 p.m. - 8:00 p.m.**



Experience the Summer's Happiest Happy Hour. Summer Nights returns this year for a nine-week Friday series.

Wind down after work at the ONLY happy hour event along the Paine Field airport flightline. Watch planes soar and enjoy delicious food and drinks, while dancing to eclectic live music.

Dates: Every Friday from July 8 to September 2

4:00 p.m. - 8:00 p.m.

Tickets: \$10 or \$5 for members

Open to the public, all ages.

Performers: See some of our confirmed performers for Summer Nights. We will release a new band every week leading up to the event. If you want to suggest a band/artist or know a group interested in playing, please email events@futureofflight.org



Meet and Greet Party at 5:00 PM on Saturday at the Horseshu Pool

No-host Bar and complimentary appetizers

En route Fuel Prices under \$5.00

Check with Airnav for current pricing. Prices

Pendelton, OR PDT \$4.65

Prosser, WA S40 \$4.49

Bakcr City, OR BKE \$4.70

Caldwell, ID EUL \$4.37

Nampa, ID MAN \$4.39

Mt Home, ID U76 \$4.65

and PAE \$4.80 prior to any discounts

Still need a room: Call for reservations at 1-800-821-1103 for availability

RSVP to
wpa.painedinner@hotmail.com

If you are flying in provide
your N number and type of
aircraft.

Let us know if you plan to
camp.

Frontier Airpark is only a 1/2
hour drive from PAE



WPA SUMMER PICNIC

Saturday August 6, 2016
DOORS OPEN AT
11:00 am

WPA MEMBERS: ALL MEMBERS AND INTERESTED PARTIES WELCOME!

LOCATION: GREGG ORTEGA HANGER, FRONTIER AIR PARK
12421 -123RD AVE. N.E.
LAKE STEVENS, WA. 98258

AIRPLANES BY ADVANCE INVITATION ONLY PLEASE

FOOD: Gourmet Burger Bar
SHAWN O'DONNELL IRISH GRILL
Cost: \$10.00

DRINKS: No Host Bar: Brew-Bakers Brewery / \$5.00 Beers and \$7.00 Wine

ACTIVITIES: Classic Car Show
Holy-Board and other games
Camaraderie and Conversation
Overnight guests welcome
Tent Camping
Pizza
Bonfire, Saturday Night



June 18th Skykomish Work Party



The Volunteers



The Weather

15 Souls
Wood chopped
Windsock replaced
Rocks moved
Alders removed



The Work



The Feast



• Confusing signage and markings layout.

The following phases are just part of the construction scheduled for this summer that will effect aircraft movement. . Phases are not done in order.

Upcoming Runway Closures

Completion of Runway 16R/34L
Hot Spot Mitigation Project

In order to accommodate tenant schedules during this summer's FAA mandated 'Hot Spot' mitigation project, here are the following changes to the airport's main runway closure timeline:

The first full weekend closure will commence Friday evening, July 8 at 9:00 PM local and terminate on Monday morning, July 11 at 7:00 AM PDT.

The second full weekend closure will commence Friday evening, August 19 at 9:00 PM local and terminate on Monday morning, August 22 at 7:00 AM PDT.



New taxiway Juliet joins taxilane Hotel with taxiway Alpha



This action clarifies the FAA's policy regarding storage of non-aeronautical items in airport facilities designated for aeronautical use. Under Federal law, airport operators that have accepted federal grants and/or those that have obligations contained in property deeds for property transferred under various Federal laws such as the Surplus Property Act generally may use airport property only for aviation-related purposes unless otherwise approved by the FAA. In some cases, airports have allowed non-aeronautical storage or uses in some hangars intended for aeronautical use, which the FAA has found to interfere with or entirely displace aeronautical use of the hangar. At the same time, the FAA recognizes that storage of some items in a hangar that is otherwise used for aircraft storage will have no effect on the aeronautical utility of the hangar. This action also amends the definition of aeronautical use to include construction of amateur-built aircraft and provides additional guidance on permissible non-aeronautical use of a hangar."

You can get an electronic copy of this Policy and all other documents in this docket using the Internet by:

- (1) Searching the Federal eRulemaking portal (<http://www.faa.gov/regulations/search>);
- (2) Visiting FAA's Regulations and Policies Web page at (http://www.faa.gov/regulations_policies); or
- (3) Accessing the Government Printing Office's Web page at (<http://www.gpoaccess.gov/index.html>).

You can also get a copy by sending a request to the Federal Aviation Administration, Office of Airport Compliance and Management Analysis, 800 Independence Avenue SW., Washington, DC 20591, or by calling (202) 267-3085. Make sure to identify the docket number, notice number, or amendment number of this proceeding.

Excerpts from Discussion of Comments and Final Policy

4. Comment: *Commenters agree that hangars should be used to store aircraft and not for non-aviation uses, but, they argue the proposed policy is too restrictive on the storage of non-aviation related items in a hangar along with an aircraft. A hangar with an aircraft in it still has a large amount of room for storage and other incidental uses, and that space can be used with no adverse effect on the use and storage of the aircraft.*

Response: In response to the comments, the final policy deletes the criteria of "incidental" or "de minimis" use and simply requires that non-aviation storage in a hangar not interfere with movement of aircraft in or out of the hangar, or impede access to other aeronautical contents of the hangar. The policy lists specific conditions that would be considered to interfere with aeronautical use. Stored non-aeronautical items would be considered to interfere with aviation use if they:

Impede the movement of the aircraft in and out of the hangar;

Displace the aeronautical contents of the hangar. (A vehicle parked at the hangar while the vehicle owner is using the aircraft will not be considered to displace the aircraft);

Impede access to aircraft or other aeronautical contents of the hangar;

Are used for the conduct of a non-aeronautical business or municipal agency function from the hangar (including storage of inventory); or

Are stored in violation of airport rules and regulations, lease provisions, building codes or local ordinances.

Note: Storage of equipment associated with an aeronautical activity (*e.g.*, skydiving, ballooning, gliding) would be considered an aeronautical use of a hangar.

12. Comment: *Commenters, including EAA, stated that all construction of an aircraft should be considered aeronautical for the purpose of hangar use, because building an aircraft is an inherently aeronautical activity. The policy should at least allow for use of a hangar at a much earlier stage of construction than final assembly.*

Response: The FAA has consistently held that the need for an airport hangar in manufacturing or building aircraft arises at the time the components of the aircraft are assembled into a completed aircraft. Prior to that stage, components can be assembled off-airport in smaller spaces. This determination has been applied to both commercial aircraft manufacturing as well as homebuilding of experimental aircraft.

A large majority of the more than 2,400 public comments received on the notice argued that aircraft construction at any stage is an aeronautical activity. The FAA recognizes that the construction of amateur-built aircraft differs from large-scale, commercial aircraft manufacturing. It may be more difficult for those constructing amateur-built or kit-built aircraft to find alternative space for construction or a means to ultimately transport completed large aircraft components to the airport for final assembly, and ultimately for access to taxiways for operation.

Commenters stated that in many cases an airport hangar may be the only viable location for amateur-built or kit-built aircraft construction. Also, as noted in the July 2014 notice, many airports have vacant hangars where a lease for construction of an aircraft, even for several years, would not prevent owners of operating aircraft from having access to hangar storage.

Accordingly, the FAA will consider the construction of amateur-built or kit-built aircraft as an aeronautical activity. Airport sponsors must provide reasonable access to this class of users, subject to local ordinances and building codes.



E-mail your reservation to wpa.painedinner@hotmail.com

Future Dinner/Lunch: August 6th Picnic at Frontier Airpark
 September 9th Hangar Party at PAE
 October 7th back at Le Bistro

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

For Sale 1979 Cessna 152II

TT:7053 hrs, Engine: 1239.4 hrs, All ADS current
 Newly rebuilt slick mags, 500 lbs useful load, KT76 mode C transponder
 Cessna 385A nav/com, Two extra nav/com radios + glide slope localizer
 with all hardware to install making a full IFR platform!
 Aero Space Logic EGT, Excellent intercom system w/ push to talk on
 both yokes!
 Fast little 152! Excellent trainer! Hangered for the last 6 years.
 \$23,995 michael.dawson2@frontier.com 206-972-4502



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