



HANGAR TALK



Newsletter of The North Puget Sound Chapter of The Washington Pilot's Association. March 2007

FROM THE PRESIDENT'S HANGAR

This month we are planning a fly-out to the Museum of Flight's restoration facility at Everett Airport on March 17th. Our time has been arranged for 11 AM. We should plan to meet at the General

Aviation Terminal by 0930, with a departure at 1000. Such timing should allow us a flight to Paine Field, a taxi to the restoration facility and time to park.



The word is that there is plenty of ramp space for transient aircraft. If the weather is too bad for flying the alternate date is the next weekend, March 24th. Last month's message included notes and links to the aircraft at the restoration facility, hope to see you there.

As I write this note (February 25, 2007) the future of Blaine Airport looks bleak. There are funding issues from a misunderstanding of the FAA funding formula and there are many forces that want to turn public lands to private ownership. Blaine airport has been around for many years and has seen several recent improvements. However, it is not clear to this writer that the City has ever made a strong

commitment to the success of the facility. WSDOT funding was apparently used for some of the improvements, but if the airport is voted away, those taxpayers' dollars will have been lost. Perhaps Blaine should have been turned over to a Port Authority years ago so that a proper management framework could have been put into place. As a taxpayer in Washington State it does disturb me that such an airport facility will be lost to an unknown future.

"NSC Chapter Fly-Out March 17th."

The fate of Blaine Airport is just the local manifestation of a broader attack on general aviation. The DOT's proposed

user fee based plan for funding the FAA has been rightly attacked by the major general aviation groups such as AOPA and EAA. Today I went flying from Bellingham using a non-federal control tower, flew to BVS (Skagit County), did touch and goes and flew home. Would it have made sense to charge me for ATC services that I did not use? I am happy to pay for charts and the current fuel tax makes sense. Should I subsidize

Continued on page 4

Bellingham Aero FBO News

Just when we thought winter was over and we were stowing away our snow brooms and deice fluid, March came, bringing with it yet another round of snow.

Bellingham Aero



February was an interesting month at Bellingham Airport. As Western airlines came and went, we had the opportunity to witness, first

hand, the rise and fall of a start up airline. There were also changes at Bellingham Aero. Two of our long time employees, Alexa Wakefield and Linda Marrom moved on to bigger and better things. We will miss them both and wish them the best in their new endeavors.

Last week the Regional Sales Manager from Cessna Aircraft, Kenny Mathis, visited the flight school to demo the new 2007 Turbo Cessna 182. The aircraft comes equipped with a Garmin G-1000 glass panel with the integrated Garmin autopilot. It was quite a sight. I find that we are living in an exciting time in general aviation. For the first time since I began flying, major advancements are being made in small aircraft bringing the

avionics of the most advanced corporate and commercial jets into the cockpits of our single engine airplanes. If you haven't tried or even seen the Garmin G-1000, I encourage anyone to schedule a demo flight in our "glass cockpit" Cessna 172SP. If you just want to take a look, drop in and one of our instructors would be happy to show you the aircraft.

This month, we at Bellingham Aero will be introducing a certified instrument simulator to our fleet. This exciting addition will be great for instrument students, as well as any instrument pilot trying to maintain currency.

***"schedule a
demo flight
in our
"glass
cockpit"***

This winter has been a hard one for aviation but as it slowly fades, we can all look forward to spring and summer and the amazing flying the northwest has to offer.

Milo H. Stephens
Flight Instructor
Bellingham Aero



FBO News

Bellingham Aviation Services

February has been a mixed bag as far as weather is concerned. It seems like we have alternated between stretches of great flying days and days when even walking was difficult. Bellingham Aviation Services (BAS) has been keeping very busy, especially on the nice days. We have also been surprised by how many people have been flying on the lousy weather days.

Todd's private pilot ground schools and Chip's instrument ground school have been going well. We had so many students in Todd's class that we had to split it into two. We wanted to ensure that everyone not only had enough room, but more importantly they got the type of individualized instruction that we expect and the student deserves. The next ground schools will be starting in conjunction with the Bellingham Technical College Spring Quarter.

BAS has ordered a factory-remanufactured engine for N3051E. It will be great to get that airplane back in the sky with a new engine and we are looking forward to getting the phone call from Lycoming with the delivery date. N6012U has been flying a lot and everyone who has flown it has fallen in love with the G-1000. If you have not flown with this great avionics package you do not

know what you are missing. The only bad thing about it is you will not want to go back to the "steam gauges".

Bellingham Jet Center (BJC), our maintenance and avionics division recently sent out the first units for WAAS upgrade. We have been very impressed with how quickly Garmin is getting the units scheduled in. We had a submission date of the

next week for the first unit we sent. BJC sent out letters to all the 430 and 530 owners that we had on file who had asked to be advised of the WAAS upgrade. If you are interested in upgrading your unit and have not

received a letter from us please feel free to contact Scott or Carla and they will be happy to provide all the information to you.

Last month we announced that Robin Corsberg had rejoined the team. If you have not stopped by to say hi to her, or if you have not yet met Robin, please do so. She is quite the comedienne (literally). She is often performing at the Up Front Theater on Bay Street. Robin has flyers available here for anyone who is interested in seeing an upcoming show at the theater. She



***"Fall in
love with
our G-
1000"***

From the President's Hangar

Continued from page 1

the dinnthe commercial operations of Delta, Alaska and Allegiant that actually prevent the use of some airspace for general aviation? I do not think so. Time to get the letters and emails off to our Congressional Delegation.

Finally, there are numerous proposed changes to Part 61 of the FARs. It is possible to download the proposal from <http://www.aopa.org/whatsnew/newsitems/2007/070215part61-position.pdf>. Lots of changes, some look reasonable, others appear arbitrary. The proposed changes to the IFR currency rules look especially interesting, holds at radio beacon? I thought we were going to satellite not ground based navigation. Many other rules do make sense.



From the Editor

I apologize for the late newsletter as I had several unexpected trips to make recently.



That is it for this month, see you all at the Thursday night meeting.

Have a good flight.

Wayne Landis



PERSONAL LOCATOR BEACON FOR SALE

Hi All,

I have a brand new ACR Aquafix 406 GPS I/O P-EPIRB, which has 406 mhz P-Epirb with NMEA 0183 GPS Interface and onboard GPS available for sale.

Price is \$485.00 out the door. It is currently registered to me, but there is no cost involved to re-register it in another name. This unit is currently being sold for up to \$700.00 plus at various vendors. Only reason I am selling is I installed a 406Mhz ELT in my aircraft and this is redundant for my use.

Call if you are interested, I only have one available.
Royal 966-2670 Home, 820-0974 Cell



C-182
PA28-161

Well maintained,
hangered, IFR
aircraft.

Bellingham Aviation Services

Continued from page 3

even says that there might be a coupon with the flyer!

While I am on the topic of personnel I have one other announcement. As most of you know I have been awaiting recall to American Airlines. I found out last week that I am starting class on April 4th. I will miss spending as much time as I have at Bellingham Airport, however I intend to visit often. I am also planning on attending as many WPA meetings as my schedule allows. I expect the next Hangar Talk article will be the last one I write and I look forward to introducing you to whomever takes my place here.

February turned out to be a great month on the fuel side of the business. With Allegiant Air increasing their schedule to thirteen flights a week and all the transient airplanes the fuelers kept very busy. The 100LL sales were brisk also, especially between 10:00 and 14:00 when we still have the ever-popular Mid-day Markdown. As I am sure everyone is aware by now this is when we discount 100LL from the truck by 15¢ off the posted retail price.

Always remember that in addition to 122.95 BAS is always monitoring our ARINC frequency of 131.3 MHz. We look forward to hearing you on the radio or better yet having you stop by to say hi and have a cup of coffee.

Martyn Harris
Chief Flight Instructor

USER FEES AND TAXES

Reprinted from AOPA

As you probably know, earlier this month the FAA Administrator formally requested that Congress approve radical changes to the way the United States finances the FAA and pays for modernization of the air traffic control system. While not a surprise, I am extremely disappointed by the Administration's effort to shift costs from the airlines to general aviation by nearly quadrupling the amount of tax you pay for each gallon of aviation gasoline or jet fuel. The FAA has also proposed a shift from taxes on airline passengers to air traffic control user fees for the airlines and for general aviation operations in the airspace around the nation's large hub airports. We believe it is nothing less than the government backing away from operating the safest, most efficient air traffic system in the world and opening the door to privatizing the ATC system.

No matter how we look at it, this legislation, the "Next Generation Air Transportation System Financing Act of 2007" presents a major threat to the future of the general aviation community.

You are in a select group of AOPA members who reside in a state of a United States Senator who is a member of the Commerce Committee. This Committee has jurisdiction over the FAA and is already considering what actions to take on the FAA funding issue. A hearing is scheduled for March 8th on this issue.

Continued on next page

USER FEES AND TAXES

That is why we must have an early indication of their support for the general aviation community. That means we need them to commit to rejecting the excessive fuel tax increases and implementation of user fees for any segment of aviation.

While there are numerous aspects of the complex legislation we are addressing, at this point I need your help by covering some specific areas about the FAA plan. You can do this by making the following points on your personal or business stationery:

- Introduce yourself by describing how you use your pilot certificate.
- Express your opposition to the ridiculous fuel tax increase in the FAA plan by explaining what effect increasing the tax on aviation gasoline from the current 19.4 cents per gallon to 70.1 cents per gallon would have on your flying. (For turbine fuel users, the tax would escalate from 21.8 cents per gallon to 70.1 cents per gallon.)
- Urge their rejection of the Administration's request for air traffic control user fees for any segment of aviation by explaining that this is a major step toward privatizing the air traffic control system, placing it in the hands of FAA bureaucrats and the airlines by diminishing, and ultimately eliminating, Congressional oversight of the nation's air transportation system. By FAA's own admission, the system provides the world's safest airspace, and handles more than six times the traffic of the next largest air traffic service organization.
- While the FAA claims that the changes are needed because the current financing system is "broken," share with your representative that, based on projections using Office of Management and Budget data, the FAA can be funded using the existing system of aviation taxes. The radical changes proposed by the FAA are not needed to keep the U.S. aviation system vibrant and successful.
- Conclude by asking if they will agree to oppose this plan and work with AOPA and others in the general aviation community to develop a reasonable and balanced plan for financing the FAA and modernizing the air traffic control system.

I am providing these talking points for you, but I highly encourage you to write your own personal message as well. It is far better to send a personalized letter than an email on issues like the future of the aviation system. All emails look alike yet letters are unique. Letters emphasize the fact the writer is in the state they represent in the Senate and often the letterhead illustrates the business and other relevant background of the author.

Please send your letter by fax (the fastest and best way to communicate with Congress), then follow-up by mailing it to:

Senator Maria Cantwell
717 Hart Senate Office Building
Washington, DC 20510
Fax number 202/228-0514

If you need more information to formulate your letter, this link <http://www.aopa.org/faafundingdebate/> takes you to a special section of the AOPA Web site that has details on this issue.

Thank you for your help. AOPA and your fellow pilots are counting on your support!

Sincerely,
Phil Boyer

P.S. – Please be sure to fax or mail me a copy of any letter you send or response you receive from your representative. Fax to 301/695-2372. Or if you prefer, e-mail the correspondence to this repository e-mail account FAAfunding@aopa.org

UNITED STATES COAST GUARD AUXILIARY

Wear the wings of the United States Coast Guard Auxiliary. Be a part of an aviation team that flies in support of Coast Guard missions.

As a member of the Auxiliary Air Program while "under orders" you will, in effect, be a United States Coast Guard Pilot and your aircraft will be a United States Coast Guard Aircraft. You will share the responsibilities, benefits and esprit de corps of the United States Coast Guard.

While operating under orders, you will do everything the regular Coast Guard does except law enforcement. You will be involved with Search and Rescue; Maritime Safety; Environmental Patrols; Coastal Security; Training and transportation of personnel and equipment.

Not only will you receive the pleasure of helping your fellow members of the community, you will be reimbursed certain expenses for so doing.

You will be a member of a highly respected military unit which has a rich tradition of serving and protecting the citizens and coastal properties of the United States.

If you are not a pilot or do not own an aircraft, you may still participate in the air program as an Observer. An Observer does not merely look out a window. There is a myriad of duties from monitoring instruments, plotting courses and search patterns, taking pictures, identifying ships and boats and being an active member of the flight crew.

On **Saturday, April 14, 2007** at the Bellingham Yacht Club 2625 Harbor Loop beginning at 8:00 a.m. there will be offered an ABC course for the Marine and Aviation program of the Coast Guard Auxiliary.

Requirements, procedures and benefits of membership will be explained in greater detail. You will have ample opportunity to ask questions and request clarification.

At the end of the session, about 5:00 p.m., you will have the opportunity to become a member of the USCG AUX and launch your training as a Pilot or an Observer. The cost of the program is \$45, which includes fee, materials and lunch.

To register, contact: John Milczewski Jack Herrick
 360-752-0391 or 360-676-5363
 John@bli.net 44653@comcast.net



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

Chip LaPlante
kidkomet@comcast.net
360-671-4359

SECRETARY

Don Lunt
drlunt@juno.com

TREASURER

Paul Zosel
360-671-1819
paulzosel@nas.com

DIRECTORS

Doug Fenton

Maureen Griggs
360-734-9013
mgriggs9617@comcast.net

Martyn Harris
mharris@bli-jet.com

PROGRAM CHAIRPERSON

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

NEWSLETTER EDITOR

Chip LaPlante
360-671-4359
kidkomet@comcast.net

CONTRIBUTING EDITORS

Wayne Landis, Martyn Harris
Milo Stephens, Jack Herrick,
and just about anyone willing to help!

*Deadline for the next issue is
Saturday March 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@comcast.net
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 Paul Zosel, North Sound Chapter WPA Treasurer, 2719 Willow Lane, 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 Paul Zosel, North Sound Chapter WPA Treasurer, 2719 Willow Lane, Bellingham, WA, 98226.

The Richard D. Gale Company

Financial Strategies & Solutions

Financial Planning, Investments
Insurance, Asset Management

Richard D. Gale, ChFC, LUTCF
244 Pacific Hwy Phone: (360) 647-8184
Bellingham, WA 98225 Toll Free: (888) 364-5843
Fax: (360) 647-4291

www.RichardDGale.com Email: Richard@RichardDGale.com

Securities offered through KMS Financial Services, 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

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.

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@coldwellbanker.com
(Aerial Reconnaissance Available)

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

FERNDALE CHIROPRACTIC CENTER INC. P.S.



DR. RAYMOND J. MAC DONALD
(360) 384-1396 • FAX (360) 384-1365
1945 Main • P.O. Box 1178 • Ferndale, WA 98248