



Local Chapters under
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Calendar of Chapter Events

Feb 25th WPA State Mtg

March 2nd Board Mtg

March 3rd General Mtg

Sno Isle Le Bistro
9001 Airport Road
Everett, WA 98208

Doors open at 6:30 P.M.
RSVP required for \$15 Dinner
by Feb 26th
RSVP instructions on last
page

President's Message *by Rich Jones*

Our Bonanza Interior Progress

I have on occasion wondered about the wisdom of taking on two major projects at once but I wanted to get them both done this winter. My seat frames needed some repairs which I accomplished while my upholstery shop (Creative Interiors) worked on the side panels.

Working on an old airplane has interesting challenges. I installed a new interior in the Bonanza in 1992 replacing the second interior (the first being the original factory interior). So now this is the fourth interior being installed in the Bonanza. The stainless steel trim below the arm rests was not designed for this many installations and the steel barbs that hold it in place have been bent over too many times so they are breaking off. So now I have to braze some small nails onto the back of the trim in order to attach it to the panel again. Yes the heat will discolor the stainless steel but it can be polished out. You can see the final product installed below the arm rest in the picture below.



With problems like these solved I replaced 6 of the 58 year old floor panels with new ones constructed from marine plywood. For me the really difficult work is now done and I am waiting for the seats, carpets and a few other small parts to be finished by Creative Interiors. I hope to complete this project in a few more weeks so that I can join all of you in the skies again sporting a brand new mohair and leather interior!



Continued on page 2

The February program on hydroplanes and Merlin engines was informative and entertaining. Dix was a very good presenter. He discussed the development of the Merlin engine into a higher performance engine for racing hydroplanes and how they found most of the problems with that development that allowed the P51 to use it at the Reno Air Races. In the early 1960s fresh Merlins were less than \$300, they could afford to experiment. He brought some engine parts to demonstrate the problems and fixes. It was well done.



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Past President Dave Wheeler
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President's message continued

Skyhawk L3 NGT-9000 ADS-B Transponder Installation Progress

While waiting for Bonanza interior parts there has always been the Skyhawk to work on. We had the Skyhawk annual inspection to do in January but the really big job as been installing the L3 NGT-9000 ADS-B Transponder. This is a fair bit of work requiring two new coax cables to be run and a new WAAS GPS antenna to be installed on the empennage which turns out to be the only place available given the required distance from the Com antennas. After hooking up the altitude encoder, audio panel, Wi-Fi module, Configuration module and antennas, etc. we finally powered it up. I determined that the GPS receiver and audio interface are working. The next step is getting it into the avionics shop for final configuration, activation of the ATAS feature, testing and of course the paperwork. We have an appointment to get this done on February 20th if the weather cooperates.

Hopefully by the last week in February we will have one airplane available to fly again!



Dear Washington Pilots Association Scholarship Committee:

My name is Chance Flanigan and I am a past scholarship recipient of 2016. I am writing this because I believe that this scholarship committee should have a reserved window seat into my educational pursuits and future life as a pilot. The Washington Pilots Association Scholarship has invested into my future, and for that, I owe them the courtesy of showing them what that investment has done for my family, my friends, myself, and the community. I hope you find that this letter will reveal how much your scholarship has done for me.

I have successfully graduated from Big Bend Community College in the fall of 2016. Because of bad weather and aircraft maintenance, I fell behind in the flight program which is why I graduated a quarter later than expected. Even though I was behind, I still earned an Associate in Arts & Science, Commercial Pilot Associate in Applied Science, and a private, instrument, and commercial pilot certificate. These achievements did not come without a lot of hard work, money, and time. Despite the amazing scholarship fund that I have received, I had to take on many jobs to keep up on the cost of flying.

There were days where I would work 16 hours straight between two jobs in two different cities.

It was tough at times, but I knew I needed the money and it would payoff in the future. By the beginning of summer of my freshman year, my hard work and determination paid off. A fellow pilot came up to me with an opportunity to work at the Air Tanker Base in Moses Lake. A week later the chief flight instructor came to me with another job that was a once in a lifetime opportunity. He told me I would be a safety pilot in a twin engine airplane flying low to the ground spraying chemicals at night with night vision goggles to kill mosquitos. Immediately, I thought "How could I pass this up?!" Wanting to be more involved in the aviation world, I gave up my other two jobs to be able to work with the fire tankers and the mosquito patrol.

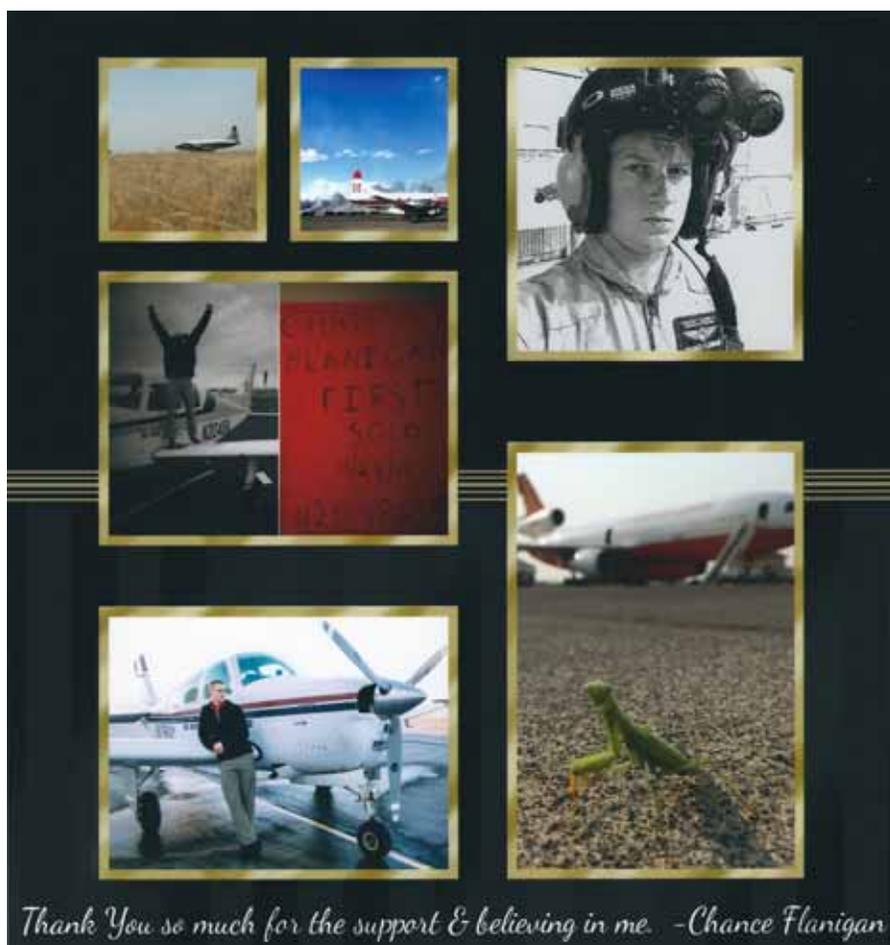
Summer of 2015 was madness. A typical day went like this for me: Wake up at 4 a.m., commute to Big Bend for flight training, fly at 6 and get done at 8, travel to tanker base and begin work at 0830 until 2230, hop into the Skymaster and crop dust mosquitos until 2400, travel back home, sleep, and do it all over again the very next day. This kind of schedule was the hardest thing I have ever done in my entire life. But, I LOVED every single minute of that summer because I was surrounded by aviation. By the end of that summer, I obtained my private pilot's license, flew 30 crop dusting missions, and was involved in record breaking fire year. It really was a great year for me.

I am currently taking the next step to advance in my education and career field. I am attending Central Washington University this quarter, winter of 2017, to pursue a bachelor's degree in Information Technology & Administrative Management. I chose this degree for two reasons: one, if I lost my medical license and no longer could fly, this degree would give me the opportunity to seek employment elsewhere. Two, I am very interested in learning more about the technology side of business as well as what it takes to become a company leader/ manager. I am also enrolled in the Air Force ROTC program. I plan on enlisting in the Air Force as an officer after I complete my degree and the ROTC program in the spring of 2019.

Your generous fund has significantly made a large impact on my life and I will never forget it. hope you find this letter interesting and hopeful. Within the next few years, I will update you again on my progress towards becoming an Air Force pilot. Until then, Blue Skies.

Sincerely,
Chance Flanigan

Ps: I have attached some photos I took over the last few years showing some of things I did. If anyone has any questions or comments about my story, feel free to contact me at chanceflanigan95@gmail.com, 509.398~6406, 402 South Pearl St. Apt. 1, Ellensburg, WA 98926 .



Thank You so much for the support & believing in me. -Chance Flanigan

Paine Field Chapter Scholarships Kurt Mason Aviation Education Scholarship

Purpose:

To provide a \$1,000 scholarship to a deserving student seeking education and career opportunities in aviation or aerospace fields.

Application Criteria:

1. Be a U.S. Citizen or legal resident.
2. Be enrolled (or accepted) in an accredited college, university, or flight school as an undergraduate in one of the following programs:
Flight training program
 - a. Accredited college or university for an aviation degree
 - b. Accredited college for Airframe & Powerplant certification
 - c. Aerospace labor training program
3. Demonstrate financial need.
4. Have an enrollment status equal to at least a half-time (6 credit hrs) student or be enrolled as a flight training student.
5. Have a minimum cumulative grade point average (GPA) of 3.0 or show satisfactory flight training progress.

Application Process:

1. Applicant must submit the following items:
 - a. Completed scholarship application form.
 - b. A two-page, double-sided essay, describing your academic and career goals, and explain why you are interesting in pursuing a pilot certificate or degree in aviation.
2. Participate in a live interview (if selected from qualifying applications).

Deadline for the application is Thursday, March 31, 2017. Applications postmarked after this date will be considered.

www.wpaflys.org/Scholarships/WPA_Paine_Field_Chapter_Scholarships.html

ADS-B Seminar/Forum

Presented by WPA-Paine Chapter – Safety and Education Committee on 28 Jan 2017

The purpose of this seminar/forum was to provide the following:

- Review of the ADS-B OUT regulations to become effective on 1 Jan 2020 for GA light aircraft
- Basic understanding of the ADS-B Out and ADS-B In system operations
- Overview of known equipment options available now and approximate costs
- Have a forum discussion based on experience of those that have installed ADS-B Out equipment plus those that have installed and portable ADS-B In solutions.

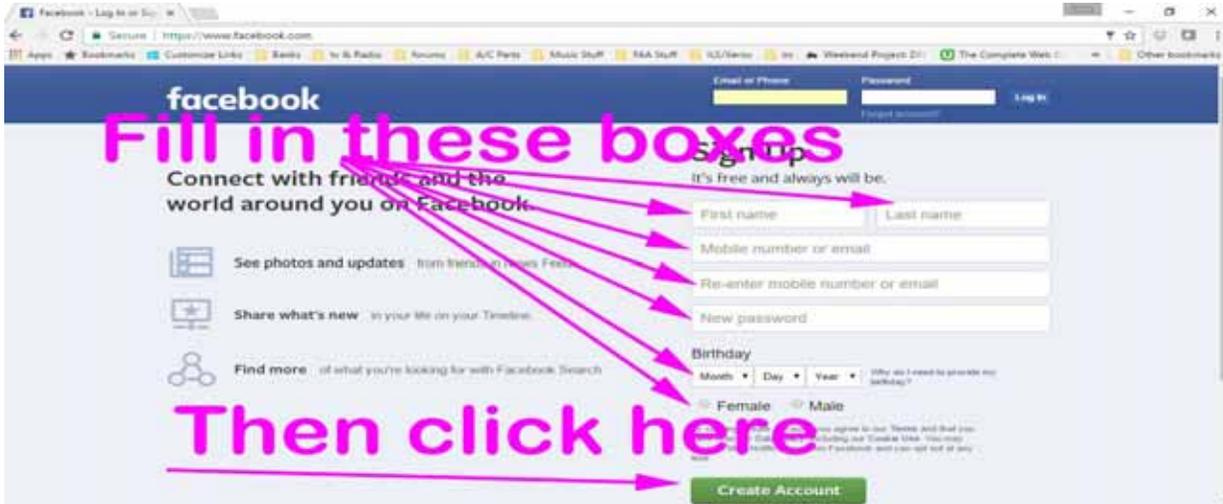
The presentation was prepared and presented in most part by Rich Jones, assisted by George Futas. There were 41 attendees and FAA wings credits was given to those that attended who provided email addresses.

Copy of the presentation is available on our chapter Facebook page.

<https://www.facebook.com/groups/PFCWPA/files/>



We have noticed that over the past several years that the hits to our website have been steadily declining. And, the cost to keep the site up and running is getting more expensive every year. The costs are maintaining our domain name, and hosting the site. There are lots of companies that register the names and track them so that there can never be two websites with the same name. This is a huge task as it is global. Then when you get the domain name registered you need to rent space on a computer somewhere, and that is where all the data behind the website lives. All the pictures, newsletters, announcements, calendar, and so forth. With the expense of the site and the low volume of folks actually looking at the stuff out there we have decided to abandon the website in favor of a Facebook (FB) presence instead.



So, if you are **not** already on Facebook, here is how you get a free account. Step one: paste this address into your favorite browser, Chrome, Mozilla, Internet Explorer etc. <https://www.facebook.com/>

On the next several pages you will be asked to agree to the FB terms, scroll to the bottom and click agree, and you will get to the find your friends page. You may do this now or later. To do it later click next at the lower left of the screen and on the next page verify that you want to skip finding your friends right now.

The next step, FB will send an email to the address you gave them in the previous step. Verify that email, and you are good to go.

OK. The easiest way to get to the Paine Field Chapter WPA on Facebook is through the state website. Go to wpaflys.org and click on Paine Field under the Local Chapters tab. Then click on the box that says join group. You will be approved. This step allows you to post items to the page, and respond to other people's posts.

If you already have a Facebook account, just click here: <https://www.facebook.com/groups/PFCWPA>

Welcome!

Dave Wheeler



Washington Pilots Association State Membership Meeting and Officer Elections

Our organization is all about volunteers. Volunteering to be a member, and volunteering to work on, or with, the board at the state level. Most of the state board positions are elected positions by the membership. Saturday February 25th during the Northwest Aviation Conference in Puyallup beginning at noon, the Washington Pilots Association will hold our annual all-members meeting, and state officer elections. This year a number of board positions are due for election, including; President, Vice President-West, Government Affairs Director, Communications Director and the Director at Large. In addition we are seeking to fill the Vice President-East, Membership Director, Treasurer and Secretary positions. Please consider attending and having your preferences heard.

WPA Booth at the Northwest Aviation Conference



Again this year your Washington Pilots Association will host an information booth during the Northwest Aviation Conference (NWAC) at the Puyallup Fair Grounds during Saturday and Sunday February 25th and 26th. If you have not attended the NWAC, it is an engaging event, remarkable actually, for the general aviation community. This link will take you to the event website for more information. <http://www.washington-aviation.org/hours.html>

WPA is seeking volunteers to staff our booth Saturday 25 FEB between 9:00am and 5:30pm, and Sunday 26 FEB between 10:00am and 4:00pm. All shifts are only about three hours in length. The task is simple, share your experiences of general aviation in Washington State. Information and materials will be provided. To take a look at the volunteer schedule visit <http://www.signupgenius.com/go/20f044ca8a72aa02-nwac>

Thank you for thinking about helping out,

Frank Hummel
WPA-Sate Director-At-Large
frankh909@gmail.com



photo by Greg Bell



Airport Webcam

Paine Field Camera - North facing

This page will not refresh automatically. To manually refresh this image, please press the F5 key on your keyboard



The following was extracted from the AOPA ePilot Publication February 16, 2017 Written for AOPA by Dan Namowitz, aviation writer and flight instructor

Since the FAA announced the [BasicMed rule](#), pilots who see it as a good fit have been focused on making sure they will be able to continue doing the kind of flying they love under the BasicMed program.

For example, private pilots cannot fly as pilot in command “for compensation or hire” except for some well-known exceptions including [charitable flying](#), [sharing costs of flights with passengers](#), and [flying related to a business](#) only if the flight is incidental to that business and does not carry any passengers or property for hire.

Will those exceptions be available to private pilots who participate in BasicMed? The short answer is yes. This is addressed in the BasicMed [final rule](#) in footnote 10.

Charitable, nonprofit, or community event flights also are listed in the advisory circular in 4.1.1 as permissible operations for private pilots exercising their certificate privileges under BasicMed. Pilots will still have to comply with BasicMed’s other provisions on those flights. AOPA encourages pilots to review [14 CFR 61.113\(i\)](#), which adds BasicMed’s required pilot qualifications and eligible aircraft to the regulation governing [private pilot privileges and limitations to act as pilot in command](#).

As noted, pilots can conduct any operation that they would otherwise be able to conduct using their pilot certificate and a third class medical certificate, except that under BasicMed you may fly with no more than five passengers; fly an aircraft under 6,000 pounds maximum certificated takeoff weight that is authorized to carry no more than six occupants; [conduct flights within the United States](#); fly at an indicated airspeed of 250 knots or less; fly at an altitude at or below 18,000 feet mean sea level; and not fly for compensation or hire (except as discussed in the advisory circular).

Between now and May 1, the date BasicMed becomes effective, the FAA is working to finalize the checklist for the physical exam that a BasicMed participant must undergo every four years with a state-licensed physician. The FAA also is reviewing AOPA’s online aeromedical course that BasicMed participants will be required to take every two years.

March Program: 4 Corners -10,000 mile Flight Around the USA

by George Futas

This was a "Bucket List" flight for two long time friends..I believe any pilot can do the same in any airplane if they take their time, don't fight the weather, and enjoy the flight, the people and places along the way. We did it in a Cardinal (C177B). The trip lasted 29 days. Our objective was to safely fly to interesting places along the way, and enjoy the side trips motivated by changes in weather and advice from people we met. The presentation will cover the preparation, planning, interesting places and people, things we learned, and fun.



Joining Cessnas 2 Oshkosh is an organized, easy, and safe way to fly with others into Whitman Field in Oshkosh Wisconsin to join the world's greatest aviation celebration. The Pacific Northwest C2O formation flying clinic will be held early in June. Exact date and location to be announced soon. More information can be found on the website at www.cessnas2oshkosh.com, or by contacting Frank Hummel.



Frank Hummel
frankh909@gmail.com



Paine Field Aviation Day SAT 20 MAY - Save The Date

Paine Field Aviation Day will be held this year on Saturday May 20th. A wonderful opportunity to visit with aircraft and friends. This volunteer driven community event is the airport's annual open house. Volunteer information will be coming soon.

*Best regards,
Frank Hummel
PFAD Volunteer Coordinator*





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

**March Program: "4 corners of the USA", an inspiring trip in a beautiful Cardinal
Presented by George Futas**

CLASSIFIED ADS

submissions to Pink.Bonanza@frontier.com

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

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