



Local Chapters under
www.WPAFly.org

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Calendar of Chapter Meetings

September 7th Board Mtg
September 8th Hangar Party
October 5th Board Mtg
October 6th General Mtg
November 2nd Board Mtg
November 3rd General Mtg

**September 8th
Hangar Party
@PAE
See page 2**

President's Message *by Rich Jones*

Member Aircraft Insurance Issue With BasicMed

One of our Paine Field Chapter members contacted me recently about an issue with his aircraft insurance company. The renewal said: "When acting as pilot in command must have passed a physical examination given by an FAA approved Medical Examiner within the past 12 calendar months preceding each flight." This indicated that the insurance company was not accepting BasicMed. The reason for this restriction undoubtedly had something to do with our member's age. I suspected that AOPA would be very interested in this issue so I sent it on to Warren Hendrickson, Northwest Mountain Regional Manager, AOPA. The insurance company had previously assured AOPA that they were on board with BasicMed. A short time after AOPA was engaged our member received a letter from the insurance company enclosing the previous policy with the same pricing but allowing HIS doctor to do the yearly required exam. AOPA remains committed to seeing BasicMed work. More than 15,000 pilots are now flying under the BasicMed rule now.



The FAA Hangar Use Policy and Hanger Inspections at Paine Field

I received several emails from our members that indicated Paine Field might be using hangar use policy guidance that was somewhat different than the FAA required. The issue had to do with "Storage of household items that could be stored in a commercial storage facility". As the FAA policy allows this kind of storage as long as it does not interfere with the primary aviation use I inquired with Paine Field Airport Staff whether or not they had additional requirements beyond those of the FAA. The response from Bruce Fisher, Deputy Director – Operations was swift. Paine Field's objective is to enforce the FAA hangar use policy as they were required to do in order to qualify for FAA funding. Bruce held an internal meeting to clear up the confusion about what constituted reasonable vs unreasonable non-aeronautical items being stored in hangars. As Bruce stated in his response: "As you know, every new policy carries with it some grey areas that require some effort to clarify and this one is no exception!" We are very fortunate that our WPA Paine Field Chapter has always had a great working relationship with the Paine Field Airport Staff. To date I have not heard any additional concerns from our membership in this area. In my view the FAA hit a home run in updating their hangar use policy. This is a good example of where the Notice of Proposed Rulemaking process worked very well and the FAA did an excellent job of incorporating the input they received during the public comment period.

ATC Privatization – House Bill H.R. 2997, the 21st Century AIRR Act

Hopefully all of you are AOPA members and are being kept up to date on the ATC Privatization Bill in the House. The last thing I read is that no vote is being called because the sponsors don't have enough votes to get it passed. I am sure that there is still a lot of back room effort so please keep an eye out for any AOPA calls to action and it won't hurt to write your legislators in the House again expressing your point of view on this subject. On the EAA web site I found a document, link below, that may be helpful in writing to your congressional representatives.

https://rokita.house.gov/sites/rokita.house.gov/files/AIRR%20Act%20Myth%20vs.%20Fact_0.pdf

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President's message continued

WPA Paine Field Chapter Bylaws Revision

You have probably already reviewed the latest proposed revisions to our Paine Field Chapter bylaws that was sent via email by now. One of our long time chapter members stopped by my hangar to share some of his own thoughts on bylaw revisions and some of his suggestions have made it into the final draft that the Paine Field Chapter Board is recommending for passage at our October meeting.

Astoria Fly Out

Stephanie and I had a great time at the Astoria Fly Out last weekend. The weather was a little marginal getting there and back but it was still possible for a VFR pilots to get there for the weekend. We were joined by a couple from the Harvey WPA Chapter and it was a lot of fun getting to know them.

Walla Walla Fly Out

We are looking forward to the fly out to Walla Walla which is coming up very soon. We had a great time touring this part of Washington's wine country last year and we are looking forward to another fun event with our flying friends. This is the last weekend fly out we have organized for the summer of 2017 but there will still be some opportunities to go somewhere together this fall. Hopefully the wild fires in Canada will not send their smoke down here again as they are still burning furiously.

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**September 8th @ 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 Shawn O'Donnell's

Rich and I did a short trip to Fairhaven Village in Bellingham. For our first evening, we decided to take advantage of the cheap eats during happy hour at one of the local establishments. Seating was at the bar and Rich struck up a conversation with the gentleman sitting next to him. We found out he, Don, was a pilot and a member of the Bellingham Chapter of WPA. Don retired from Boeing one month after Rich. Don and wife, Natala, decided, five years ago, to purchase a Cessna Skylane, C182P. He converted it (STC) to a float plane and retired to a house on Lake Samish, where they can park the C182. Don invited us to his retirement home and we accepted. In the 5 years that they have owned it the Skylane, they have flown, float equipped, 3 times to Oshkosh and several times to Yellowknife. Trips that require a lot of planning. During the winter they put it on wheels and keep it at KBVS. It was a pleasure to meet them and hear about their adventures in the Skylane Float Plane. We hope to share more stories with them in the future.

by Stephanie Allen



Don and Natala Goodman

Yellowknife is the capital city of Canada's Northwest Territories. It lies on the north shore of Great Slave Lake. During July the Midnight Sun Fly In Association hosts a bi-annual event (named for the association or maybe it is the other way around), The Midnight Sun Fly In. The distance from Lake Samish, as the crow flies, is about 925 nautical miles.

The distance, as the crow flies, to Oshkosh to attend AirVenture is 1450 nautical miles. When limited to landing on water, both these trips seem to be quite an accomplishment.

Astoria, Oregon Fly-out
August 11th, 12th and 13th
organized by Lynnett and Jerry Barkley

We had a great time in Astoria. Jerry, Lynnett, Mick, Gail, Rich and I arrived on Thursday to set up transportation etc. Friday, prior to the remaining attendees arriving, we ventured over to the Rogue Ales Public House for lunch. This is located on a pier in the old Bumble Bee Tuna Cannery, which now is a museum.



After Friday's arrivals, we met for dinner at the Bridgewater Bistro. Then Saturday morning, following a complimentary breakfast at the Inn, we headed to the Maritime Museum, then continued up the street a few blocks to sit at the Fort George Brewpub and watch the festival parade while sipping some nice micro-brews. Some toured a ship, others took walks or just rested prior to dinner at the Silver Salmon Grille. Rich and I went to the festival center to see what vendors they had, then stopped at a small distillery to sample and buy. Seems like prices are cheaper in Astoria than home.

All rooms at the Astoria River Walk Inn look out onto the marina. The inn is located at the west end of the trolley line and on the river walk. Rich and I road the trolley several times. Lots of restaurants, shops, parks on the trolley line, which starts at the Inn. Complimentary bikes were available at the inn. There was so much to do, that it was impossible to do it all. We plan to hold this fly-out next year. If interested for next year, get your reservations in when the first notice comes out. Rooms were booked early not only at the Inn but at other hotels were also sold out. We had several members that were dissappointed that they could not join us.

by Stephanie Allen
Editor

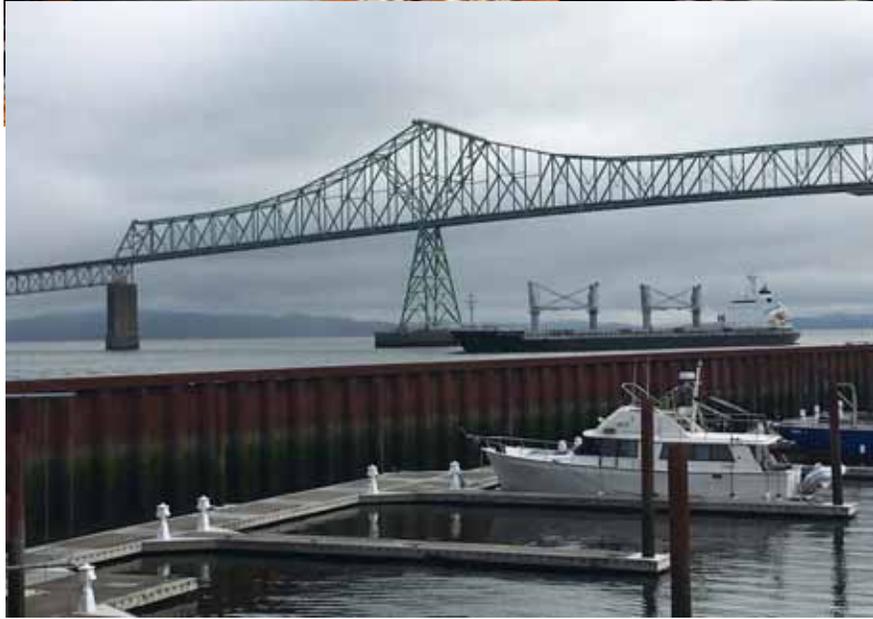
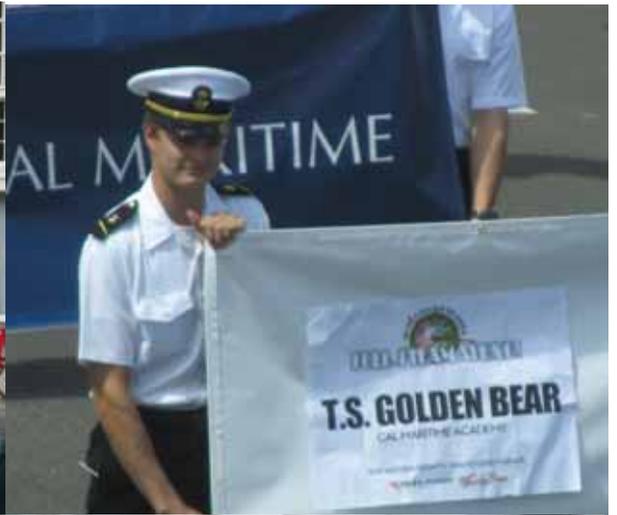




Take a look at the video by Greg Bell
<https://youtu.be/TKhWk1DPCqc>

Most photos by Greg Bell







How and when did you get interested in aviation?

I have been interested in Aviation for many years. One of my Dad's best friends, Jim from childhood, has a 1960s Cessna 172. We enjoyed going up and flying with Jim and his son several times when they were in the Denver area where I grew up. When I graduated from college in 1986, I went to work for Boeing and have been there ever since.

What aircraft have you owned and if you own one now what model?

My wife, LeAnn, bought me a 1976 Cessna 177B Cardinal for my birthday last year. This is the only airplane we have ever owned ourselves. I am a very lucky guy! :-)

What non-owned aircraft have you flown?

Only 152s, 172s, and other 177Bs. When we were on vacation in Kauai several years ago, LeAnn and I wanted to do some flying. So, we decided the best thing to do would be to hire a CFI. The local flight school sadly informed us that both of their 172s were in maintenance, but that there was a CFI on the island that instructed out of his 177... which they figure we would not be interested in because they said that the 177 is more difficult to fly and not a good trainer. However, this was a great windfall for us, since we had already decided that someday we really wanted to buy our own 177 Cardinal. LeAnn booked the Kauai CFI, Preston Brandt of Kauai By Air, for an afternoon flying around Kauai. We had a great time and learned what a real sea-breeze cross wind is all about! In fact, we had so much fun that later in the week we booked the whole day for an island hopping adventure. We first flew to Honolulu, my first and still only Class B landing. It was so busy that after I pulled off of onto the taxiway and switched to ground, I could not get an opening to make my radio call, so the CFI had to take over the radio at that point. Then we flew along the North coast of Molokai, and made a detour through a really cool U-shaped valley with some serious up and down drafts for a rooky like me. To this day, that was the most tricky winds I have negotiated... even worse than the gusty Hood River turbulence you get when the Jernstedt (4S2) AWOS says 25006KT, but the Flag at WAAAM is sticking straight out and the locals are confirming 25015G25KT. Next we flew on to Maui for a dinner stop. On our way back we stopped at Kalaeloa airport on Oahu for a personal pit stop and pilot swap. It was pretty late, the place was deserted, and they were getting ready for an old war bird airshow. It was a bit eerie wandering through all of the old airplanes and military vehicles in the dark with not another soul around. Then back to Kauai for an 11pm landing. A very full day and a great adventure.

Are you involved or have ever been involved as a volunteer in any other aviation related organization?

Not in the general aviation community, but I have been involved in a number of aviation standards development efforts, am quite active in the Aviation ISAC, and part of both AIA Working Group and ICCAIA subcommittee efforts.

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What is/was your career?

Currently I lead the BCA Airplane Systems Cyber Security and Airborne Software organizations. During my years at Boeing, I have always stayed on the forefront of new developments and aviation industry challenges. In recent years I spent time as the 787 Systems Connectivity Leader, and also as the Airplane Systems Product Development & Technology Chief Engineer, which included strategy and direction for the connectivity and cyber security efforts.

As the Global Services Group Sr. Program manager, I led execution and growth of the international Head of State (HOS) mods & support services business, including significant connectivity and secure connectivity solutions. I held other Global Transport & Executive Services (GTES) leadership positions including: Sr. Engineering Manager for New Airplane Concepts and Enabling Technologies; C-40B Engineering and Integration leader; and I provided engineering leadership to new networking & connectivity efforts such as the next generation Executive Command Control and Communications initiative.

Before joining GTES, I was the “Connexion By Boeing” Executive Services Program Manager, helping to provide the world’s first true airborne broadband data capability. I also spent several years working with Boeing Business Jets as lead systems architect bringing the 1st true connected office in the sky technologies to the skies. I began my career at Boeing in 1986 as part of the Boeing Commercial Airplane’s New Airplane Product Development Organization, designing data and networking solutions for the 7J7 and 777 programs, and I hold several patents as part of the BCA Systems Concept Center.

I have Bachelor of Science degrees from the University of Colorado in Electrical Engineering, Computer Science and Engineering Physics, and a Master of Science in Physics from the University of Washington.

What inspires you about aviation?

Everything.... Mostly it is just fun!

Why are you a member of WPA?

LeAnn and I joined the WPA Paine Chapter to be around other general aviation pilots and friends who love aviation, want to do fun things together, and be engaged in making the general aviation community in Washington a better place for all of us.

Anything else of interest would you would like to share?

My wife LeAnn and I reside on Whidbey Island, and we enjoy fun activities together such as flying, skiing, kayaking, and running.

And we are looking to more fun flying adventures and aviation social activities with all of you.





by Kevin T. Kelly, current Aviation Academy director

Are you passionate about aviation, and want to share that passion with the next generation of aviators and supporters of aviation? Do you have good organizational, communication, and people skills? If this describes you, then you have what it takes to give back to aviation and continue our flying legacy.

Aviation Academy is a classroom-based course for youth ages 13-18. Over a four-week period, we teach our students about aviation history, four forces of flight and aircraft instrumentation, engines and power plants, weather, navigation, flight planning, air traffic control, and aviation careers. The students also participate in tours of aviation-related attractions around Paine Field.

2018 will mark my 15th year of involvement with Aviation Academy. It's been a rewarding experience to work with nearly 400 students over that time, along with the many volunteers and organizations that support our program. I've been extremely fortunate to have the opportunity to expand the program over the years, and there is room for new ideas and opportunities to provide our students with more learning experiences.

Aviation Academy is what drew me to join the Washington Pilots Association. With a number of other aviation organizations out there that many of us belong to, WPA offers unique ways that we can get involved in local public outreach activities, like Paine Field Aviation Day, and Aviation Academy. If you are a member (particularly a new one) and haven't had the chance to participate in one of these activities in a volunteer capacity, I strongly encourage to sign up for the next event. It'll definitely be worth your time!

For that person wanting to step into the role of Aviation Academy director, you can either choose to continue on with the well-established curriculum and planning processes, or you can bring your passion and new ideas to enhance the students' learning experiences.

Planning for next year's course begins in October as our chapter lays out the activity calendar for 2018. Ideally, I would like to have a potential new director identified by then so that we can work together to develop our plans for the next class. I plan to be on-hand for the 2018 course to work with a new director all the way through our class graduation.

If you are interested in taking on the role of Aviation Academy director, please contact me at aviation_academy@wpaflys.org as soon as possible. I'll be happy to answer any questions you may have.



Sept 8th Hangar Party, North Corporate Hangars PAE
Oct 6th Back at Le Bistro
Nov 3rd Year in Review and Elections
Dec 2nd, Saturday, Christmas Party and Silent Auction

E-mail your dinner reservation to wpa.painedinner@gmail.com

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

"got hangar? We are buying a SuperD that we want to hangar at Paine Field. If you have hangar space and are interested in renting or sub-letting, please contact Bruce Mamont at 714-488-6562".

For Sale 1979 Cessna 152II

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