

J A N U A R Y 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 JANUARY 2009--Membership

January is membership month. Unlike other organizations the North Sound Chapter's membership is from Jan. to Jan. And of course the more members we have the better, financially and politically are just two of the biggest reasons. As you've heard before, "There truly is strength in numbers". Can you imagine how much power we would have if all 25,368 pilots in Washington State were members? If you haven't renewed yet, please take the time and go for it.



The following is a recent statement about or membership from our state president John Dobson.

The growth of the WPA membership is "JOB ONE" for 2009.

At the State Level we have a new Membership Director, Mr. John Smutny. He is a wonderful asset and has a number of great ideas to begin our building process . . . details to come. We have a functioning WPA Management System that can process credit cards, help you communicate with your current and past members and we have some marketing tools at your disposal.

But the bulk of the work has to come from the Chapters! Our growth, our ability to effect change in Washington is dependent on your

knowledge and use of our Management System and Our Growth depends on each and every one of us. We need to pick up the phone and call our past members and get them back.

Attached for your review is my famous / infamous Market Share Retention Chart. This is where we all bear our soul . . . it shows quite clearly who is doing the job and who is not. Some of the shortfalls at the chapter levels are due to reluctance to enter the data into our system. Other shortfalls are due to management teams that are getting tired. They need volunteer help . . . they need fresh blood.

Go to the TOTALS row at the bottom of the chart and I will explain the significance of each of the columns of data.

Then go back to your specific chapter and look where you stand.



Membership Information for Washington Pilots Association

FAA Pilots	25368		The number of “current medical” pilots in Washington
WPA Paid 2008	722		Members who Paid for 2008. We were up 16 from 2007
Paid Mem. 2009	326		Over 75% have renewed / paid with a credit card!
2008 vs. 2009	45.2%	=	We are almost half way to last years number . .We are at a slightly better pace then 08 . . .
All Mem Due	1051		Everyone who “was” a WPA member yet has not renewed
Retention RATE% 2008 Paid	36.4%		2009 Members paid minus 2009 “new” members divided by
Total Paid + Due	1377		Members Due + Paid . . . this is everybody
Ret. Rate from MKT.P	19.1%		To date less then 20% of everybody who was is (WHY?)
2009 New Mem. name.	63		I looked at every chapter 2009 members vs. 2008 members by
% of New Mem	19.3%	=	20% of our current 2009 membership are NEW . This is very significant!

If you find your chapter below the state averages give John Smutny or me a call, we may be able to offer some suggestions. It is really important for everyone to seriously focus on membership . . . it is our life blood.

John F. Dobson
(360) 898-2319

Chip LaPlante
President – North Sound Chapter
Washington Pilots Association





This month we have a discussion by *Vaughn Burgess* on *ADS-B*, the coming air traffic control system for the United States. I met Vaughn when I was getting the Garmin 430 put into my Cardinal. Now we need to get ready for ADS-B. I posted some websites discussing the subject on page 5.

New this month is an update of what is happening at Chuckanut Flying Club. I have seen their aircraft and hangars for years. Mike Holl is their safety officer and a flight instructor



Editor's Notes

that I have known for years. It might be interesting to give the flying club a look.



Membership is a big deal for WPA. In the North Sound Chapter we have great meetings every month and a sense of community. Even so we only have a small fraction of the licensed pilots in the area as members. Let's try to suggest to someone that they join and become part of the group. Last month it only took me a few minutes to sign up by computer. You can also send Paul Zosel a check or simply hand it over to him at Thursday's meeting.

Fuel prices are down, now all we need is some good weather and a taxiway clear of snow.

Have a great flight.

Wayne Landis

Chuckanut Flying Club Update

As written by Bryce Reed as sent to me by April Philips

This article is living proof that New Year's resolutions can work. I may have not yet lost any weight, but I am finally writing for the newsletter on behalf of Chuckanut Flying Club. We just completed another busy year in the CFC, flying a total of 550 hours combined between our Piper Warrior and Cessna 182. 2009 should be another great year, and the CFC has a couple of New Years Resolutions for it.

The first is to actively pursue one or more leaseback opportunities for high performance/complex aircraft, and, possibly, a more basic trainer type aircraft like a 150/152 or perhaps even the right LSA. This could be an ideal fit for the individual who currently owns or is considering purchasing a well-maintained aircraft and does not anticipate using it as much as they may like. Benefits to the prospective lease back partner include shared expenses (on an hourly basis), use of a Chuckanut Flying Club hangar, Internet-based scheduling system (ScheduleMaster), maintenance and safety officers monitoring the operating condition of your aircraft (though costs of maintenance are the aircraft owner's responsibility) and the good feeling having your bird flown and sharing aircraft ownership with a growing, responsible group of members.

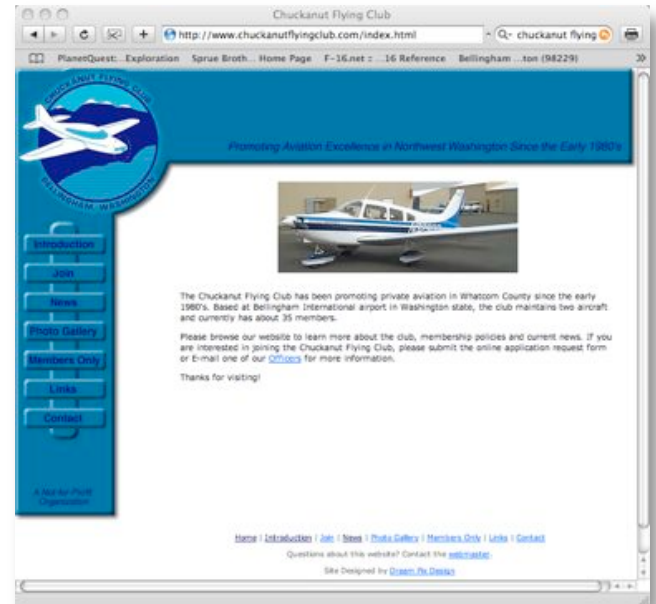
The second is to continue to grow the club by encouraging new members to join and enjoy the benefits of being a CFC member. Member benefits include the use of professionally maintained, hangared, IFR equipped aircraft; training opportunities provided by club-approved instructors; the safety of flight operations that comes with the club's policies of flying regularly and maintaining currency; ease of scheduling with an Internet and telephone based scheduling system (Schedulemaster), no overnight or 'waiting' fees for long cross countries, and the comparatively low cost of being what amounts to a fractional owner of multiple aircraft, without the administrative challenges ownership and partnerships bring.

In addition, the camaraderie and shared experiences derived from monthly club board meetings and events, and from being a member of a diverse group of individuals that encompasses everyone from local business owners and managers, engineers, and other professionals, to school teachers, to primary and instrument students working on their ratings, to professional corporate and airline pilots.

To learn more about the Chuckanut Flying Club, or discuss leaseback opportunities, email board@chuckanutflyingclub.com. Chuckanut Flying Club is a 501c3 non-profit organization and was founded in the early 1980's on the field here at BLI. Safe Flying!

Webpage

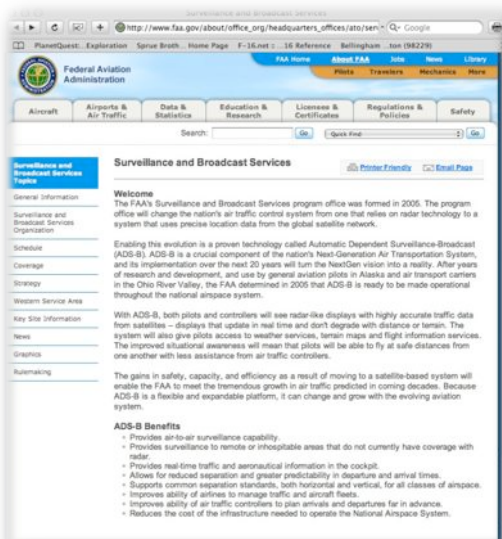
<http://www.chuckanutflyingclub.com/news.html>



Aviation Websites-ADS-B

ADS-B is the future of all of aviation. I looked around and found some websites with some of the basic information.

The official FAA site for ADS-B can be found at [WWW.ADSB.GOV](http://www.adsb.gov). It is pretty typical FAA but has some good introductory material and lots of information about how the system is being implemented.



AOPA has an introduction to ADS-B as well on their website at http://www.aopa.org/whatsnew/air_traffic/ads-b.html. This newsletter provides a good introduction to the system.



In *Flying* magazine J. Mac McClellan has a nice introductory article to flying with ADS-B that may also be useful. It was in the February 2008 issue of flying and is available at this website: <http://www.flyingmag.com/leftseat/890/ads-b-is-coming-what-is-it.html>

Local Fuel Costs January 6, 2009

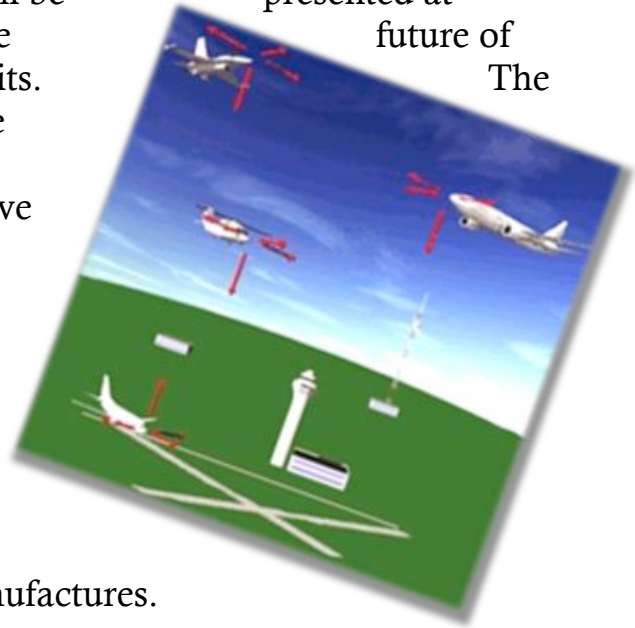
This month I used Airnav (<http://www.airnav.com/fuel/local.html>) to check local prices in the area on January 6, 2009. Although not half the cost of the summer prices like in car gas, finally there is a significant decrease. Now if the weather would allow us to fill the tanks and burn it off.

Airport / FBO		100LL, \$3.00 - \$5.75 average \$4.27
KBLI Bellingham International Airport Bellingham, WA	 	\$5 \$4.25 \$5 \$4.50 \$5 \$4.21 \$5 \$4.43 GUARANTEED AIRBOSS
4W6 10 NW Blaine Municipal Airport Blaine, WA	 	\$5 \$3.50 09-Dec-2008 index
74S 18 SW Anacortes Airport Anacortes, WA		\$5 \$5.75 17-Dec-2008 index
KBVS 20 SW Skagit Regional Airport Burlington/Mount Vernon, WA	  	\$5 \$4.15 \$5 \$4.15 \$5 \$3.77 \$5 \$3.77 GUARANTEED AIRBOSS
KEHR 28 SW Friday Harbor Airport Friday Harbor, WA		\$5 \$5.00 18-Dec-2008 index
KAWQ 43 SW Arlington Municipal Airport Arlington, WA	 	\$5 \$3.91 \$5 \$4.34 01-Jan index
OS9 48 SW Jefferson County International Airport Port Townsend, WA	 	\$5 \$3.99 \$5 \$3.99 01-Jan index 01-Jan index
KPAE 54 S Snohomish County Airport (Paine Field) Everett, WA	 	\$5 \$3.94 \$5 \$4.73 30-Dec-2008 index 06-Jan index

Monthly Speakers

January 8, 2009 *ADS-B, what is it? With speaker Vaughn Burgess of Definitive Avionics based at KBLI.*

Is this a requirement? How does it benefit me? What are the costs? Why ADS-B? The answer to these questions and more will be presented at January's safety presentation. ADS-B is the future of aviation air traffic control with many benefits. The presentation will look at the structure of the whole system down to the owner operator. Vaughn Burgess is the co-owner of Definitive Avionics. He had worked in the avionics field for the last 21 years. His experience started with the military and has worked the full spectrum of aircraft from the fighter jets to the Cessna 150. His true love is the GA aircraft that he has been working on for the last 10 years. Definitive Avionics specializes in top quality avionics installation and represent all of the top manufactures.





**North Sound Chapter WPA Control Tower
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**Deadline for the next issue is
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North_Sound.htm](http://www.wpaflys.org/Chapters/North_Sound.htm)
Articles for submission can either be e-mailed to:
landiswg@comcast.net
Or sent c/o:

HANGAR TALK

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Bellingham, WA 98229

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. Also offered, on a
voluntary basis, is a year subscription to the GA
News for \$25.

STATE DUES

_____ \$19 STANDARD

LOCAL DUES

_____ \$12 ALL

GA NEWS

_____ \$25 VOLUNTARY

TOTAL ENCLOSED

Please mail the completed form and check
(payable to North Sound WPA) to Paul Zosel,
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Willow Lane, Bellingham, WA, 98226.