



HANGAR TALK



Newsletter of The North Puget Sound Chapter of The Washington Pilot's Association. May 2006

FROM THE PRESIDENT'S HANGAR

Well, we tried to have a fly-out to concrete in April. The weather looked very iffy that morning, but three aircraft made it to Concrete. Royal and I went in my Cardinal and had a great time navigating, talking,

avoiding the hill on base for Runway 7 and we had a fine lunch in the nice lounge area.. There were coffee, popcorn, great tables, couches, local pilots and airplanes

out the window.

The theme that kept coming out was that Bellingham should have such a place. I reckon we can stand out by the fuel pumps to watch aircraft take off and land, but there is now nowhere on the airport for GA to congregate. No restaurant exists where we can have a bite to eat while watching airplanes.

It started to rain soon after we finished lunch so back home we came. The fun thing about an uncontrolled airport without taxiways is that we got to make the calls. Paul Zosel in his Cessna 210 followed me down runway 25 and took off first, then we followed. It rained down the Skagit River valley and home to Bellingham but the visibility and ceilings were fine. BLI tower pulled us in on Runway 16 and that was the day.

Lot of fun flying with friends.

We need another fly-out. In May and June the weather is better and I hope we can get more aircraft. Ernie's at Friday Harbor is a possibility and there are many others. I am certainly looking forward to a flying summer.

On another note, most know that Scott Crossfield died a couple of weeks ago. One of my regrets is that he walked right past me at the Northwest Aviation Trade Fair

and Show this February and that I did not say a word. I remember as a kid in first grade reading about Crossfield, Yeager, and the rest of the test pilots at Muroc in children's

books about aviation. Movies like The Right Stuff always have a handsome actor playing the role, Sam Shepard must be a head taller than Chuck Yeager. Yet these somewhat ordinary looking pilots did extraordinary things in amazing machines. I'll say something the next time one of them walks by, if just to say thanks.

Have a great flight.

Wayne Landis
President
North Sound Chapter WPA



Concrete Airport with the Lounge right on the field

"Bellingham should have such a place"

FBO News

Bellingham Aero

Bellingham Fuel Service is pleased to announce we were awarded the Government

contract for Bellingham International Airport! The bidding process took about 8 months, and then unexpected problems arose, but with sheer perseverance we managed

to land this important contract.

Every Aviator is aware of the rising cost of both Jet A and 100LL fuel.

Here at Bellingham Fuel Service, we are doing our very best to keep the price as low as possible. Not an easy task when it continues to rise on a weekly basis. Remember, we

give special deals to our local pilots and businesses here at BLI. Stop by and talk to Alexa Wakefield, our fuel manager, and she will work with you to give you the best prices on the field.

Bellingham Fuel Service welcomes Brandi Carbee as a new fueler. Stop by to meet her and have a fresh, hot, chocolate chip cookie and a cup of coffee. We also welcome Jody Johnson to our Bellingham Aero Flight School staff. Jody will be our primary office person, and we are just thrilled to have her

come on board. Stop by and introduce yourself, you'll love her!

Bellingham Aero Flight School is offering another Private Pilot Ground School beginning May 24th. It will be a 10 week session with classes Every Monday night from 6-9 p.m. We are near to our capacity and only have room for three more students! If you're interested, call Jody @ 671-2250 and sign up soon.

Bellingham Air Taxi is very busy flying to and from the San Juan Islands. Our seat fare prices are very affordable, so spread the word to your non-aviator friends. A romantic

getaway to Orcas or San Juan Island is only minutes away!

Make sure to circle the dates, August 19th and 20th, on your calendar! Heritage Flight Museum is sponsoring their **"2006 Warbird Weekend"**. I

don't know about all the details for the weekend yet, but I do know there will be many Warbirds flying in to BLI for this event. Last years event was spectacular, so I'll keep you posted on new information as I receive it....

Remember the 1st Saturday of the month is Bellingham Aero's open house, held in our flight school hangar, and the 3rd Saturday is the Heritage Flight

Continued on page 5

Bellingham Aero



"A romantic
getaway to
Orcas"

FBO News

Bellingham Aviation Services

Bellingham Aviation Services (BAS) has been getting even busier with the great spring flying weather that we have been seeing lately. On the flight school side we congratulate Steve Chase, one of Jeff Eriksen's students, on his first solo last month.

Speaking of Jeff Eriksen, you will no longer be seeing him fueling aircraft, as he has just started flying for Island Air. While we will miss him in the fuel office, we will still have him instructing with BAS as much as his schedule will allow. We wish him the best in his new endeavor.

BAS would like to announce what has become our annual Wings Weekend. This year it will be taking place on May 13th and 14th. We would like to thank the WPA for generously allowing us to present two of the "Seminar in a Box" programs that were donated to the chapter last year. We will be presenting the Trigger Tape I and II seminars each day. There will also be a barbeque both days, so be sure to come hungry. If you are planning on attending please call either Carla or me by May 10th at 676-6724 so that we can reserve your space.

The fuel office has also been keeping very busy and our "Midday Markdown" is proving very popular.

For those of you who have not heard, this is when we mark down the fuel price from the truck by 15¢ off the posted price. It happens every day between 10:00 am and 2:00 pm (or 1700Z to 2100Z). Of course you can always get 100LL from the self-serve at a great price. BAS is doing its best to keep the cost of fuel as affordable as possible during these times of high fuel prices.

Kellen spent two days last month at Boeing Field for an Aviation Fuel Quality Control Seminar and Fire Training Course. This will allow Kellen to provide some training to our other fuelers and will also enable him to help Jason with all the testing that BAS and AirBP require so that we can assure our customers that we are providing the best fuel possible.

I hope that we will see many of you at the Wings Weekend, and as always feel free to stop by for a cup of coffee and say hi.

Martyn Harris
Chief Flight Instructor



OTHER NEWS

GARMIN STACK ATTACK PROGRAM AT BAS AVIONICS

Why settle for an avionics upgrade that's piecemeal, onesy-twosie, add-a unit- here-and-there sort of affair? Now's the time to see the whole thing come together in one beautiful new all-Gamin installation.

It's Garmin "Stack Attack" time at BAS Avionics. And that means you can save hundreds or even thousands by selecting multiple Garmin units to do your panel makeover right. For a limited time, Garmin is offering special factory rebates and incentives on some of today's most popular retrofit packages. And the more you stack, the more you'll save. The following examples suggest just a few ways you can take advantage of these great Garmin savings. Stack Attack is available at BAS Avionics now through September 30, 2006.

Package 1: A growth investment
Garmin GNS 430 or 480 GPS/
COM, GMA 340 Audio Panel and
GTX327 transponder - \$250.00
rebate

Package 2: More to see, more to
save

Garmin GNS430 and GNS 530
GPS/COM, GMA 347 Audio Panel,
and GTX 330 Mode S

Transponder - \$1,000 rebate

Package 3: Vision, versatility &
value

Combine Garmin's new GMX 200
multifunction display with a GNS
480 or GNS 430 GPS/COM, GMA
347 digital audio panel, and
GTX330 Mode S transponder and
you'll get a \$1,000 rebate

Package 4: The new face of

radar

For the best in real-time
weather avoidance, just team up
the GMX 200 multifunction
display with Garmin's new GWX
68 digital color radar weather
system and get a \$1,000 rebate.
There are many more Garmin
package saving rebate options
at BAS Avionics, so contact Jeff
Geer or Vaughn Burgess at BAS
Avionics for further details.

BAS Avionics adds Shadin Avionics and soon Avidyne/ Ryan to it's product offering

BAS Avionics is pleased to
announce that it has become a
dealer for Shadin Avionics.
Shadin manufacturers Altitude
Systems/Air Data Computers,
Fuel Monitoring Systems, ARINC
Converter Systems, and Engine
Trend Monitor Systems. We are
also excited that we are in
discussion with Avidyne to
become a dealer for their MFD
Systems and Ryan Traffic
Systems.

Last November, Avidyne
Corporation and Ryan
International Corporation
announced the merger of the
two companies. Under the
merger agreement, Ryan's
industry-leading active traffic
display and alerting technologies
will be added to Avidyne's
product lines, extending
Avidyne's product offerings for
both the original equipment and
retrofit avionics markets.

Jeff Geer

Director of Avionics Operations
Bellingham Aviation Services

Landings

Each landing consists of several phases, and more often than not, student pilots learning to perform consistent and smooth landings miss a critical phase of the landing--leveling off. A momentary level-off can help you "feel" what the airplane wants to do and provide indications as to when you should flare or apply more back-pressure on the controls. Too much airspeed and the airplane isn't ready to touch down; too little airspeed and it might drop too quickly, indicating the need for a little power. Once you've mastered this technique you'll find that the flare is timed more appropriately and you'll make better landings.



Bellingham Aero

Continued from Page 2

Museum's open house. Both start at around 11 p.m. and run until about 3 p.m. **P.S.** Val-Halla, their P-51 is back from San Diego! Thanks to everyone who supports Bellingham Aero, we appreciate all our regular clientele!

Till next month,
Linda Marrom
Bellingham Aero Inc.

Caution Pilots

There is a new drop zone for skydiving activities at the old Barker Airfield located just a little ways south of Skagit Bayview (BVS) along side I-5 south of Mt. Vernon from 18,000 feet and below.

They operate Friday, Saturday and Sundays dawn till dusk. Use caution within 5NM.

Check notams.

I've already made four jumps there last Sunday. It was great.

They use an absolutely beautiful single engine turbine powered Porter aircraft. It has two huge picture window sliding doors on each side and it accomadates eight skydivers.

It's basically for experienced jumpers, but they do do tandem jumps for anyone wanting to see what it's like.



"Pilot and Controller Readback/Hearback Issues"

Educational Seminar by
Robert Jones, Operations
Manager Boston ARTCC

Unfortunately we're all human and inherent in that is the fact that we make mistakes. And mistakes in aviation can be deadly, as we all know. So in an effort to educate pilots about ways we can minimize communication errors when we're talking with ATC, Mr. Rob Jones gave us some simple techniques to implement in our flight decks immediately. In order to understand some of the pitfalls of radio communications, we learned some of the types of errors. In controller lingo "operational errors" (OE) result when there is a loss of separation between aircraft. "Operational deviations" (OD) include breakdowns in communications between controllers and pilots, 50% of which have to do with incorrect read-backs by pilots or hear-backs by controllers. There are two different levels of errors as well. First Order Errors are the responsibility of the pilot, whereas Second Order Errors happen at the

controller's end. If we can all work together to minimize First Order Errors there will be far fewer Second Order Errors that result when the controller doesn't catch our incorrect read-back.

We all know the possible consequences of a Runway Incursion or a Near Mid-Air Collision. Thankfully in our National Airspace we don't lose too many aircraft to such accidents, but it does happen. And it happens enough for the FAA to want to educate pilots about what we can do to minimize those consequences.

Pilots are called upon to avoid First Order Errors:

- "Roger" – only use this term for non-clearance transmissions. If you've been given a clearance of any kind, read it back fully.

- Ambiguous Communications – if you aren't sure what you just heard, ask the controller to "say again". Don't guess at part of your clearance and read it back, hoping the controller will correct you if you're wrong. Just clarify it in its entirety.

- CRM – if you're flying as a multi-pilot crew, use each other as back ups to ensure that instructions are read back and followed correctly.

Continued on next page

Continued from previous page

- Noise – ambient noise in the cockpit makes clear radio communications difficult. Rather than using the hand-held mic when you're at altitude, keep your headset on and speak through the boom instead. It drastically reduces the background noise and helps ensure clear radio transmissions.

- Expectancy Factor – often pilots will ask for a deviation to their existing clearance and expect to be accommodated. When this doesn't happen our ears still tend to hear what we want. Listen carefully!

Controllers are the first line in avoiding First Order Errors. If they hear back our wrong read-backs, it will never become a Second Order Error:

- Decrease Transmission Overload for the Pilot – clearances that are over 4 units or chunks of information long are more likely to be followed incorrectly or not remembered at all (that's why we hyphenate our phone numbers for ease of memory). Keeping instructions to a manageable 4 units or fewer has been proven to reduce communication errors by about 50%. And if multiple units must be transmitted at once, controllers can use carefully placed pauses to aid in pilot retention of those clearances.

- Increasing Transmission Intelligibility – using standard phraseology and modulating one's voice goes a long way in helping ensure correct communication between both parties. In stressful or work-intensive situations controllers can elevate their voice and increase their rate of speech, both of which serve to elevate a controller's workload by nearly 30%. Enunciating clearly the aircraft's call sign reduces confusion. For example a controller who mumbles might have SkyWest, Southwest, Northwest and America West pilots all reading back a clearance meant only for one of them.

- Enhancing the Pilot's Expectations – when pilots ask for a clearance deviation and it's not possible at that moment, say "Unable at this time" or "Expect FL290 in 10 miles".

The 5 steps we can all take right now as pilots are simple:

1. Actively Listen
2. Speak Clearly
3. Question When Unsure
4. Employ CRM Techniques
5. Slow Down For the Sake of Speeding Up Efficiency



C-182
PA28-161

Well maintained,
hangered, IFR
aircraft.

www.chuckanutflyingclub.com



Seminar Topics:

- Saturday @ 1000

Trigger Tape 1

- Saturday @ 1300

Trigger Tape 2

- Sunday @ 1000

Trigger Tape 1

- Sunday @ 1300

Trigger Tape 2

**WINGS MAY 13 & 14,
2006**

- Instructor Meeting=0830-0900
- Pilots to Arrive=0900
- Seminar and Flying=1000-1200
- Lunch=1200-1300
- Seminar and Flying=1300-1600

Bellingham Aviation Services

If you are driving, BAS is located at the General Aviation Terminal at Bellingham International Airport (4301 Mitchell Way).
If you will be bringing your own aircraft for the event please contact , BAS on UNICOM, at landing on 122.95.

Carla Bellair or Martyn Harris 360-676-7624

Time: 0800- 1600

Date: 5/13/2006 & 5/14/2006



air bp

Washington Pilots Association North Sound Chapter



May Meeting Speaker

Brian Durham

**from the Office of Runway Safety and Operational
Services**

FAA Northwest Mountain Region

Senior Air Traffic Control Analyst.

With over 30 years Air Traffic Control experience, Tower, TRACON, ARTCC, Automation, Airspace, and systems requirements. Bachelors Degree from Embry-Riddle Aeronautical University majoring in Airport Management. Currently is the Air Traffic Control analyst for the Runway Safety Program, conducts runway safety assessments of airports and Air Traffic Control procedures:

Will be with us to talk about the latest on runway safety.
Do you know what hot spots are? Come find out why you need to know.
Don't miss this one!

When: Thursday May 11th. Doors open at 6:30pm

Time: 7:00pm

Where: in the old Port Administration building.



North Sound Chapter WPA Control Tower

Hangar Talk Newsletter is the official publication of the North Sound Chapter of the W.P.A.

PRESIDENT

Wayne Landis
landiswg@comcast.net
360-647-8206

VICE PRESIDENT

Jim Laird
jimlaird@earthlink.net

SECRETARY

Don Lunt
drlunt@juno.com

TREASURER

Mike Holl
360-647-0432
samish4@comcast.net

DIRECTORS

Doug Fenton
dougf104@comcast.net

Gary Oaksford
360-733-2586
goaksford@aol.com

Martyn Harris
mharris@bli-jet.com

PROGRAM CHAIRPERSON

Maureen Griggs
360-734-9013
mgriggs9617y@comcast.net

NEWSLETTER EDITOR

Chip LaPlante
360-671-4359
kidkomet@msn.com

CONTRIBUTING EDITORS

Wayne Landis, Martyn Harris
Linda Marrom, Maureen Griggs, Royal Sefton
and just about anyone willing to help!

*Deadline for the next issue is
Wednesday May 31st.*

WEBSITE

STATE <http://www.wpaflys.org>

LOCAL [http://www.wpaflys.org/Chapters/
North_Sound.htm](http://www.wpaflys.org/Chapters/North_Sound.htm)

Articles for submission can be either e-mailed to:
kidkomet@msn.com
Or sent c/o:
HANGAR TALK
3128 Alderwood Ave.
Bellingham, WA 98225

JOIN NOW

Join your fellow pilots and aviation enthusiasts. Become a member of the North Sound Chapter of the Washington Pilots' Association. The North Sound Chapter represents members from Whatcom, Skagit, and San Juan Counties. To be a member, you need not be a pilot but only have an interest in and promote general aviation.

name (last, first, middle initial)

spouse if applicable (last, first, middle initial)

address (street, apartment number)

city

state

zip

phone number

email address

The \$31 Chapter dues are comprised of \$19 State and \$12 Local dues. Active CFIs are charged \$1 for State dues. Soloed student pilots receive first year State dues at no charge. Also offered, on a voluntary basis, is a year subscription to the GA News for \$25.

STATE DUES

_____ \$19 STANDARD
_____ \$1 ACTIVE CFI
_____ n/a SOLOED STUDENT

LOCAL DUES

_____ \$12 ALL

GA NEWS

_____ \$25 VOLUNTARY

TOTAL ENCLOSED

Please mail completed form and check (payable to North Sound WPA) to Mike Holl, North Sound Chapter WPA Treasurer, 259 Friday Creek Road, Bellingham, WA, 98226.



SPONSORS

The Hangar Talk Newsletter Mails out 100 Plus copies each month. Most of these copies, of course, go to members of the North Sound Chapter of the Washington Pilots Association. However there are numerous copies mailed to interested persons and companies outside the membership. Some copies go to the State entities such as the State WPA President and editor of the Wings publication. We believe the Hangar Talk reaches a surprising number of people.

We wish to offer to all interested persons and businesses to advertise their services in Hangar Talk. A sum of \$50 will purchase a year (10 issues) of business card advertising. Please send a check payable to North Sound WPA and a business card to Rick Miller, North Sound Chapter Treasurer, 1015 W. 54th Lane, Bellingham, WA 98226

The Richard D. Gale Company
Financial Strategies & Solutions
Financial Planning, Investments, Insurance

Richard D. Gale, ChFC, LUTCF

1200 HARRIS AVENUE
SUITE 404
BELLINGHAM, WA 98225

PHONE: (360) 647-8184
TOLL FREE: (888) 364-5843
FAX: (360) 647-4291
E-MAIL: RICHARDGALE@HOTMAIL.COM

SECURITIES OFFERED THROUGH KMS FINANCIAL SERVICES, INC.

Cal Leenstra, CCIM
Real Estate Investments



Prudential

Kelstrup REALTORS®

315 Lakeway Drive, Bellingham, WA 98225
Bus 360 734-6050 800 213-6050
Fax 360 734-6162 Hm 360 734-8250
calleenstra@prudentialkelstrup.com

An independently owned and operated member of The Prudential Real Estate Affiliates, Inc.

WHATCOM TERRITORY
AERO SERVICE INC.

John A. Ring

Airframe & Powerplant Mechanic/IA

1980 W. Bakerview Road Bellingham, WA 98226
Phone: (360) 647-AERO (2376)
Cell (360) 441-7088
fax: (360) 738-4314

PATRICK K. COE, D.D.S.

Ph. 360-255-5000

1225 E. Sunset Drive, Suite 140 • Bellingham, WA 98226
www.PatrickKCoEDDS.com

***"Smooth Takeoffs and Happy Landings
With All of Your Real Estate Needs"***

Gary Oaksford
Realtor ®, ABR®, CFII ASMET
360-441-5500
go@coldwellbankerma.com

COLDWELL BANKER
Miller-Larson, LLC
2610 Meridian
Bellingham, WA 98225

(Aerial Reconnaissance Available)

**FERNDALE CHIROPRACTIC
CENTER INC. P.S.**



DR. RAYMOND J. MAC DONALD
(360) 364-1396 • FAX (360) 364-1365
1945 Main • P.O. Box 1178 • Ferndale, WA 98248