

M A R C H 2 0 0 9

Hangar Talk

Official Newsletter of the North Sound Chapter of the Washington Pilot's Association

On Final, the President's Corner

FROM THE
PRESIDENT'S HANGAR – MARCH 2009

Spring is just around the corner now and as we anticipate more good weather for flying we must not forget that now more than ever we need to remember to always put our best foot forward and really commit to making a good impression for GA.

Most people take little notice of general aviation. There are some that do understand GA's many economic and social benefits and they strongly support it. And as with anything there are some, because of their lack of knowledge and understanding, that give GA a bum rap or tend to make it a target of their uninformed criticism. They have the ability to show GA in a negative light and confuse others. If you recall our WPA "mission statement", one of them is to inform both pilots and the non flying public about GA. What it is and what it is not. What it does and what it means to them.

We keep our members informed about issues and challenges through newsletters, meetings and our website, www.wpaflys.org. On our website check out the link to the Alliance for Aviation Across America (AAAA) to learn more about how GA benefits us all. Also another good site is www.gaservingamerice.org. This one really helps to educate everyone. The AOPA website is also full of resources that we all have access to.

We must continue to make a good impression and these resources will help us all to do just that. Whether it is information to talk with local residents about the perception of airport noise or to explain why student pilots seem to be flying over their homes constantly for touch-and-go landings or a variety of other frequently asked questions, these resources can give us the tools to help GA in a big way.

So remember, we all need to make the right impression on those who don't know much about general aviation – every time we are asked.

Blue Skies
Chip LaPlante NSWPA President





Editor's Notes

As I write this spring is almost here! Flying south requires sunglasses since the sun still does not get very high in the sky. On the other hand this time of year has funky weather. This weekend I have seen snow, rain, snow pellets and perhaps some freezing rain. The weather is wild so be careful out there.

Readers, send me news about KBLI and our other airports and I will get it into the newsletter. The more news the better.

Chip has a great opening piece about our responsibility to inform the public about what general aviation actually is. So many people think that all of us are rich and fly jets. I wish that were true. The importance of general aviation to

business,

the training that is conducted to provide future commercial pilots, the history that is preserved, and the simple enjoyment of flying is often lost on the general public. We need to do our part.

Education is a critical part of education and this month's speaker Gary Evans talks about using aviation as a means to teach teachers about science and math. I can not imagine a better tool.

Paul and I had an excellent adventure to the Trade Show this year and I have a short write up on the trip.

Finally I added some information on where to get familiar with the new Border crossing regulations. As an individual I am very concerned about the track that these regulations are following. The rules are not yet clear and the educational and outreach efforts to make sure that we pilots can comply still are not in



place. My feelings are certainly evident in this piece, it may be too political for some readers but the actions of CBP affect all of us.

Have a great spring flight.

Wayne Landis

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26th Annual Northwest Aviation Conference and Trade Show Trip



On February 21st Paul Zosel and I flew to Thun field for the 26th Annual Northwest Aviation Conference and Trade Show. We were not the only NSWPA members at the show, just see the happy Lairds below.

The weather was great as you can see on the left. Paul actually filed IFR so of course the route was down the west side of Puget Sound. Still was a great flight, very smooth, and very scenic. The only issue was the traffic at Thun Filed. We got behind a group of traffic that kept extending the length of the final in the pattern. We got in line and made sure to give the plane in front enough space to get off the

runway before we touched down. So off course we get cut off on final by another aircraft who figured he could cut the corner. So when we got to the airport (after Paul did a great job of slowing down) there were two aircraft still on the runway so we go around and have a normal landing. See and avoid is a great tool!

After a long wait we got the bus to the Fairgrounds in time to attend the end of the WPA meeting and then we went for lunch. One of the highlights was the Keynote address by the new AOPA President Craig Fuller. He did a great job of introducing himself, his previous positions with two Republican administrations, and his aviation history. Mr. Fueller was a very interesting speaker and did a good

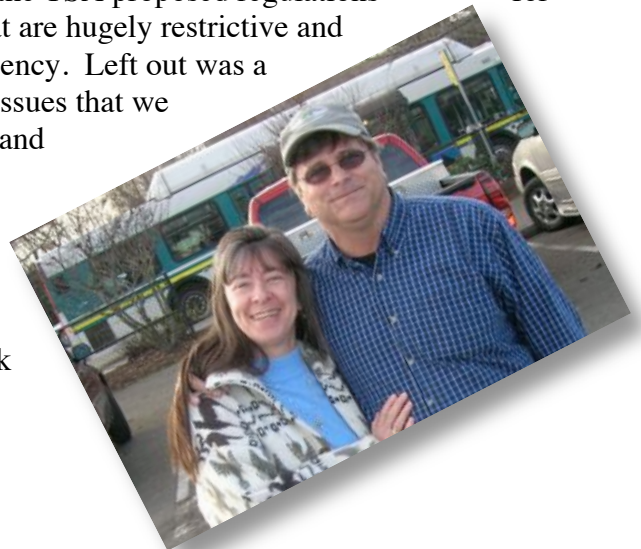
job of incorporating Washington State issues into his delivery. Perhaps the best part of his presentation was his emphasis on how the users of business aircraft, especially the automakers, did not present the extreme utility of these assets. The other major issue he presented was the TSA proposed regulations for

large aircraft that are hugely restrictive and typical of that Agency. Left out was a discussion on the issues that we regarding Customs and cross the US and

will be facing Border Protection and Canadian border. Perhaps AOPA can take only one issue at a time.

The trip home was a piece of cake. Chip and Rashelle drove us to the airport. Paul had filed to KBLI and ATC took us up the east side of Seattle. I also had on my brand new (just bought at the Trade Show) David Clark ANR headset. The headset felt great and the airplane was so quite.

Again an excellent show and a great time. –Wayne Landis



Local Fuel Costs March 7, 2009

The information is from Airnav (<http://www.airnav.com/fuel/local.html>) to get local prices in the area on March 7, 2009. Prices are still better than last summer, is this the up side of a current recession?

100LL Avgas prices within 50 miles of **KBLI**

Airport / FBO		100LL \$3.89 -- \$5.94 average \$4.51	
KBLI Bellingham International Airport Bellingham, WA	<div><div><div>Bellingham Aviation Services</div></div><div><div>Bellingham Fuel Service Come Fuel With Us 122.95 360-671-1600</div></div></div>	<div><div></div><div><div>\$4.28</div><div>\$4.30</div></div></div> <div><div></div><div><div>\$4.21</div><div>\$4.23</div></div></div>	<div><div>GUARANTEED</div><div></div></div> <div><div>GUARANTEED</div><div></div></div>
38W 10 NNE Lynden Airport Lynden, WA	<div><div>City of Lynden (off hours fuel)</div></div>	<div><div></div><div><div>\$4.28</div></div></div>	<div><div>21 Feb</div><div>update</div></div>
KORS 16 WSW Orcas Island Airport Orcasound, WA	Aeronautical Services	<div><div>\$5.84</div></div>	<div><div>01 Mar</div><div>update</div></div>
74S 18 SSW Anacortes Airport Anacortes, WA	San Juan Airlines	<div><div>\$4.20</div></div>	<div><div>03 Feb</div><div>update</div></div>
KBVS 20 SSE Blaine Regional Airport Bellingham/Mount Vernon, WA	<div><div><div>CORPORATE AIR CENTER</div></div><div><div>VireoJET, Inc. Aircraft Management LLC</div></div></div>	<div><div></div><div><div>\$4.28</div><div>\$4.23</div></div></div> <div><div></div><div><div>\$5.77</div><div>\$5.77</div></div></div>	<div><div>GUARANTEED</div></div> <div><div>GUARANTEED</div><div></div></div>
KEHR 25 SW Friday Harbor Airport Friday Harbor, WA	Aeronautical Services	<div><div>\$5.00</div></div>	<div><div>18 Dec 2008</div><div>update</div></div>
KAWO 41 SSE Arlington Municipal Airport Arlington, WA	<div></div>	<div><div></div><div><div>\$5.69</div><div>\$5.694</div></div></div>	<div><div>22 Feb</div><div>update</div></div>
OS9 46 SSW Jefferson County International Airport Port Townsend, WA	<div><div><div>Bellini, Denny's, Aircraft Repair and Flight School</div></div><div>Port of Port Townsend</div></div>	<div><div></div><div><div>\$3.99</div><div>\$3.99</div></div></div>	<div><div>21 Feb</div><div>update</div></div> <div><div>18 Jan</div><div>update</div></div>

Monthly Speakers

March Speaker---*Gary Evans* of The Science of Flight for Teachers

The Science of Flight for Teachers is a graduate level course offered in the summer through Seattle Pacific University. The course is aimed primarily at the middle school teacher

and presents the concepts of flight, as well as instructional strategies in how to successfully bring aviation to the classroom.

A large emphasis of the course is exploring the various aviation-related career paths that are available to students.



February Speaker --Jeff Geer of Bravo 369 Fight Foundation *The Northern Route Flight Expedition*

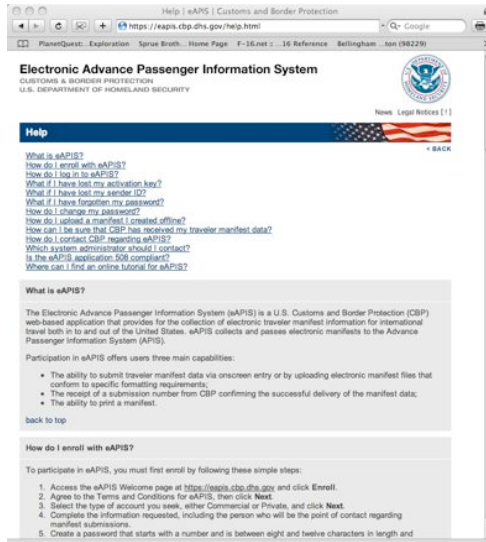
Last month's speaker was Jeff Geer talking about his plans to fly to Russia in a Stearman. He plans to follow the WW 2 lend-lease route from the US, across Canada and Alaska. It already sounds like Jeff and the flight has already touched the hearts of many children and adults. I enjoyed the discussion about what to wear while flying an open cockpit airplane across Canada, Alaska and then to Russia. How to keep warm will be an issue. I am sure that Jeff will keep his website up to date.



Electronic Advance Passenger Information System

CUSTOMS & BORDER PROTECTION

U.S. DEPARTMENT OF HOMELAND SECURITY



The Electronic Advance Passenger Information System is now operational. So far NSWPA has been unable to get our local office of CBP to be willing to speak to our community of pilots regarding the rules and regulations for crossing the US-Canada Border. I have found a couple of web pages that might help.

CBP and TSA both seem to want to make it harder for the pilot community to conduct aviation activities in the name of security. Why do I feel that my security is more at threat due to these agencies?, read the notice at the bottom of the page to see what you must allow as you log onto the website for the filing of eAPIS.

This is the HELP page for eAPIS.
<https://eapis.cbp.dhs.gov/help.html>



This is the page that talks about Aviation issues. Did you know that you were a private flyer?
http://www.cbp.gov/xp/cgov/travel/pleasure_boats/private_flyers/



Big brother is there, and at least they admit it. There seems to be an assumption that we will break the law or that CBP just wants to be sure that we are properly informed (intimidated). A short search on the Web indicates that there have been lots of start up issues with this system, it is not yet user friendly. It is clear from NSWPA experiences and apparently many other groups that the educational and outreach segment of this process is not yet up to speed.

Washington Pilots Association North Sound Chapter



Featured Speaker

Gary Evans of The Science of Flight for Teachers

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Thursday, March 12, 2009

Whatcom Educational Credit Union 511 East Holly St.
Bellingham, WA

Doors Open at 6:30pm. Meeting starts at 7:00pm.

Next to FedEx/Kinko's Downtown. Plenty of Parking.





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**Deadline for the next issue is
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Articles for submission can either be e-mailed to:
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Or sent c/o:

HANGAR TALK

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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)

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State zip

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Email address:

The \$31 Chapter dues are comprised of \$19 State
and \$12 Local dues. Also offered, on a voluntary
basis, is a year subscription to the GA News for
\$25.

STATE DUES

_____ \$19 STANDARD

LOCAL DUES

_____ \$12 ALL

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_____ \$25 VOLUNTARY

TOTAL ENCLOSED

Please mail the completed form and check
(payable to North Sound WPA) to Paul Zosel, North
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