



# HANGAR TALK



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

## FROM THE PRESIDENT'S HANGAR

October was an interesting aviation month for the local region. On October 9th the Blaine City Council voted 4-3 in keeping the airport and moving with the development plan. There were a



number of North Sound members at the meeting with several presenting their point of view in a 3-minute opportunity. Jim Smith, president of the State

WPA, and Colleen Turner, Communications Officer, both traveled to the meeting to provide additional viewpoints.

Among the speakers and council members there were two clear points of view. From where I was sitting there was often a misunderstanding of the role of a FAA airport in small city. The fact that an upgraded Blaine Airport can serve as a gateway to the National Airspace system is unappreciated. Very Light Jets have a tremendous potential to enable small communities to be hubs of new business. Part of this misunderstanding may be because of commercial interests, but also may be due to the lack of communication by the aviation community.

That brings us to my major point this month. The North Sound Chapter and the State need to do what we can to promote general aviation and to communicate the importance of the industry to our society. As part of this effort the State WPA and the North Sound Chapter have placed an add in the Northern Lights that is reproduced in the newsletter. Jim Smith also submitted a letter to the editor that was also

placed into the paper and can be read at [http://www.thenorthernlight.com/editor\\_letters.html](http://www.thenorthernlight.com/editor_letters.html). Our mutual goal is to keep the lines of communication open on this

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**"do what  
we can to  
promote  
general  
aviation"**

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matter.

November is the month for elections, please fill out your email ballot and send it in. Remember that December is our Christmas party. Please bring a toy for Toys for Tots. See everyone on Thursday night.

Wayne Landis



## Bellingham Aero FBO News

Bellingham Aero Flight School has been bustling with activity as we attempt to change over to a Cessna Pilot Center.

Thanks to Harlow Friday, Milo Stephens, Matthew Monson and our office staff, we're up and running smoothly. Personally, I'm impressed with the structured learning program and

all the perks involved with being a Cessna Pilot Center. If you know any aspiring pilots, tell them to come by and learn about this new program. And don't forget, the gift of flight would be a wonderful Christmas present!

Our flight school will soon offer some new choices in aircraft rental. Come see the beautiful 2006 Cessna 172 SP with Garmin 1000 gear. We are renting her for \$159.00 an hour wet, with no fuel surcharges. We are also acquiring a newer Cessna 182. I'm not sure of the rental price quite yet, but it will be a very good deal. This is a great aircraft to rent for those farther destinations.

Come by and see all the wonderful improvements we're making. On these cold, blustery days; take the time to stop in

for some great conversation and hot coffee or cocoa. Don't forget our 1<sup>st</sup> Saturday of the month Weenie Roast. Even when the weather is bad, we still barbecue so come and enjoy the hangar talk.

Bellingham Fuel Service is keeping busy even with the season slowing down. Our Department of Defense contract, Delta Airlines, Heritage Flight Museum, and all our local accounts are keeping us busy. We are truly grateful to all of you who help support our business.

Our Fuel office remodel project is on hold, as we have shifted our energy towards some other prospects and opportunities. Come by and

visit; the office is always full of pilot chatter and there's always fresh hot cookies and coffee available. We also offer various

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**"C-172 SP  
with  
Garmin  
1000 "**

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Costco microwave goodies. We guarantee you our very best in customer service.

The Heritage Flight Museum will hold a special Open House for Veteran's Day on November 11<sup>th</sup>. They also will have an Open house on November 18<sup>th</sup>. The October event was just spectacular. Many friends of the Anders family flew their Warbirds up here and there were some beautiful aircraft and spectacular fly-bys.

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Bellingham Aero



## FBO News

### Bellingham Aviation Services

As I write this October is coming to a close. With a few exceptions it has been another great flying month.

Bellingham Aviation Services (BAS) would like to welcome Todd Ketcham on board as a flight instructor. Todd is currently a student at Western and is instructing here when he is not in class. He is already proving to be a great addition to our staff.

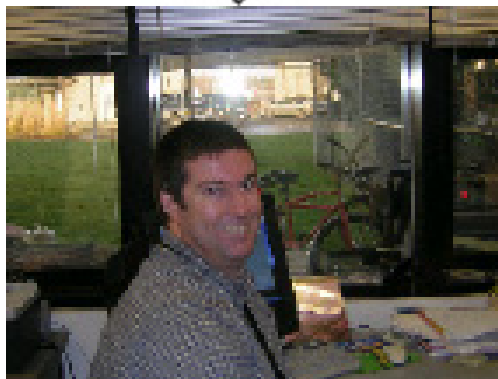
I mentioned the new G-1000 equipped 172 in the last issue of Hangar Talk. It has taken longer than I expected for it to come on line, but we have almost all the details worked out and have started getting our instructors checked out in the airplane. We have rental prices worked out and I expect that by the time you read this we will be renting the airplane. If you do not have any G-1000 experience yet you do not know what you are missing. Give us a call to schedule your "glass cockpit" check out.

With winter weather on its way and the weather computer seeming to be continuously moving, BAS has decided to set up our own weather computer. We have a dedicated computer with Internet access and a working printer for pilots to use. We also have a comfortable quiet area for pilots to relax. Please feel free to make use of these facilities.

Pilots are getting to know our new ARINC frequency, and those that are using it appreciate having a dedicated, quiet frequency to get in touch with us. For those of you who have not heard, BAS can now also be reached on 131.3 MHz. We will of course still monitor the U n i c o m frequency, so you will also be able to contact us there also.

On the fuel side we are enjoying seeing the 100LL prices continuing to decrease. We now have self-serve 100LL under \$4.00 for the first time in quite a while. Our popular Mid-day Markdown is continuing on the fuel side. We continue to offer 15¢ per gallon discounts off the posted full-serve price everyday from 10:00 am until 2:00 pm for fuel from the truck.

Martyn Harris  
Chief Flight Instructor



# David Kroontje

By Chip LaPlante

*After leaving his electrical business to become a full time pilot, NSC member David Kroontje has flown many aircraft types. As a dedicated pilot and CFI, he is always willing to help anyone who asks.*

**Age:** 51

**Height and Weight:** Too short and too heavy.

**Birthplace:** Bellingham

**Marital Status:** Married to Nancy 31 years.

**Children:** 1LT Dayleen, '03 USAF Academy Civil Engineering Grad flies Boeing C-17s out of McChord AFB with the 7<sup>th</sup> ALS of the 62nd AMW.

2LT David '05 USAF Academy Mechanical Engineering Grad currently is flying the Raytheon T-6A in AF Pilot Training at Vance AFB, OK.

USAF Officer Candidate and '04 BA & '06 MA Gonzaga U Grad Devi reports to Officer Training School at Maxwell AFB, AL on 27 Nov to begin training that will lead to commissioning as an AF 2LT wearing the wings of Combat Systems Officer (navigator).

**Occupation:** ATR-42 and ATR-72 Captain with the FedEx Feeder Empire Airlines.

**Education:** Nooksack Valley High School Grad. BS Industrial Technology, WWU. Graduate of TWA/FlightSafety Advanced Flight Crew Training Program. Graduate of the LaPlante school of professional airmanship <grin>!!



**Hobbies:** Ham Radio, flying, camping, hunting, fishing, shooting, CAP, serving as USAF Admissions Liaison Officer for the Air Force Academy and AFROTC.

**Pet Peeves:** Government bureaucrats who don't treat members of the public like paying customers.

Our society's willingness to lazily accept a diploma or certificate as a credential superior to practical experience or innate or self-taught ability. Inconsiderate people (drivers, pilots – you name it).

**Year of First Solo:** April 15, 1973

**Where:** BLI under the watchful eye of consummate instructor Craig S. Foltz.

**Own or Rent:** Former owner – now I get paid to suffer the affliction!

**Home Airport:** Bellingham (BLI)  
**Licenses and Ratings:** ATP MEL, Type Ratings in ATR-42, ATR-72, F-27; Commercial SEL & SES. CFI ASE and Instrument Airplane.

**Total Time:** 5,000 hrs.

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## **WASHINGTON PILOTS ASSOCIATION**



**To the Blaine City Council,**

**Thank you for your vision for the Blaine Airport and for proceeding with the proposed safety and runway improvements.**

**We understand that it was a difficult decision and appreciate your sincere efforts to listen to both sides of the issue. We applaud your courage to support the airport.**

**Your decision will enhance the status of Blaine Airport as an important part of the air transportation system of Northwest Washington and as an economic engine for Whatcom County and Blaine.**

**Wayne Landis, President  
North Sound Chapter  
Washington Pilots Association**

**Jim Smith  
State President  
Washington Pilots Association**



**C-182  
PA28-161**

**Well maintained,  
hangered, IFR  
aircraft.**

## OTHER NEWS

### **Bellingham Aero**

*Continued from page 2*

Renee Pfeiffer and I will be hosting the event for November, so come visit us! The door opens at 11:00 and they usually start flying before noon.

Many thanks to all the local business people and aviators who have shown concern and given me support regarding my "latest episode" at BLI. I really do appreciate all of you.

Until next month.....Have a wonderful Thanksgiving.

Linda Marrom  
Marketing Director  
Bellingham Aero Inc.



### **The Road Back**

Royal V. Sefton, II

In July of 2005 I had bypass surgery performed at St. Josephs Hospital in Bellingham by Dr. James Douglas. Dr. Douglas heads the Cardiac program at St. Jo's, and is a very good surgeon to have work on you.

During the recovery phase following surgery, I developed a severe Staph infection. This occurred in spite of the best efforts of the surgical team to protect me from contamination. Whatever the cause, it meant a second stay at St. Jo's and two more operations to clean the infection from my chest.

To put it in perspective, I spent four days total having the By-

Pass surgery, and twelve days receiving in-patient treatment and surgery to save me from the Staph infection ravishing my body. Believe me when I say those were the twelve worst days of my life! I endured two more operations to my chest, which ultimately removed most of my sternum, and was put on I.V. anti-biotic to kill the infection.

Following my release, I was kept on antibiotics, which were administered by my wife via an in-place pick (sp) line in my arm thence into my chest. This course of treatment persisted for a total of over five weeks until my body rebelled, treating me to a regimen of chills and high fevers. Finally we decided that I couldn't continue with this course of treatment, and we stopped it.

I then continued seeing an infectious disease specialist, Dr. Tomlinson, for the next two months, with weekly blood tests to see if the infection was gone, and my blood work was returning to normal. Thankfully it was and the infection was determined to be gone. At the end of the two months, I was released from the weekly visits and told to return if I had further symptoms.

I've related the above narrative to lay the groundwork for my reapplying for my 3<sup>rd</sup> class medical to resume flying solo. I had initially decided that I would probably not return to flying, and had in fact sold my Piper Colt. After I had sold it, I was

*Continued on next page*

## ***The Road Back - Continued***

encouraged to reconsider by friends who sent me copies of AOPA press releases concerning the FAA's claim that they are making it easier to reapply for medical certification, following what they call a Cardiac event. Since I had the added problem of the Staph infection I had a slower recovery process, and waited a year before making my application to have my medical reinstated.

I filed the paperwork with the FAA Medical Branch via Fed-Ex which they received on July 7, 2006. After waiting over a month, I contacted the AOPA and they made an inquiry with the FAA and were advised that they were in the process of writing me a letter requesting more information.

After waiting over a week, I contacted the AOPA again, and they called the FAA who claimed that they needed to secure a doctors signature before they could send me the letter! On the 4<sup>th</sup> of September I finally received the letter which incidentally was dated the 29<sup>th</sup> of August and posted on the 30<sup>th</sup>. The FAA gives you thirty days to respond or they will close your file with a denial of your application.

After getting the additional information they required, I again sent it to them via Fed-Ex, and the waiting began again. I contacted the AOPA once again and was told the FAA needed additional information. It appears they review the whole file and search for other items to be further explained. I have

obtained the report from the Cardiologist they requested, and have sent that to the FAA, and as of today October 17<sup>th</sup> I am still waiting. I talked to AOPA today, and they say the FAA claims my file is in the hands of the doctor, and I should hear something in the next week or so. This having been nearly four months since I started the process.

The FAA Administrator, Marion Blakely, has recently on several occasions stated that the average turn around time for a medical special issuance is sixteen days. Personally I find this hard to believe given my experience with the system. Being told on the 18<sup>th</sup> of August that a letter is being written, and then that a signature is needed, and finally seeing the letter on the 4<sup>th</sup> of September, with the letter dated the 29<sup>th</sup> of August makes me question the veracity of the people working for the FAA.

In retrospect, I would probably not apply for a special issuance; instead I would opt for the Light Sport option. I know that I am healthy enough to operate an aircraft safely, and have no desire to operate one if I am not. I am very concerned that the system as it is being run is outdated and leaves us totally at the mercy of an organization which is out of step with medical advances. I have now made an irrevocable step, if my application is denied; I am precluded from taking the Light Sport option!

*Continued on next page*

## ***The Road Back - Continued***

The wait is over, on October 26<sup>th</sup> I received a FAX from the FAA in Oklahoma City via AOPA advising that I have been granted a Special Issuance; which allows me to take a 3<sup>rd</sup> Class Physical from my AME.

On Monday October 30, 2006 I passed my physical and have been issued a 3<sup>rd</sup> Class medical noting that it is not valid for any class after October 31<sup>st</sup> 2007. I will have to submit whatever documents the FAA determines they need to allow me to take another physical in October 2007.



### **Pilot Profile**

David Kroontje

*Continued from page 4*

**Brief Flying History:** Private pilot in 1973, flew every airplane I could get my hands on before departing to USAFA in 1974. Became medically disqualified for AF pilot training while attending USAFA, returned home to continue civilian flying training. Got commercial and ME, got married and ran out of money. Returned to flying in 1988 by teaming up with old friend Chip LaPlante with whom I completed the rest of my ratings while operating an electrical construction company and raising kids. As the last of the kids left the nest for USAFA, in 2001 I got back to flying by signing on as a F-27 FO for Empire. Upgraded to ATR captain in 2003 and have been plying the icy skies of SE Alaska

and the western U.S. since. Have logged time in 46 aircraft types. Working with Chip trained my 2 AF pilot kids who now get to teach me what they know in their airplanes (have flown the T-1, T-6A, F-16 and C-17 sims with the kids).

**Life Philosophy:** A recent epiphany led me to conclude that life is more precious and more time-limited than I had previously realized. A life should not be squandered but, rather, lived well. Each of the living stands on the shoulders of a thousand generation of ghosts whose legacy of life – us – has an obligation to carry on with positive purpose, dignity, compassion and concern for posterity.

**Flying Philosophy:** Never hesitate to say “no” when you “know” that you should; as you must, do say “no” to dispatchers, passengers, employers, friends, family, ATC, the FAA...

And, paraphrasing Jonathan Seagull, the most important thing in living is to reach out and touch perfection in that which we most love to do – to fly!

**What do you like most or least about flying?** I most like the satisfaction of safely and efficiently completing a flight knowing that in many ways the flight’s outcome is dependent on my mastery of the art.

**Who has been your pilot mentor?** Two really – UAL Captain Craig Foltz and “mister flight instruction”, Chip LaPlante.

*Continued on next page.*



## Pilot Profile

David Kroontje

*Continued from previous page*

**Explain David in five words or less:** Pretty good dad; OK husband

**What is your most significant life achievement?** Rearing three kids who all appear on track to leading positive and productive lives.

**What are your flying goals?** In a frontline fighter do continuous vertical rolls in full AB climbing from 1500 AGL to FL200, stop the roll, pull inverted for 10-15 seconds and then pull into a vertical, rolling descent to level off at 10000 MSL (I've done it in the sim but somehow don't think that it's quite the same). Finish my commercial helicopter rating. Build an RV-7.

**What safety item do you think is most important or most often neglected?** Failing to establish and adhere to personal flying limits. Knowing when to say "no" or "whoa" and then uttering the words and completing the action.

**How did you become interested in flying?** Blame it on my dad, Milton Kroontje, who used to bring his young son out to BLI to walk the flight line and watch airplanes (when BLI was a friendly place with an Airport Café and when it was fenced more like a play yard than a concentration camp).

**Any suggestions for students?**

If professional flying is your goal internalize the concept that airplanes are built to go places and the pilots go along too (often for extended periods of

time and at unpleasant times of the day/night). Fly for a living only if, as famed philosopher Joseph Campbell said, "it is your bliss." Otherwise, accomplish yourself in other ways and fly for fun. Even if flying for fun, emulate the best professional pilots and flight instructors that you see. At 500 hours I thought I knew everything about flying; at 5000 hours I realize how little I really know. So, commit to continuing your flying education for as long as you fly.

**What's the toughest thing to do in flying?** Toss-up answers: 1) Consistently make really good landings, 2) Be thoroughly prepared for likely eventualities on every flight.

**I fly because...**

I was terminally infected at an early age by what my friend Capt. Robert S. Ames (who retired from American Airlines with seniority number 2) identified in his book *Thunder Down the Runway* as the bacilli "aetherius avidus", a.k.a. the "flying bug".



## North Sound Chapter Elections

It's election time again for the elected positions of our chapter. E-mail ballots will be out very soon I hope.

Results will be announced at the next meeting. Be sure to attend to find out who our next officials are.



# Washington Pilots Association North Sound Chapter



## **November Meeting** **Civilian Air Search and Rescue** **from** **British Columbia**

**Will be here to talk procedures and  
common errors that pilots make.  
What pilots can do to make it easier for  
them and for you.  
Aircrash Survival  
Don't miss this one - it should be good.**

When: Thursday November 9th. 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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and just about anyone willing to help!

*Deadline for the next issue is  
Tuesday November 30th.*

### 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 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 Mike Holl, North Sound Chapter Treasurer, 259 Friday Creek Road, Bellingham, WA 98226

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