



# HANGAR TALK



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

## FROM THE PRESIDENT'S HANGAR

Members of the North Puget Sound Chapter of WPA

Bellingham is a great place to call a home base. It is spring, the weather is getting warmer, the sun is coming out again, and the flying

is good. This is a wonderful time for flying to Hoquiam for lunch or to Boeing Field to visit the Museum of Flight. In a few days the North Sound

Chapter of WPA will be flying to Concrete on April 15, for a get together. It is still always good to get home.

One of the calls I like the best when coming home is the "Cardinal 835 contact Victoria approach on 132.7" from Whidbey Island. I then know to expect vectors for the ILS Runway 16 when there were clouds between me and the ground. Victoria approach then provides the headings 350, 070, and then 120 degrees to intercept the localizer. Finally the call "Cardinal 835 turn heading 120 to intercept, cleared for the ILS 16, contact Bellingham tower on 124 decimal nine. Now all there is left is to fly the ILS, or have the student do it, followed by a routine landing. When I think about it this

is far from routine. We just had a military controller turn us over to Canadian ATC and in turn call a contract tower, it works every time. Perhaps strange compared to the rest of the country but routine in our neck of the woods. Just like home.

Our home navigation aids are unique as well, they are our extreme terrain. In the first picture I am using one of the most reliable navigational

markers in our area, Mount Baker. So far I have not seen Mount Baker NOTAMED for being out of service. Many times I get over Hood Canal and use this beacon

as a guide home, even with an undercast blanketing white over Puget Sound. Coming over the Cascades from the east, Mount Baker again calls, just get to it and you are almost to BLI.

Also, we are privileged to fly in one of the most scenic parts of the world. The last photograph is one taken by my oldest daughter as we were flying around Whatcom County.

A lot of water has cut across the landscape after a flood. Hard to find scenery like this anywhere else.

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**Flying to Mt. Baker in the evening, hard to miss.**

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"WPA will be flying to Concrete April 15th"

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## FBO News

### Bellingham Aero

Along with everyone else I know, I'm ecstatic that Spring is finally here. It's amazing how much sunshine affects the human attitude. It was 60 degrees and sunny all day, and everyone at BLI was acting giddy!

Bellingham Aero flight School just finished up our

Winter Private Pilot Ground School classes. We have 12 aspiring students who are continuing forward with their dreams of becoming a Pilot. Our 10 week Spring ground school classes will begin in May, but we haven't set the exact date yet. The session is already half full, so if you want to sign up give the flight school a call @ (360) 671-2250.

If you're in need of pilot supplies, we carry many items in both the Flight School and our Bellingham Fuel Office. If your planning a trip, call us ahead and we will special order all your needs at no extra charge! We also have instructors that can help you "brush up" your flying skills if you've become a bit rusty....

Bellingham Air Taxi has developed a steady clientele since we opened our doors a year ago this month. Our prices to the San Juan Islands are unbeatable and we also offer an even better deal with our commuter packages. We are still waiting for our multi plane, multi pilot license and with any luck we'll get it before the season kicks in. Our air taxi also offers scenic flights and romantic getaway packages to the islands. If you'd like more information, call Robin or John at (360) 671-3075.

Bellingham Fuel Services spent a great deal of time in March, "rolling with the punches". Such is the life of an FBO! If I were to write a book, I would call it, "As the Propeller Turns". By now, every pilot on the field knows exactly what I'm referring to. All of us at Bellingham Aero sincerely thank everyone on the field for their continued support.

I'm sure all the pilots in our community know the importance of fuel competition on our air field. It definitely keeps the fuel rates lower, and with the rising cost of fuel, it benefits everyone, including the transient pilots that visit here.

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## FBO News

### Bellingham Aviation Services

Another spring is finally upon us and now in addition to the busy fueling office the flight school at Bellingham Aviation Services (BAS) is really coming to life. We are getting nothing but positive comments on the Garmin 430 that we had installed in our C-172 over the winter.

In the fuel office we would like to welcome a new employee. Derin Ross joins us and she has already proven to be a great addition to our staff. Derin is currently completing the NATA Safety First training program. We require all of our fuelers to successfully complete this stringent training program before we will let them fuel any of our customer's aircraft. By the time you read this Derin will be fully qualified and on the line, so be sure to say hi when you see her.

Grace Coulter, who has been manning the front counter and doing marshalling for a while now is also in the fuel

training program. You should see her on the line fueling airplanes as soon as she has completed training.

Additionally, we are pleased to continue to offer great fuel prices. Well, they are as great as they can be with the way fuel prices have been going lately.

Our new "Midday Markdown" has proven to be very popular. This happens every day between 10:00 am and 2:00 pm when fuel from the truck is marked down 15¢ from our posted full-serve price. Of course you can always use the self-serve pump to save even more!

I hope that everyone is getting a chance to get some flying in now that the weather is nice, and do not forget to stop by to have a cup of coffee and say hi!

Martyn Harris  
Chief Flight Instructor



## BEEN THERE, DIDN'T DO THAT.....

But, Here's The Scoop, So You Can!

By Maureen Griggs

On a recent trip home from Phoenix, AZ, we decided to return via the Four Corners area, and take in Monument Valley. Examining the Denver Sectional (south panel), just north of the Utah State line we discovered Monument Valley airport.....seemed like a reasonable place to land to see the Valley..... Well, there were a few obstacles lurking between us and the red dirt of Monument Valley. One.....it's a private strip, and where would we get landing permission? Two.....the chart indicates that it's not paved so, where can we find the condition of the strip? (My 7-inches-from-the-turf prop wants to know.) Also, we wondered if there was cell phone service on the ground at UT25 (Monument Valley).....just in case the only locals in the vicinity sported rattles. A call to Prescott FSS provided only this limited information, (And only after they went a-huntin' for the details): To use the airstrip, you must have permission from the Navaho Nation (Well now, that sounded intimidating!), plus, you must have current aircraft insurance information on hand (Just by chance, we had the papers). We remembered that AOPA now lists private airports, and contact numbers in the back of their Airport Directory, but, the only number given for UT25 in the AOPA Directory is an automated number and it requires that you leave a message, and wait. We were



poised for an eminent take off, and we weren't going to assume that a message on a machine would consist of "permission from the Navaho Nation". The 1-800-874-0902 number we got from Prescott FSS also did not answer, and, once again, we did not leave a message. What we would have discovered, had we persevered with this 1-800 contact, was that the phone number is to the Gouldings Monument Valley Trading Post and Lodge, and "permission from the Navaho Nation" is a "done deal" simply by calling, and telling them you are coming! (Also, it alerts them to pick you up upon your arrival.) Worst case scenario: The Lodge is a one minute "trek" across the road, should they get busy and forget you. As for the insurance paperwork: well, that's easy.....they will accept a fax from your carrier if you don't have it on board. (It was a "heads up" for us.....on cross countries, maybe it's not such a

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*From the President's Hangar  
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**Nooksack  
River in the  
fall.**

Bottom line is to go out and fly! Home is such a great place to travel over and such a great place to come home to. After the fly-out to Concrete the Board would like to plan other trips in the region. No matter what Thomas Wolf said, you can not come home gain unless you fly somewhere else first.

Have a great flight.

Wayne Landis  
President  
North Sound Chapter WPA



**Bellingham Aero**

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Bellingham Fuel service offers various discounts, bulk purchasing, and special prices to clients on account with us. Come by and relax in our spacious lounge. There is always pilot chatter and the fresh hot cookies, smiles, and coffee are on the house.

Thanks again for all your support!

Linda Marrom  
Marketing and Sales Director



**WPA FLY-OUT  
SATURDAY  
APRIL 15TH**

The North Sound Chapter of the WPA is planning a Fly-Out to the Concrete Airport **(3W5)** to see:

**HAROLD HANSEN'S  
HANGAR & MUSEUM**

A sheer delight of Aviation,  
Aircraft and Cars.

Be sure to attend our next general meeting for details on:

Who's going, who's flying, seat availabilty and departure times. Tentative departure time is set for 12:30 PM. Hope to see you all there.



**Cross Country Planning**

When flying into an airport with which you are not intimately familiar, check not only the obvious information — that the airport is open, that it has fuel {lights, etc.}, hours of attendance, special noise-abatement procedures, CTAF, pattern altitude, and such — but also the facts of its location and surrounding terrain or other obstacles.





*Been There Didn't Do That...*  
*Continued from Page 4*

bad idea to always have your current insurance information as part of your paperwork.) Now that I've de-mystified the requirements of the Navaho

Nation in relation to UT25, here are some details of the airstrip itself. UT25 is 4,000' long and slopes uphill to the south. The upper (south) 800' is paved. The runway orientation is 16 34.....you take off to the north with no obstructions

higher than a sagebrush, and land to the south.....no go-arounds. The CTAF is 122.9, and the Lodge take at UT25 are the following: An East-West (Depending on the time of day.....if the sun is low on the horizon, West-East may be preferable) fly-over prior to landing would be a good precaution. Know your aircraft performance charts BEFORE you go. On final, I would be ants-on-honey with airspeed, and flaps only when landing is assured. In the event of a true emergency, it is my opinion that

with an early turn out, you could manage to miss the 1,000' cliff to the south, but the successful outcome of such a maneuver would definitely depend on the skill of the pilot, the capability of the aircraft, and the density altitude.

Another mention is that one should have a Grand Canyon VFR Aeronautical Chart when flying in this vicinity. And don't forget to note the scale: 1:250,000. Monument Valley is spectacular, the museum at Gouldings is interesting, and the folks are extra nice. The next time we plan to fly in for the treat!



## **GETTING HOME**

On March 23 Corey Pflueger CFI, and I flew to New York for the express purpose of picking up my new purchase, a 1973 Cessna Cardinal F.G. tail number N-34455. Flying into JFK on Thursday afternoon I was able to get at least a glimpse of the Statue of Liberty and the Manhattan skyline, sadly minus the twin towers.

Once on the ground, we took the Skytrain to the Jamaica station where you can take the subway into metro New York, or take the Long Island Railroad. We purchased tickets for the ride to Farmingdale NY which is by Republic Airport, where the

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P-47 Thunderbolt was produced in large numbers.

After spending the night in a rather seedy motel, (which by the way had a really great website) we met up with the seller of my new steed and went for a check ride to make sure I was getting what I was paying for. Republic Airport is the "Corporate Airport" for NYC, and there are landing charges for everyone, and for touch and go landings! It costs \$2.50 to land your 152 or Cherokee, and to rent a tie-down is between \$125.00 and \$190.00 dollars a month. Just glad I don't live there (and don't ask about the property taxes)!

Once we concluded the test flight and finished the financial transaction at around 1430 we were on our way! Transiting the NYC Class B was fairly easy, just staying under 3.5K and do as directed and we transited to the west and were soon entering New Jersey. (The weather across the whole country has been very bad lately, and I would have postponed my trip, but the lender had a time limit to complete the transaction, so waiting was not a good option). We would have loved to have taken a direct route home, but weather forced us to divert more to the south. Once we were in New Jersey, we flew in a SW direction heading for southern Ohio to avoid freezing weather and snow. We almost made it; we ran into a rain and snow mixed front and started to accumulate ice, and had to turn around.

We landed at the nearest airport (KVVS) in southern Pennsylvania and refueled, and Corey checked with Flight Service about our options. The place we landed is a very small place with limited options, and we were lucky to find that we could continue on to Parkersburg WV (KPKB) to spend the night. Parkersburg airport is operated by the County, including the FBO fueling services. We landed after dark, and after tying down the plane, we were loaned a car and given directions to a Cracker Barrel restaurant. From there we went to the local Comfort Suites, and enjoyed a good nights rest.

The next morning we obtained a weather briefing, and were told that marginal VFR prevailed, and that we should be able to proceed toward Louisville Kentucky via a route through southern Ohio. (We didn't even consider filing IFR because of very low temperatures, icing conditions, and concerns about instrument reliability in a new acquisition.) While I did the flying, Corey did the navigation and communications which worked fine. We made it west of Athens Ohio, and the marginal VFR became IFR, and we turned around one more time. We landed at (KUNI); one of the University of Ohio fields, and borrowed a car and had lunch while waiting out the weather. Fueled up after a long delay we were off again and this time we made it to Louisville. We didn't land; instead we used Clark County airport as a waypoint. We turned toward St Louis MO and continued on to Litchfield IL (K3LF). As we approached Litchfield, and were listening to the ATIS when we heard the voice over announcing 100LL self serve for \$2.95 a gallon!

It was now dark, but after refueling, we decided to take advantage of the now clear skies and continue west. In the beautiful starlit night, no snow no clouds, (it was like heaven), we headed to Des Moines IA (KD SM). Arriving in Des Moines at around 10 PM CST we tied the plane down at the FBO and called for the courtesy van from the hotel. After a late dinner we called it a night and enjoyed a good night sleep.

In the morning the sky was still clear, but the plane had patches of ice on the wing. After a short wait it had all disappeared, and we spent the next 30 minutes trying to start the engine.

*Continued on next page*

## ***Getting Home***

*Continued from previous page.*

Obviously it doesn't like the Midwest cold weather and was very difficult to start! Once it reluctantly started, and after letting it warm up we were again on our way. This time headed for South Dakota enroute to Montana and then home.

As we cruised across the plains of Iowa we saw the remnants of the last snow storm on the fields we flew over. This part of the country is very sparsely populated, with a farm on a section, or sometimes a half section. Small towns every twenty to thirty miles were the only break in the monotony of the landscape. The further we traveled the rougher the ride became, and we eventually acquired a forty plus knot tail wind which blew us into Pierre, South Dakota. We landed in twenty five gusting to thirty five knot winds, and fueled up at Capital City Air located on the field (KPIR). The sky conditions were getting worse as we went west, since we were approaching the low pressure front.

After fueling, and getting a bite to eat, we attempted to break through the front into the clear skies to the west. Unfortunately after forty-five minutes we were forced to return to (KPIR) and made arrangements to spend the night. The Best Western we stayed at was the hotel where three hundred young Presbyterians were staying, and as we checked in six hundred high school student body representatives were arriving for their convention. Talk about a mad house of babbling teenagers! Luckily their chaperones were on the ball and the night didn't get too rowdy or late!

I paid \$50.00 to have the plane put into a heated hangar for the night since the forecast had called for snow after 2100 local. Fortunately the forecast was wrong and being in the heated hangar until after 1300 local (the weather finally cleared enough to continue) made starting the engine easier. We took off and after thirty miles we cleared the front and were in clear skies and headed for Montana.

Our first stop was in Billings (KBIL), and we had been fortunate to have a tail wind instead of the forecast head wind. Once we were refueled, we continued onto Spokane, which with the assistance of the tail wind we were well within fuel range of.

Arriving at Felts Field (KSFF) we quickly refueled in the dark, and took off again for home. We had decided that due to concerns over the weather, we would continue unless the weather became a factor. Fortunately, the weather held, and we crossed from Wenatchee to Arlington with clear skies to 12,500 where it was becoming overcast.

When we arrived at (KBLI) Del was in the tower, and directed us to a straight in approach to 34. After a less than stellar landing (hey I was getting tired) we parked the plane and tied her down for the night. It was anticlimactic to unload our stuff into the car, and drive instead of fly the rest of the way home.

It was a fatiguing trip with the weather issues and routing, but it was an adventure just the same. I enjoyed the reminder of how big and beautiful our country is and how lucky we are to live here.

Thanks,  
Royal Sefton





# Washington Pilots Association North Sound Chapter



## **April Meeting Speaker**

**Kent Bergsma**

**along with his wife Linda**

will be here to share with us the spellbinding adventures of their 1972-1980 MAF missionary years in Irian Jaya, Indonesia.

Come join us for a fascinating first hand account of life and flying among some of the most primitive cultures in the world.

**Facinating** would also be the description of negotiating one of the airstrips which had the grade of Alabama hill!

Kent has been a previous WPA speaker, and there have been many requests for a repeat performance over the years!  
Don't miss this one!

When: Thursday April 13th. 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.

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*Deadline for the next issue is  
Sunday April 30th.*

### WEBSITE

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LOCAL [http://www.wpafllys.org/Chapters/  
North\\_Sound.htm](http://www.wpafllys.org/Chapters/North_Sound.htm)

Articles for submission can be either e-mailed to:  
kidkomet@msn.com  
Or sent c/o:  
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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)

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

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\_\_\_\_\_ 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. 54<sup>th</sup> Lane, Bellingham, WA 98226

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