



Local Chapters under
www.WPAFls.org

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NOTAM

KAWO CTAF frequency change
from 122.7 to 122.725
on March 29th.

May 4th Dinner
RSVP for \$15
dinner by April
29th

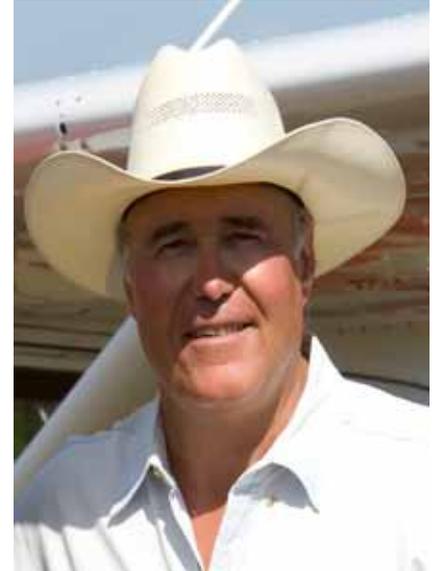
E-mail
wpa.painedinner@gmail.com

Sno Isle Le Bistro
9001 Airport Road
Everett, WA 98208
Doors open at 6:30 P.M.

President's Message *by Rich Jones*

FATPNW (Flights Above The Pacific Northwest)

I hope that all of you enjoyed hearing from Brice Van Baren at our April WPA Chapter meeting. Brice has done more than anyone I know to bring the pilot community together socially. For those of you who are not Facebook users, I encourage you to become one. Our WPA Chapter newsletter is published there and you can go back at retrieve older issues if you so desire. We also post upcoming events there and many of our members post pictures of their flying activities there. I also encourage you to become a member of the FATPNW group on Facebook. They have great events that provide an opportunity to meet more members of our pilot community. I have attended many of their events and I have enjoyed every one of them. WPA has four pillars: Advocacy, Outreach, Education and Social. Brice has done a wonderful job of advancing the fourth pillar of WPA (Social) and we should all thank him for his efforts and success.



Christmas Party 2018 – Flying Heritage & Combat Armor Museum

We set our Christmas Party date for Friday, December 7, 2018. The reason we chose Friday is because we were working with Flying Heritage & Combat Armor Museum to have our Christmas Party at their facility. We were able to get a rental rate that our organization can afford by selecting Friday, rather than Saturday. Our Christmas Party will be held in the new hangar that is currently under construction. I see steady progress on this new hangar every time I drive to my own hangar in the West Condos. This is the best venue we have ever had for our annual Christmas Party. We are currently working the last few details with their contracts person but they have already put us on their Calendar. There will be more details available as the event approaches. You should all thank Jerry Barkley for making this happen. At recent picture of our Christmas Party location (Hangar 3) is below:



Working With the Flying Heritage & Combat Armor Museum

In working with the Flying Heritage event coordinator we have determined that there are many other opportunities to work with them on events. I am looking forward to developing a much closer working relationship with them.

April 6th Program Review: Founder of Flights Above, Brice Van Baren



Brice's program played to a full house at Shawn O'Donnells. His program started with the creation of the original idea and ended with the expansion, that now covers not only the US but Canada.

The Flights Above organization was created in 2012 with the flagship group, Flights Above The Pacific Northwest (FATPNW). Flights Above is a "social aviation" community designed to offer an outlet for aviators and flying enthusiasts to share their experiences and in turn, become an integral part of the GA community in their region. Originally created as Facebook groups by Brice Van Baren, its total membership now tops 12,000+ members nationwide.

Officers: Paine-BOD@WPAflys.org

President Rich Jones
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paine-treasurer@wpaflys.org

2018 Director Will Tilse
paine-board2@wpaflys.org

2016 Director Gary Hill
paine-board3@wpaflys.org

2017 Director Jerry Barkley
paine-board1@wpaflys.org

May 4th Program: The Vashon Ranger



Affordable, American, Rugged, Refined and Equipped. Choose all of the above: The compromises end now. Start your adventure with the Ranger R7.

The Vashon Ranger R7 is the first aircraft designed to fill the gap between aging, under-equipped certificated aircraft and newer but expensive Light Sport Aircraft. The Ranger is a 2-place aircraft that features rugged, full metal construction to take real world usage like flight training. It has one of the most spacious cockpits in its class, and is Always Fully Equipped. Even the base model, priced at \$99,500, includes a complete Dynon-equipped panel, two-axis autopilot, 2020-compliant ADS-B Out, and more.

The Ranger R7 is designed, engineered, tested, and manufactured at the Vashon Aircraft factory headquarters near Seattle, Washington, and is assembled at its Paine Field assembly and delivery center.

The Pacific Northwest C2O Formation Mass Arrival training clinic is now set.

0900 SAT 2 JUN 2018 Olympia, WA
KOLM
Jorgensen Air Service

Again, Deb Jorgensen of KOLM FBO Jorgensen Air Service is generously making available her excellent facility for our C2O PNW clinic, classroom and ramp space.

Questions? Would like to participate? Contact me.

Frank Hummel
C2O PNW Clinic Lead
frankh909@gmail.com
206.499.9384 mobile



Introducing the new Aviation Academy Director: Jeff Phillips

I'm pleased to introduce myself as the new Director of the Aviation Academy, run through the Washington Pilot's Association. I have always had a love affair with all things aviation, the same as many of the WPA members have, I'm sure.

I grew up with a father that was a CFI and we flew a Piper Commanche 250 around as the family wagon whenever possible. After leaving home for college at UW, I was not able to participate in the aviation life, and lost track and did not get my certificate right away. I finally made it back to flying and got my license in 2011.

Since getting my ticket, I ended up with a Cessna 120 taildragger and loved every minute flying her. I then moved into a Piper TriPacer before realizing that it was no more capable than the 120... so I jumped to a Cessna Cardinal 177B. I am loving the Cardinal and currently working on a IFR ticket.

My other interests are racing motocross (yes, even at my age I still race... it's addictive), kayaking in both rivers and lakes, racing go karts, flying RC airplanes and competing in IMAC aerobatics events, skiing, and family camping trips. I look forward to meeting more WPA members and hopefully getting out to some fly-ins and other aviation trips this year!! Remember, if you know any kids ages 13-18 that have any interest in aviation or drones at all, please let them know about the Aviation Academy!!

Do it Yourself

***or with supervision and endorsement by a certificated mechanic if required**

By Tyler Knight

Field Repair with Owner-Produced Parts

Do It Yourself lets members pass along Owner-Performed Maintenance tasks and minor items that can be done under the supervision of a certificated mechanic. The idea is to learn more about your Beechcraft and maybe save a little money in the process. Send your **Do It Yourself** articles and pictures to us at asf@bonanza.org.

Last summer, a rental pilot on final at Bremerton Airport near Seattle slid down the runway with a Beech Sierra's gear tucked inside the plane. She walked away without a scratch, leaving the plane's owner and his insurance company with a decision: What to do with this crippled plane? What follows is a lesson that applies to our models of Beechcraft as well. It's also a testament to the skill of mechanics.

Gear-up landings are not kind to aircraft. Props get torqued into hockey sticks, engines ripped from mounts, underbellies belt-sanded into oblivion, and flaps ground to powder. In this case, the airplane could have been declared totaled by the insurance company. But the owner wanted it to fly again. It was his baby, and he had a lot of time, money, and emotion invested in her. While some of the repairs were routine, others posed greater challenges.

Inspection revealed the inboard flap hinges that double as support brackets needed replacement. However, Beechcraft couldn't provide parts for at least six months.



Avian Aeronautics founder, Baron pilot, and jack-of-all-trades Pat Heseltine is framed through a thick piece of aluminum after a flap hinge is milled from it.



An old but very precise Bridgeport milling machine with computerized controls was used to produce the replacement flap hinges.

A critical, mid-fuselage bulkhead was also damaged. Removing it would require at least 100 man-hours and be prohibitively expensive. Creative solutions were necessary. That's where skill, creativity, parts production, and an intimate understanding of FAA regulations became critical.

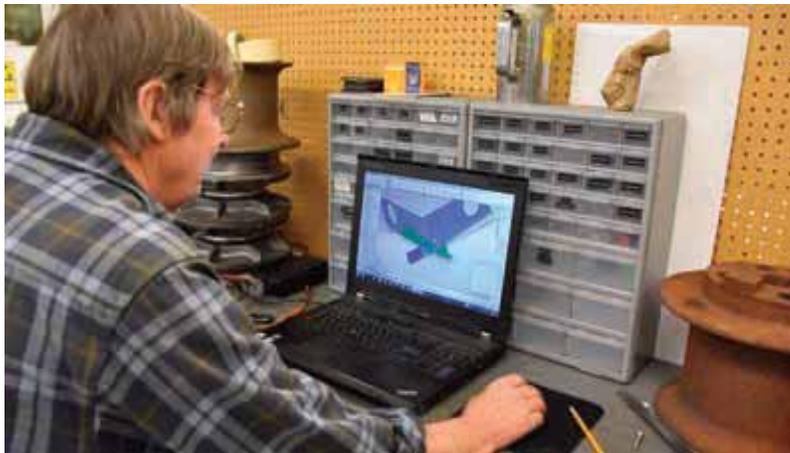
"This is considered a major repair," said Avian Flight Center mechanic Don Wallace. Don and Avian founder Pat Heseltine drew up a plan (Pat has a special affection for Bonanzas since he flies a Baron after selling his F33 several years ago). They concluded they could legally repair everything in-house by manufacturing new flap brackets and producing a bulkhead support before reskinning the belly.

Before work could begin, the FAA Form 337 for major repair and alternation had to be completed. It describes the repair in detail, and any requirements for continued airworthiness. Matthew Lykins, writing in the Lawyer-Pilots Bar Association's LPBA Journal (Fall 2012), states: "the aircraft owner, not the mechanic, is bound by [FAR] 91.403 to maintain their aircraft in an airworthy condition. This puts the control of what is and is not done on the aircraft in the hands of the owner/operator. The maintenance technician's responsibility is primarily in the performance of the maintenance operation(s) issued by the aircraft owner." The article is at www.robsonforensic.com/upload/articles/FAA-Form-337-Expert.pdf.



Precise measurements of the damaged bulkhead were taken and logged into the 3D software so a new part could be produced with a numerically controlled machine.

In plain English, it's the airplane owner's job to be involved in this process. In this case, the owner called Textron Aviation to get production information on the original flap brackets and bulkhead. That included the metal's alloy and how it was heat treated during production. With that information – and an FAA 337 form endorsed by the local FAA safety inspector – Don could legally move forward with repairs. “The way the rules work, it's an owner-produced part, but the Feds don't expect the owner to stand in front of a milling machine and actually make the part,” said Don. “The owner acts as a contractor.”



A&P Don Wallace used 3D modeling software to create exact drawings of the bulkhead reinforcement that was produced with a numerically controlled milling machine.



Precise coordinates for milling replacement parts were entered into a milling machine.



The bulkhead near mid-fuselage was damaged in the belly landing. Replacing it would have been expensive so a support bracket was designed, milled, and heat treated to provide additional support.

As the contracted party, Don took careful measurements of the flap hinges and bulkhead, which he cross-referenced with data supplied by Beechcraft. Once his measurements had been triple-checked, the data was entered into 3D modeling software, generating a perfect representation of the replacement parts. "One of the nice things about a 3D modeling program is I can generate very professional looking drawings for submission to the FAA." It took 10 man hours to produce the 3D drawings, but they were so exact that everything lined up perfectly.

Using the 3D data, the flap hinges and underbelly reinforcement plates were cut from solid aluminum with a numerically controlled machine. While the flap hinges could be easily installed, some of the reinforcement plates for the bulkhead required heat treatment. A trusted local vendor did that, providing detailed records of its work. "In this case you've got a relatively small bulkhead and only one part of it is damaged. They allow you to do repairs," said Don.

The bulkhead reinforcement plates were complicated because numerous "joggles," or direction shifts, had to be accommodated. Different repairs to longitudinal formers were also required. Perfection is critical since the aircraft's aluminum skin is only .02 inches thick. Installing the "new" flap hinges and repairing the underbelly are major accomplishments made possible only because FAA regulation allows for field repairs.

Comparing this process to traditional repair methods using factory parts, Don said, "It would have been a very big job, and there's a limit to what the insurance company is willing to pay."

Editor's Note: this article is a reprint from the American Bonanza Society (ABS) magazine, with the permission of ABS and Tyler Knight



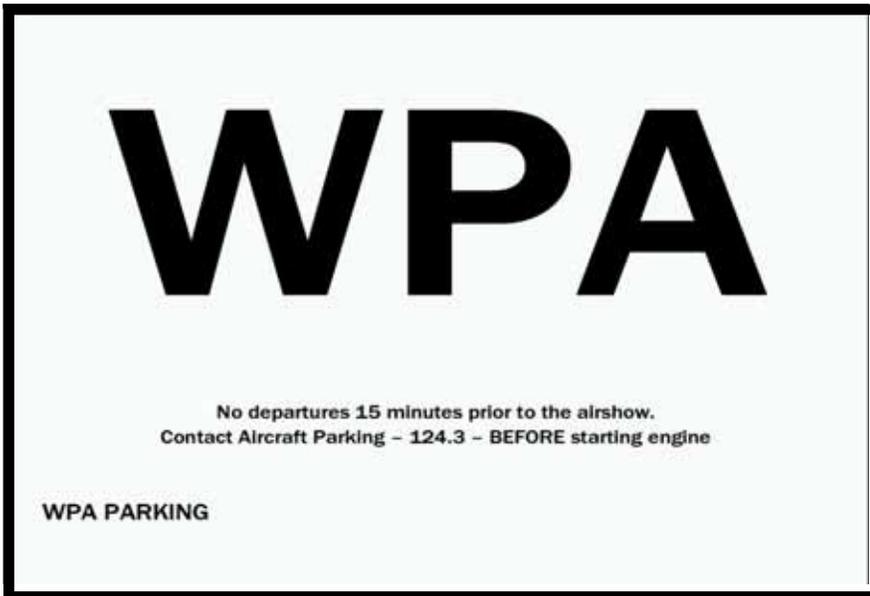
Flap hinges would take at least six months to get from Beechcraft. To speed repairs, identical replacements were produced using 3D software and a numerically controlled machine.



50th Annual Arlington Fly-In: July 6-8, 2018

WPA BBQ at the Arlington Fly-In *your host Jerry Barkley*

The WPA has secured airplane parking spots next to the FATPNW and the WPA barbecue will be Saturday night. WPA members will be able to buy admission half price through the end of April. I have also secured a van for the board meeting.



Go to the following web site to print your WPA parking sign
<http://www.arlingtonflyin.org/aircraft-parking-signs/>

Camping with your Aircraft is encouraged.

We have a few amenities to make your stay more pleasant which include:

- Grill stations located in aircraft camping areas to cook on.
- Shower facilities on site.
- Free shuttles to local area (8 AM to 8 PM)
- Free cell phone charging (bring your charger)
- Rental car service
- Mobile fuel service
- Food booths on site

<http://www.arlingtonflyin.org/camping-under-your-wing/>



Paine Field Aviation Day – Call for Volunteers – Saturday May 19th

There are numerous volunteer roles available. Everything from help in parking lots directing arriving and departing visitors, working bus stops and traffic, staffing public check points, monitoring aircraft static display areas, staffing the volunteer check in center, helping with the kid's activity areas, Young Eagle registration and pilots, as well as others. Some positions require experience or familiarity, most do not.

Volunteer shifts typically run from three to four hours allowing time for all volunteers to enjoy the event before or after their shift.

Volunteers receive free admission, event t-shirt, food voucher, free pizza feed during the volunteer orientation meeting the Thursday before (17 MAY), and the best volunteer care we can provide the day of the event. Last year approximately 400 volunteered. Visitors have numbered between four and eight thousand, depending on the weather.

If you have already volunteered for PFAD, thank you!

Should you know you would like to volunteer, please reply with the following information.



- 1) Attending the volunteer orientation meeting 6:30pm THU 17 MAY at the Paine Field Fire station?
- 2) T-Shirt size?
- 3) When you can volunteer, AM, PM or, any time of the day?
- 4) Email address to use? If not specified I will use the email address your send from.
- 5) Contact telephone number?
- 6) Attending the volunteer appreciation dinner at Historic Flight Foundation immediately after PFAD closing?

OK to answer only what you know now. And as always, let me know if you have any questions.

Best regards,
Frank

Frank Hummel, 2018 Paine Field Aviation Day Volunteer Coordinator
Frankh909@gmail.com
(206) 499-9384



Skykomish Work Party June 16th starting at 9 AM

Details to come.
Camping available on site.
Complimentary Lunch will be served



WSDOT
Skykomish State Airport East



August 17th-19th Flyout to Cottage Grove, OR

I am planning a Flyout to Cottage Grove, Oregon, August 17th-19th, 2018. The OAHS (Oregon Aviation Historical Society) is planning this as a Fly-In. The movie Animal House was filmed in Cottage Grove and this year is the 40th Anniversary. They are planning on setting the World Record for the largest Toga Party. The current record is 3700 participants and was set in 2012 by the University of Queensland in Brisbane Australia. Representatives from the Guinness Book of World Records will be present to verify. There is a schedule of events which include : a parade, movie screenings, beer garden, live music, baseball game, etc. If you are a Facebook user search "Animal House 40th" and you will find their page with updates on the upcoming festivities. Some of the actors and musicians from the movie will be there.

If you're not interested in that (togas are optional), there are plenty of other things to do; Covered Bridges, Wineries, Aviation Museum, etc. I have reserved a block of 12 rooms at the Village Green Resort which is just across the street from the airport. We have a group rate of \$129 for a deluxe room. Lori and I stayed there last summer on our way to California and had a great time. The hotel has a decent restaurant and is only about a mile away from where all the festivities are in town. It has a swimming pool and is surrounded by gardens.

The Cottage Grove Airport (61S) is 248 nm direct from Paine Field. It is about 20 NM SE of Eugene (KEUG). Self-Serve fuel is available and at this time is \$4.79 a gallon. Please contact me if you're interested. My email is IFRPILOT@COMCAST.NET or call me on my cell at 425-599-9368.

Village Green booking info (please let me know if you book a room as I'm keeping a list)

Reservation line :541-942-2491. Guests just need to reference the Washington Pilots Group to get the room block and rate. For any special room requests or complications please also feel free to contact the Front Desk Manager at 541-767-4009

Greg Bell



August 3rd-5th Flyout to Walla Walla, WA Wine tasting and touring, details coming soon.



**Organized by Mark Pembroke,
Wine with Wings**

Calendar 2018	Program	Where	Who is doing it	Confirmed?
May 3, 2018	May Board Meeting	Northway		
May 4, 2018	Vashon Aircraft	Le Bistro	Amy Bellisham	yes
May 19, 2018	Aviation Day	KPAE		yes
May 31, 2018	June Board Meeting	Northway		
June 16, 2018	Skykomish Workparty	S88	Chapter Event	yes
Jun 1, 2018	General Meeting and Program	Le Bistro		
July 5, 2018	July Board Meeting	Northway		
July 7, 2018	WPA BBQ @ AWO Fly-in	AWO	Jerry Barkley	yes
Aug 2, 2018	August Board Meeting	Northway		
August 2018	Fly-Out Month, no meetings			
Aug 3-5, 2018	Wine Tasting and Winery Tours	Walla Walla, WA	Mark Pembroke	yes
Aug 17-19, 2018	OAHS Tour and Toga Party	Cottage Grove, OR	Greg & Lori Bell	yes
Sept 6, 2018	September Board Meeting	Northway		
Sept 7, 2018	Hanger Party	TBD		
Oct 4, 2018	October Board Meeting	Northway		
Oct 5, 2018	Flying Heritage and Combat Museum	Le Bistro		
Nov 1, 2018	November Board Meeting	Northway		
Nov 2, 2018	Year in Review	Le Bistro		
Nov 29, 2018	Dec Board Meeting	Northway		
Dec 7, 2018	Christmas Party & Silent Auction	Flying Heritage		yes



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

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



Power Tow Tug: The tug will handle a 15,000 lb airplane. It is battery powered. They are \$6750 new., asking \$5,000. This tug has been used very little. I'm selling it for a neighbor lady that lost her husband.

Gregg Ortega 360-659-4323

New (never worn) TELEX Airman 750 headset.

Model # 64300-200. New Price \$150.00.

Contact Bruce at 206.533.0097.

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