

THE PAINE FLYER

February 2021 Issue | www.wpapainefield.org



A monthly publication of the Paine Field WPA Chapter, a Local Chapter of the Washington Pilots Association

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Upcoming Events

February 4th @ 1830

Board Meeting
Castle & Cook Aviation
2nd Floor Conference Room
& Virtually via Microsoft Teams or Zoom

February 5th @ 17:30

General Membership Meeting
TBD



March 5th @ 1830

General Membership Meeting
Details on Page 6

President’s Message

Hopefully, 2021 is getting off to a good start for WPA members. There is much hope that 2021 will be better than 2020 as people get vaccinated and we get the virus under control; thus, allowing us to return to some sense of normalcy. As conditions allow your board will schedule some Fly-Outs and other social activities. If you have suggestions, please let us know.



by Rick Beckert
PFCWPA President

Rich Jones and Gregg Ortega are busy working with the Paine Field Master Plan Advisory Committee to ensure that GA interests and needs are being addressed in the next version of the Master Plan for Paine Field. The main goal is making Paine Field attractive for both pilots who live in the Northwest looking for a home for their airplane as well as those transiting the area looking for a friendly FBO to meet their needs. With the closure of runway 11/29, the WPA Paine Field chapter will be looking to get some infrastructure improvements to address GA needs such as:

1. Additional hangers to address the Paine Field hanger waitlist (currently at 231 pilots) and other pilots wanting to hanger at Paine due to dislocation at Boeing Field for example
2. Additional tie-down space for KPAE based aircraft and transient aircraft
3. An additional full service FBO with a focus on GA
4. Lower cost fuel competitive with Arlington
5. An airport restaurant targeting GA with hopefully a good view to make for a nice attraction to transient pilots
6. Looking for ways to make Paine Field attractive for existing and potential new GA businesses to form.

If you have any specific suggestion for infrastructure improvement, please let your board know.

As we start 2021, please take advantage of opportunities to get in some flying and stay current while staying safe and healthy!  RB

WPA Membership has its privileges

Just like American Express, being a WPA member gets you discounts with at least 20 pilot retailers and the list is growing along with social events & safety seminars. These retailers are listed on the www.wpaflys.org website under the member discount tab.

Regional Aviation Changes - KBFI

One thing that all of us KPAE/North-End pilots have in common is that we normally want somewhere to go when we fly. One such place that many of us have frequented, even if only for a late-night Touch & Go or ILS approach has been Boeing Field down in Seattle. Well, it looks like things are trying to change at our neighboring airport. I received the following summary of things in the works at Boeing Field (KBFI) from Bruce Williams of Galvin Flying. We thought it'd be a good call-to-arms for our membership to help out our regional GA community.  JB



by Jerry Barkley
PFCWPA Vice President

An updated Master Plan for King Counting International Airport (KBFI) is being completed in January 2021. This new plan will eliminate half of the existing hangar and tie down spaces at Boeing Field for light GA aircraft.

Specifically, the proposal would eliminate ramp spaces and T-hangars in the southwest corner of the airport to make room for a new cargo ramp. Tie-downs in the northeast parking area would also be eliminated to accommodate changes to the approaches and safety zones for runway 14R.

FAA could approve the new master plan as soon as February, and the plan goes through as drafted, the airport could begin removing spaces immediately. The reduction of supply inevitably will lead to rent increases for the remaining tie-downs and hangars.

A group of airport tenants, with support from AOPA and local pilots, is forming a task force to address this surprise, which was revealed only in December 2020. The advocates for GA will focus on three efforts: legal, public pressure, and interaction with airport officials.

For more information about how you can help preserve general aviation's place at Boeing Field, contact:

Stephen Ratzlaff
President, Washington Seaplane Pilots Association
stephenr@orderport.net

2020 Paine Field Leadership

- President**Richard Beckett
president@wpapainefield.org
- Vice President**Jerry Barkley
vice_president@wpapainefield.org
- Secretary**Larry Hinton
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- Treasurer**George Futas
treasurer@wpapainefield.org
- 2021 Director**Will Tilse
director-2021@wpapainefield.org
- 2020 Director**Greg Ortega
director-2020@wpapainefield.org
- 2019 Director**Ned Bingham
director-2019@wpapainefield.org
- Past President**Richard Jones
past-president@wpapainefield.org

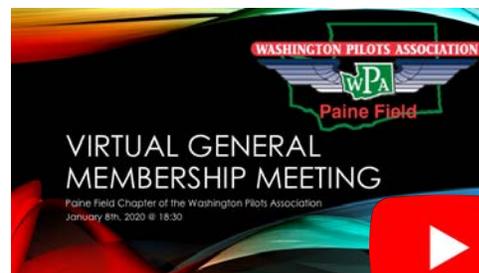
Committees/Projects

- Safety Programs**George Futas
- Aviation Academy**TBD
- Scholarship Committee**Kevin Kelley
- Membership Director**Will Tilse
- General Meeting Logistics**George Futas
- General Meeting Programs**Jerry Barkley
- Newsletter Editor**Ned Bingham
newsletter@wpapainefield.org
- Website**Ned Bingham
webmaster@wpapainefield.org
- AOPA Airport Watch**Rich Jones
- Adopted Airport (Skykomish)** Rich Jones

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January 8th General Membership Virtual Meeting

We had a great first Virtual Meeting via Zoom on January 8th. Several members were able to join us virtually as the Board gave updates on what has been going on at the airport and in chapter business. The recording of the Zoom meeting has FINALLY been uploaded to Zoom and those who missed the meeting - or those who attended but want to review what was discussed - can view the recording at <https://youtu.be/kvUon-D20KY>



Safety & Education

Potential Life Saving Experience Using a Flight Simulator



George Futas
PFCWPA Treasurer & CFII

Following is my personal experience, which enforces the value of using a flight simulator for flights into unfamiliar places. I share my embarrassment with the hope others benefit from it.

I was planning a long cross-country flight which included an overnight stop at Grand Junction, CO (KGJT). Since this flight was planned for mid January, the weather could be IMC and/or night when we arrived. KGJT is at 4850 ft elevation, in a valley surrounded by higher mountains.

I had never flown into KGJT so it seemed prudent for me to test drive the transition from airway to landing on Simulation Flight's FAA approved AATD (flight simulator).

The route of flight was planned at 11000 ft with the final segment on V484 from Myton VOR (MTU) to WINDO intersection, then directly to KGJT on track for the ILS Runway 11 approach.

The 11000 altitude was selected for expected weather reasons and is above the MEA on that segment of V484. The ILS

approach plate identifies WINDO as a navigation point for the approach, and on our GPS it is one of the entry points for the ILS 11 procedure.

With the simulator set for night IMC conditions, I planned to descend to cross LOMMA at 8200 after leaving WINDO. However, while descending the GPS gave a TERRAIN ALERT. What's going on I thought?

Without arguing with the GPS, I started climbing again. When taking a closer look at the ILS 11 plate, I saw in fine print above the inbound course line the 12 mile leg from WINDO is to be at 13000 ft and the next 21 mile leg at 12000 ft !! The VFR chart and ILS plate show a peak at 8490 ft on that course. On this long approach I falsely read the transition from airway to approach would be a descent to 8200.

Had this been in actual flight, we could have been in serious trouble, or worse.

After thousands of hours of incident free flight time, I am humbled by my error. This experience reinforces my belief in the value of using FAA approved flight simulators before flying into new areas. I encourage others to do so, for both VFR and IFR flights.  GF



Thank you to Member Karyn King for Submitting and obtaining the permission to reprint the following article from General Aviation News. She found it to be very informative and expressed a revised interpretation of the cost-sharing that the FAA deems appropriate for pilots exercising Private Pilot privileges.

Reprinted with permission from General Aviation News:

<https://generalaviationnews.com/2020/03/04/the-dos-and-donts-of-sharing-the-costs-of-a-flight-with-a-passenger>

The do's and don'ts of sharing the costs of a flight with a passenger

General aviation pilots can share the costs of a flight with their passengers, but only under certain conditions, according to a new Advisory Circular from the FAA.

The guidance was put together at the request of Congress, which asked the FAA to clarify its regulations about sharing expenses after flight-sharing websites and apps were developed several years ago in an attempt to create an Uber economy in general aviation.

The FAA immediately quashed those efforts, saying private pilots could not fly passengers for compensation.

"When money or anything of value is exchanged for transportation, the public expects, and the FAA demands, a higher level of safety for the flying public," the circular reads.

The new advisory notes that there are exceptions to this rule, including the one targeted by the new AC: A private pilot can share the operating expenses of a flight with passengers provided the pilot pays at least his or her share of the expenses of that flight. Operating expenses are limited to fuel, oil, airport expenditures, or rental fees.

However, pilots must have their own reason for traveling to the destination to be eligible for sharing expenses, according to the advisory.

It gives the example of a friend asking a pilot to fly him to another city to pick up a new car. Because the pilot did not pick the destination, he cannot share the expenses of the flight, according to the FAA.

However, say you were flying to a wedding in Long Island and friends who were going to basketball game in the same area asked to fly along. You could share expenses with them since you chose the destination.

Holding Out

How you find the passengers is critical to whether you can share expenses. Private pilots are not allowed to "hold out" to the public that they are willing to furnish transportation to any person who wants it, according to the Advisory Circular.

What is holding out? It "is accomplished by any means that communicates to the public that a transportation service is indiscriminately available to the members of that segment of the public that it is designed to attract," FAA officials say in the AC. "There is no specific rule or criteria as to how holding out is achieved. Instead, holding out is determined by assessing the available facts of a specific situation. Advertising in any form raises the question of holding out."



by Janice Wood
Editor - General Aviation News



YOU CAN FILL THOSE EMPTY SEATS WITH PASSENGERS WHO CAN HELP PAY YOUR FLIGHT EXPENSES, BUT MAKE SURE YOU FOLLOW THE FAA GUIDANCE.

When considering passengers for flights where you'll share expenses, a pilot "should be guided by whether he or she is reaching out to a defined and limited group comprised of people with whom he or she has an ongoing, pre-existing relationship (e.g., family, friends, or close acquaintances)."

For instance, it's OK for a private pilot to post a note on an bulletin board at the FBO about an upcoming flight looking for passengers to share expenses. That's because the note targets a "limited and defined audience," according to the FAA.

But that same pilot can't post that same information on social media, or put an ad in a local newspaper, looking for passengers. That constitutes "holding out" to a broad segment of the population.

That includes any websites or apps that are specifically created to match pilots with passengers.

"Given the expansive reach of the internet, the FAA would consider a posting of a flight on a website accessible to the general public, or a segment of the general public, to be holding out. In this example, the website is designed to attract a broad segment of the public interested in transportation by air. Any prospective passenger searching for flights could access the website, sign up, search for flights, and readily arrange for travel via the website. Therefore,

pilots advertising flights on the website would be deemed to be holding out."

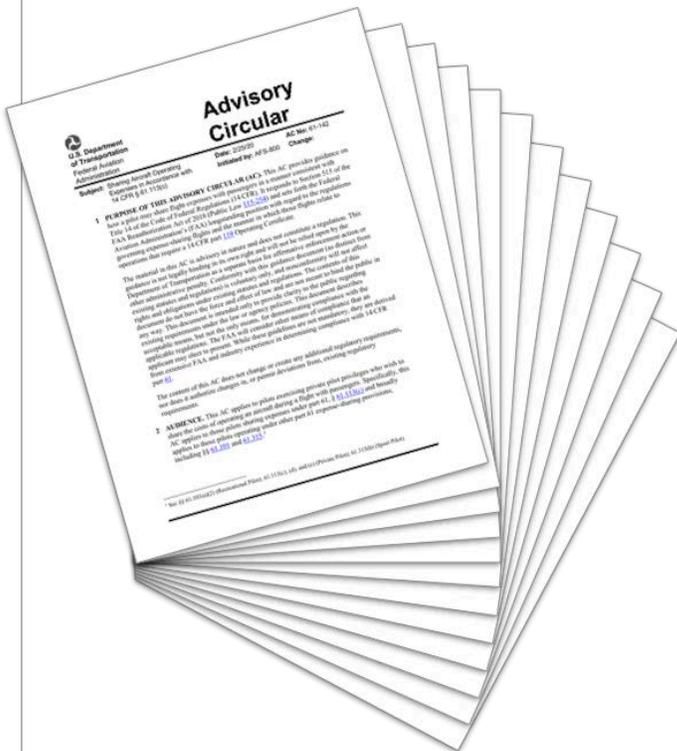
The guidance was welcomed by the National Air Transportation Association, which represents FBOs and charter companies.

"As expected, the AC affirms the longstanding precedent and policy from the FAA: Holding out to the general public – including through the use of a website or app – without an operator's certificate is prohibited."

The many scenarios outlined in the advisory should be useful to pilots "in understanding the concepts of holding out and common carriage," NATA officials noted.

"NATA hopes this enables pilots to make better decisions in this area to avoid enforcement actions that would jeopardize their future ability to fly," stated NATA President and CEO Timothy Obitts.

You can read the full Advisory Circular [here](#).



Once Again, Thank you to General Aviation News for allowing re-publication of this article in The Paine Flyer!

The original article can be found online at: <https://generalaviationnews.com/2020/03/04/the-dos-and-donts-of-sharing-the-costs-of-a-flight-with-a-passenger>

Send Us Your Flying Photos!!!

Responsibly Practicing Social Distancing in the Air:

With the continued social distancing many of us are practicing, our Weekly Fly-Outs may continue to take on a slightly different feel for a while. We encourage all of our members to go flying if they want. **If you fly to an airport with an open Restaurant nearby, GREAT! Please help keep them in business.** Even choose to coordinate flights with other members. As always, please continue to be safe and do our part, both on the ground and in the air.

Regardless, if you do go flying, share your photos! If you send them to newsletter@wpapaine.org before the 20th of the month, every effort will be made to include them!



Photo Courtesy of John Peck, Greg Bell, & Howard Johnson

February 5th General Membership Virtual Meeting **CANCELLED**

We were unable to put together a program for a February General Membership Virtual meeting this month so we decided to not hold one this month. Our apologies to the membership for the late notice and not making this happen. However, we are DETERMINED to have one in March! Some details are coalescing (see to the right) but stay tuned to your email for more details as they become available.

- Rick Beckert & the Board of Directors

March 5th General Membership "Hybrid" Meeting

- ✔ **Where:** In-Person & Online Stay Tuned for More
- ✔ **When:** Meeting Expected to Start @ 1830
- ✔ **Program:**
 - Paine Field Master Plan Stakeholder Committee Update
 - Safety Discussion - Spatial Disorientation
 - Q&A

Newsletter Submissions Needed

Do You Think You Have What It Takes? Is there an Aviation topic or event that you're familiar with that you think other members would be interested in? Do you want to share that awesome photo you took on your last flight? Did you just visit a new on/near airport restaurant and want to share your experience? Are you not sure about any of the above questions?!?! Well, I can help you with that!

The Paine Flyer is always looking for great content. If you would like to have your submission included in the next issue, please send it to newsletter@wpapaine.org by the 15th of the month and I'll work with you to make sure it gets included. No special software or talent needed, just send text or unedited photo files and I'll help you make it shine!



Ned Bingham
Editor - The Paine Flyer

CLASSIFIEDS

Advertisements are free to WPA members for aviation related items and/or services
When space is limited, priority will be given to Paine Field Chapter members
Paid advertising is available for non-aviation related items/services in the state
WPA WINGS newspaper

BFR's, Instrument proficiency or IFR Rating in your airplane. Special rate for WPA members.
George Futas, CFII, ASME - 425-260-4445

Simulation Flight provides IFR and VFR proficiency training in their FAA approved simulator. Over 30 aircraft types, Round Gages and Electronic Flight Display, including G1000, 180° video display, and realistic motion. By appointment - www.simulationflight.com
Contact Bob Collins, ATP, CFII - 425-374-1954

AWO Hangar For Sale - Estate Sale: Buy your Own Private Hangar @ KAWO - Part of 10 Unit Condo Association - Hangar Unit 45 ft. wide x 36 ft. Deep, with finished Ceiling of 14 ft. 2 inches - \$100k O.B.O. Contact Jerry Barkley - jerrybarkley@msn.com for information

Frontier Air Park Property - 3 bedroom home available w/ large area to build a hangar & Air Rights - \$700K ... Call Gregg Ortega at 360-659-4323 for information

PhotosHappen.com **Karyn F. King**
Aerial & Stock Photography
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