



HANGAR TALK



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

FROM THE PRESIDENT'S HANGAR

Freedom of Flight-President's Message June 2008

The issue of user fees is coming to a head in Washington DC, as has the difficulty of having super FSS

stations across the country. Let's talk about both since they are tightly linked items.

User fees already have been in existence in Canada and

I and many of you have probably received a bill from using the IFR system on the Canadian side of the border. The controllers have always been great; the costs have not been too expensive, yet. General aviation is still healthy in Canada compared to many parts of the world, especially Europe and Australia.

It is also clear that enough money currently exists to modernize the air transportation system so the change in fee structure is not to cover costs, but to change the burden. It appears that the airline industry is the primary entity behind this change in collaboration with the current FAA administrator and the Bush Administration. So the airline industry moves costs

and puts an additional burden on its direct competition, with no net benefit to the aviation community. The political battle is just starting and we need to be sure to contact our representatives and senators to make sure they do not support the change in fee structure. Particularly disappointing to me is the canned response from Senator Maria Cantwell, clearly a case of being non-committal.

So what about the consolidated Flight Service System? Apparently there are 30-minute waits and a lack of response and local knowledge. Does this lack of

response now lead to a reluctance to make a phone call to file an IFR or VFR flight plan? I note that AOPA does not have much to say about this except they are monitoring the program, but of course AOPA was in favor of the consolidation and the transfer to the private sector.

Because of our vigilance as pilots and users of the airspace system we enjoy a freedom of flight almost unknown in the

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***"User Fees
are coming
to a head."***

FBO News

I'm starting off this article on a very serious note. All the local business owners on the field; along with all the local and incoming pilots to BLI..... need to listen carefully.

Anyone using the entrance gates to enter and leave the field should pay attention to this!!

TSA is currently taking critical steps to insure the security

systems on this field are working in compliance with their rules. The first and foremost issue is the security of the entrance gates.

There was a recent incident, whereby somebody went through a gate without stopping for the gate to close. A TSA agent was able to walk through unnoticed and made it all the way across the tarmac, through the security area, before he was stopped.

Consequently, we are now under significant scrutiny. Our BLI airport has become a security alert issue to TSA. No matter how you feel about it, they have no choice but to comply with their obligations.

How can we, as gate users, help correct the situation? Always remember to wait for the gate to

close behind you, COMPLETELY. Look in your rear view mirror and make sure no one is slipping through behind you. Report any suspicious activity to BLI Airport Operations @ (360) 739-1944. They are staffed 24 hours a day.

If we don't work together to help the current gate security system work, the system will be changed. I don't think the results will be that TSA will make it any easier for us. So, keep your eyes open to suspicious behavior; especially at the gates, and have the patience to wait for the darn things to close behind you. Thanks for listening; let's work together!

Bellingham Aero Flight School

now offers flight simulator training. We have a new Elite PI, 135 approved, Flight Simulator. This flight training device allows you to log 20 hours of instrument training towards an Instrument Rating...pretty amazing!

The cost to rent our Flight Simulator is \$45.00 per hour. If you'd like to come try it out or just learn more information, please give our Flight School a call @ (360) 671-2250. Talk with John or Sarah and they will set you up with our Chief Flight Instructor, Milo Stephens.

"New approved Flight Simulator"

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Bellingham Aero



Bellingham Aviation Services (BAS).

It seems that many of our Hangar Talk contributions involve welcoming, welcoming back, and saying goodbye. This one is no different. This month we welcome the addition of one fueler, one fuel truck, one airline, two rental planes, one consumer avionics manufacturer, and one aviation college. We welcome back one fueler, and one plane. We finally say goodbye to a winter that wouldn't let go.

On the fueling side of things, we're delighted to welcome Dave Morales, formerly the proprietor of The Bottle Shoppe, now the newest member of our line staff. He has completed the BAS fueler-training program and is quickly adjusting to the pace of summer. We eagerly anticipate the end of the school year when Nick Miller will be returning to work the line for the summer. An accomplished fueler, Nick has been working for Galvin Flying Service at Boeing Field while at school. It will be great to have him back.

You may have seen the orange A319 that has begun to operate out of Bellingham. You've probably already read in the Herald that it belongs to **skybusä**. We welcome this innovative airline and hope to contribute to their success. We are enjoying the challenge of meeting their fueling needs and

ambitious turn around times. We added an additional fuel truck to do so. I am adjusting to my new duties directing the flight school and have enjoyed reacquainting with many of you. We welcome the return of N3051E, and if our schedule book is any indication, so have many of you. For that I thank you. The factory - remanufactured engine is running great. I'd like to say congratulations to Scott Hamstra. Scott soloed

for the first time recently and is progressing toward his private. We have added two more Cessna 172's to our stable of aircraft. At their day jobs, they both fly for Northwest Sky Ferry, so they stay very busy. But

if N3051E is already scheduled, or if you'd just like to fly a 180HP 172, give us a call and we'll try to get you in the left seat of N9898Q or N510LP. If you'd like to pursue an aviation-related degree, whether an Associates, or a Bachelor, please stop by and talk with me. There is a way to get educational credit for flight training.

We pleased to announce that we are now a dealer for Paperless Cockpit. Paperless Cockpit produces an award-winning line of



"two more Cessna 172's"

From the President's Hangar

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rest of the world. Last month I took a visiting professor from Thailand flying up the Skagit River valley to the area around Concrete. We talked about the opportunity to do this just does not exist in Thailand or most of Asia. As a group and as members of WPA we need to make sure we defend the freedom of flight so that it remains a model for the rest of the world.

Safe Travels

Wayne Landis



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Bellingham Aviation Services

Continued from previous page

Electronic Flight Bags and accessories. Check them out at www.paperlesscockpit.com

For your 100LL needs, don't forget our Mid-Day Markdown between 1000-1400. You'll save 15 cents off the price from the truck. Stop by the office for charts or other pilot supplies. If we don't have, we can order it.

The weather seems to have finally turned and summer is arriving. Have a great time flying and fly safe. We'll see you around.

Jeff Eriksen



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WPA State NEWS

May 16, 2007

Volunteer Needed!

WPA State President John Dobson has informed us of the yearly board meeting. It is Friday evening and then Saturday June 30th in Yakima. WPA will cover the room lodging for Friday night.

Is anyone interested in attending? It seems like a lot of changes are afoot and it would be helpful to have someone from Bellingham there.

Please contact any one of our officers if you are interested in attending.

Wayne.



As I look to our next Board Meeting, The Yakima Retreat, June 29th and 30th, I want to make sure that everyone has a chance for input and dialogue before the meeting. We have a number of bridges to build. Please call me if you have any questions.

John F. Dobson
WPA State President
(360) 898-2319



Mr. John Sibold

Director of Aviation
3704 172nd Street NE Suite K2
P.O. Box 3367
Arlington WA 98223

Dear John,

The WPA elections are complete and the process of building the bridges begins. Our first bridge will be to our membership and the Chapters that support them. Our second bridge will be to the Department of Transportation, Aviation Division. Our association has not made clear to you and our members that if the WPA is to advance the interest of General Aviation in Washington State we need to form a partnership with you.

With that in mind my personal experience with the City of Shelton granting developers a request for 80 homes on the approach to RWY 23 opened my eyes. With our statewide membership we have the manpower to be ever vigilant at all 140 statewide airports. However, our organization is in need of a remedial course in Airport Land Use Compatibility. I have discussed this with Kerri Woehler, Aviation Planner, and she indicated a willingness to help.

On the weekend of June 29th and 30th the WPA will be hosting our Statewide Board Retreat in

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Important Please write your Senator in the next step to Combat User Fees May 29, 2007. Reprinted from AOPA Newsletter

ATTENTION PILOTS
THE SENATE FINANCE COMMITTEE NEEDS TO HEAR FROM YOU
ABOUT USER FEES

Because you reside in Washington you are being sent this special request to contact Senator Maria Cantwell a member of the Senate Finance Committee who will soon be voting on the FAA funding legislation.

While the Senate Commerce Committee recently passed S.1300, which places a \$25 "surcharge" – a user fee in disguise - the next step in the legislative process is consideration by the Senate Finance Committee. Even though this Committee cannot directly remove the surcharge from the bill, their action is important in AOPA's strategy to have the user fee removed during consideration of the bill by the full Senate. The Finance Committee is responsible for setting taxes, not fees, and is a critical link in maintaining this country's almost four-decade system of efficiently collecting aviation taxes. Your Senator must hear from you now because hearings in the Finance Committee will likely be held in mid-June, with a vote prior to the July 4 Congressional recess.

1. Reject the Commerce Committee idea of a "surcharge" – the start of User Fees to fund aviation.

2. Continue to fund the system through efficiently collected excise taxes.

3. Question why there is the suggestion the airlines cease paying their 4.3 cents a gallon fuel tax, the only aviation tax they pay themselves.

Write and fax a letter immediately making the following expanded points and send it on your personal or business stationary. This is the most effective way for you as a constituent to make your opinion known:

1. Introduce yourself by describing how you use your pilot certificate.

2. Express your strong opposition to the \$25 air traffic control modernization surcharge user fee contained in S. 1300 as approved by the Senate Commerce Committee.

3. User fees for any segment of the aviation industry must be rejected by Congress and are a first step toward privatizing the air traffic control system and will eliminate air transportation access and price you from flying into many communities across the country.

4. Urge their support for continuing using aviation excise taxes to fund modernization of the air traffic control system. This is supported by statements from the Congressional Budget Office, General Accountability Office, and the Department of Transportation Inspector General who have all said the tested and proven system of aviation taxes can provide the needed financing for the aviation improvements.

5. The Aviation Trust Fund supported by taxes on aviation users under jurisdiction of the Senate Finance Committee, not new funds under other Committees, is the best way to pay for aviation improvements.

Continued from previous page

6. Conclude by saying that you oppose any attempt to cut the only tax the airlines pay themselves by eliminating their 4.3 cents per gallon fuel tax. If money is truly needed to modernize the aviation system, then why give the airlines another huge tax break?

Please send your letter by facsimile (the fastest and best way to communicate in writing with Congress) and follow-up by mailing it to:
Senator Maria Cantwell

U.S. Senate

Senate Dirksen Office Bldg., Rm. 511

Washington, DC 20510

Fax number 202/228-0514

For more information and the latest on the FAA funding issue, visit AOPA's special Web page <http://www.aopa.org/faafundingdebate/>

Thank you for your help — your fellow pilots are counting on your action.

Phil Boyer

AOPA President

P.S. Please be sure to send us a copy of any letter or response you receive from your Senator. You can email it to faafunding@aopa.org or fax it to 301/695-2372.



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Bellingham Aero Flight School

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Bellingham Aero Flight School will soon be offering a late 90's model Cessna 172 for rent or flight instruction. She is beautiful and will be equipped with 430 Garmin Gear, which is really a plus! We should have her on line next month.

Stop by and visit our Cessna Pilot Center flight school. We offer a wonderful, well-structured training process that will amaze you. If you've come down with a case of the "fly bug", or know someone who has, send them to us and we'll help make their dreams come true.

Bellingham Fuel Service is still training new employees for the busy season. We'd like to welcome Neil Phillips, Brent Smith, and Cale McCulloch. They're all excited to be here and we're happy to have them

In the last few newsletters, I have mentioned if you decide to go on account with us we can give you a better deal on fuel. Apparently the message is getting out, as I have opened many new accounts thanks to the WPA Newsletter. I appreciate it very much.

All of us at Bellingham Fuel Service want you to know we are here to please you, so expect the best from us. Our customer service is the greatest and we guarantee you we will meet all your aviation needs. Remember, we have the Government Contract on the field if you work for a government agency; just ask for Bellingham Texaco.

If you're headed to BLI, call 1-877-671-AERO (2376) and we'll give you great service and the best fuel price possible. If you need pilot supplies, a courtesy car, or help with customs information, we are here to help you.

Bellingham Fuel Service always offers a great variety of food and beverages, and if you call ahead, we'll bake some warm chocolate chip cookies for you upon arrival.

The entire Bellingham Aero staff sends sincere thanks to everyone for all your continued support. We really appreciate your business and we truly appreciate YOU! P.S. (I've begun a brand new chapter in "As the Propeller Turns". I'll keep you posted!

Linda Marrom
Marketing & Sales
Bellingham Aero Inc.



Sibold Letter

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Yakima. We would be honored if you might be able to attend. We would also welcome Kerri and or John Shambaugh. The subject of airport preservation is so critical to us we would welcome any input from your office.

The Long-term air transportation study (LATS) is another major issue on the minds of our 1000 plus members. From the April 2007 LATS Update, General Aviation represents 82% of 2005 total aircraft operations in Washington State. And, GA is the predominant or only activity at 122 of Washington's 140 public use airports and GA is expected to grow by 44.1% by 2030. RCW 47.68.410 makes clear the participants and the purpose. As the Washington Pilots Association is the only State based organization that represents the interests of General Aviation in the State we believe that both members as stated in paragraph (1) item (d) "two members of the general public . . . from western Washington and . . . eastern Washington", should be members of the WPA.

I would personally be honored to serve. However, given time I am sure that we can locate other candidates that are equally versed on all aspects of General Aviation and quick studies of Phase 1 and 2. Please advise your staff to send applications to the address below.

If I can help in any way on LATS or any other projects please let me know. And let me know if we might see you and or your representative(s) at our June retreat.

Sincerely yours,

John F. Dobson
President
Washington Pilots Association



Washington Pilots Association North Sound Chapter



June Meeting Speaker

Lee Harman

Will be presenting:

"1990 World Vintage Air Rally"

Conceived to honor the 70th anniversary of the McIntyre and Parrer's opening of the Royal Mail Service between London and Brisbane, Australia, in 1920. 13,100 NM.

Two NSC members are now the proud owner of the Cessna 140 that Lee used to participate. Come see and learn about Lee's amazing 57 day journey.

When: Thursday June 14th. Doors open at 6:30pm

Time: 7:00pm

Where: GA Terminal Conference Room.

Everyone and Anyone are welcome to attend.



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
Saturday June 30th.*

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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)

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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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_____ \$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.



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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.

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