

## NOTAM FROM WPA TO WPA MEMBERS

NOTAM  
Stuart Island 7WA5  
May 10, 2016

As the owner of property at Stuart Island Airway Park and as a member of the Stuart Island Airway Park Owners Association (the "Association"), the Washington Pilots Association ("WPA") can provide members with access to the airstrip (the "Airstrip") at Stuart Island Airway Park to visit our "rustic" cabin for weekend and weekday outings.

Prior permission from the WPA is required to land at the Airstrip and permission is granted only if a reservation to use the WPA cabin has been made and confirmed. When permission is granted, access may be made only to visit our cabin and for no other purpose. No training may be conducted at the Airstrip. Only one plane per reservation is allowed unless prior permission for more than one plane has been granted. The pilot and the airplane should be proficient in a non-controlled soft field runway.

The Airstrip is a private airstrip. It is not open to the general public. The runway is uncontrolled and unmonitored.

**EACH WPA MEMBER USING THE AIRSTRIP ASSUMES ALL RISK AND LIABILITY IN CONNECTION WITH SUCH USE AND ACCEPTS THE CONDITION OF THE AIRSTRIP AS-IS, WITH ANY AND ALL FAULTS. NEITHER THE WPA NOR THE ASSOCIATION MAKES ANY REPRESENTATION OR WARRANTY OF ANY KIND, EXPRESS OR IMPLIED, REGARDING THE USE OF THE AIRSTRIP, THE CONDITION OF THE AIRSTRIP OR THE FITNESS OF THE AIRSTRIP FOR ANY PARTICULAR PURPOSE.**

The Airstrip (48.67N/123.18W) is located on the east side of Stuart Island in the San Juan Islands of Washington. It is a turf airstrip at an elevation of 15' MSL and is approximately 2,000 feet in length and 55' in width. It has a significant crown side to side. The runway is positioned east-west (09-27) and is bordered by water on each end.

We ask that WPA pilots visiting Stuart Island maintain the tranquil and unique environment and respect our neighbors' property rights and privacy.

Things to be aware of prior to coming to the Island:

- The airstrip can be very challenging due to variable conditions including being very soft and wet at times.
- The runway is turf and has some ruts with a dirt road at each end so be aware of people or vehicular traffic.
- Summer is a busy time on the Island with many of the residents present and people may be crossing the runway.

- There is a significant deer population that tend to feed on the runway especially toward dusk.
- The setting sun can be a visual problem when landing westbound toward dusk. No night landings or departures.
- Geese are present in large numbers at times.
- From October to May the runway can get extremely soft and landings are discouraged without the proper equipment and pilot proficiency.
- Do not cross coned-off areas that may indicate either extremely soft conditions or an event may be taking place.

The CTAF is the same as for all of the San Juan Islands, 128.25. Seattle Flight Service can be contacted through the RCO on Mt. Constitution on Orcas Island at 122.3 and Victoria Terminal (Victoria, British Columbia) can usually be contacted on 133.85 from the ground.

Most pilots call either landing or departing east or west not 09 or 27. The standard protocol of left traffic applies but some pilots when departing westbound will use a right pattern over Prevost Harbor to avoid rising terrain to the south. Please listen for traffic and clearly state your intentions.

When making a radio call the published name of the airport is Stuart Island. A significant number of pilots call it Stuart East as there is another private airport on the west side of the Island called Stuart West. Where it can be a little confusing is when a pilot calls the departure or approach directions as east or west. As with all radio calls, listening carefully is critical.

The closest weather observations are KFHR (Friday Harbor) ASOS on 135.675 and CYYJ (Victoria International) ATIS on 118.8.

Parking is limited to the area around the Community Hangar (mid-field on the south side of the runway) or in a small area at the southwest end of the runway (see map). Do not park anywhere else and please be aware of your prop wash.

Do not start your take off rolls from the dirt roads. In the winter they are usually muddy and in the summer they are dusty and especially departing to the east, will blow a plume of dust on the Prevost boat dock.

There is a large windsock at the northeast end of the runway and a smaller windsock approximately 125 feet from the northwest end. During certain conditions winds can be quite turbulent and the windsocks have been known to point opposite directions. Note that southerly winds can create significant turbulence north of the ridge on the south side of Prevost Harbor. Watch for 'catspaws' on the water that indicates turbulent downdrafts.

WPA contact for reservations, a briefing and permission: Tom Jensen 253.350.7442