



HANGAR TALK



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

FROM THE PRESIDENT'S HANGAR

I am sorry to have missed our June meeting; I was recovering from having my left Achilles tendon put back together. Something about not being close to thirty anymore and playing basketball was mentioned by

the physician. Well thanks to Gary Oaksford and Paul Zosel I have been flying a few times during the recovery process and today took my first solo flight of the summer. It is great to be back at the airport and seeing old friends again.

There are three items in this newsletter. First is an update on things happening at the State and Chapter levels. Second, I went to China in August and have a bit of a travel log on that. Finally, I prepared a six-month summary of chapter happenings for the State WPA newsletter but apparently many of our members did not see it. It is reprinted here just to remind us how busy we are as a chapter.

This message is an update on the last WPA board meeting, which I attended by phone this last Saturday, August 19. I also have two outreach possibilities that we

should address as a Chapter.

At the State level the board is discussing playing a more activist role in support of general aviation. One of the attendees mentioned being a statewide AOPA in the breadth of this mission. Apparently the Alaskan equivalent WPA plays a very activist role in aviation matters in that state and that may be a model as well. The Washington WPA board is

"WPA plays
a very active
role"

preparing a statement of priorities as well as a budget to meet them. I am sure that we will be hearing more about this in the next six months. There are

also plans to have the annual WA WPA meeting in the spring months instead of being tied to the Aviation Fair. The concern is that the meeting is a bit of a sideshow to the extensive exhibits and other presentations.

Our chapter also has some possibilities of further engagement and activism.

Last year we sponsored a \$1,000 scholarship for a Big Bend student from Bellingham in support of his aviation program.

Continued on page 5



FBO News

Bellingham Aero

Today is September 1st and I, as most Washingtonians, am clinging to every upcoming warm

and sunny day. It's hard to let go of the chaos of a full tarmac and a bustling flight school, as we slowly wind down to our typical winter lull.

Bellingham Aero is more than grateful that our

business grew so rapidly throughout the summer, and we appreciate our local clients and all the customers we've met along the way.

Bellingham Aero Flight school has been full of activity with students from our last ground school class. Our next Private Pilot ground classes begin September 13th and run for 10 weeks, from 6-9 p.m.. There is only room for a few more students, so if you're interested, contact Jody Johnson at (360) 671-2250.

Our entire staff is proud to welcome Milo Stephens, Matthew Monson, and Brad Bridgman to our flight instructor staff. They are all wonderful, so if you're interested in learning how to fly, come by and meet them. We also do rental check outs, Flight reviews and currency work.

Congratulations to Clark Peterson, (instructor, Chip Laplante), Dan Whittaker, (instructor, Brad Bridgman) and Gert Christianson, (instructor, Milo Stephens) for soloing with flying colors!!!.

Bellingham Aero is planning to add another aircraft to our current fleet. If all goes well, we will have access to a brand new 2006 Cessna 172 SP with Garmin 1000 gear by the 15th of September. She is beautiful! We plan to share rental of this aircraft with a new outfit on the field, so make sure you call ahead to guarantee availability. There has been a huge demand for newer aircraft

and floatplane instruction. We intend on offering Float instruction by Spring 2007.

See Bellingham Fuel Service exceeded all expectations in fuel sales for the last 6 months. With our

recent Department of Defense contract, our new airline, Delta / SkyWest, and all the return Jet and avgas customers, we are doing great!

Our fuel service now has the entire office in the General Aviation Building, located on the south side of the tarmac below our Bellingham Fuel Service sign. We're thrilled to expand, as we have all worked together in very close quarters for quite some time.

Continued on page 4

Bellingham Aero



Bellingham Aviation Services

It has been a busy summer at Bellingham Aviation Services (BAS). The flying weather has been great and we have been keeping the flight school, fueling, and maintenance and avionics shops busy.

First we would like to congratulate Doug Fenton on passing his instrument rating check ride with Rick Luke. Now he will be able to get his RV-8 in the clouds! Be sure to congratulate him the next time you see him.

In the maintenance shop we say goodbye to both Ken and Pat. Ken has moved to Reno where his wife has been accepted into a PhD program and Pat has moved to Chicago to be closer to his family. They will both be missed and we wish them well in their new endeavors.

We are very happy to announce that Scott Bethke has joined BAS as Director of Maintenance. Scott has been working at BLI for many years and brings with him maintenance experience with both piston and turbine powered airplanes and helicopters as well as a great deal of flying experience. If you are one of the few people in Bellingham who has not met Scott be sure to stop by the shop and introduce yourself.

In the fuel office we also welcome a new face. Derek Pickens joined us in July and has become a great new member of what is already a top-notch team.

Also on the fuel side our popular Mid-day Mark down continues. For those of you who do not know this happens every day between 10:00 and 14:00 and is when we markdown the 100LL fuel price out of the truck by 15¢ off the posted price. BAS is doing all it can to keep flying as affordable as possible in these times of high fuel prices.

"Mid-day
Markdown
10am to
2pm."

As always feel free to drop by and say hi to us at BAS. We always have fresh coffee waiting and now often have warm cookies, too.

Martyn Harris
Chief Flight Instructor



Airport Trivia

Excluding military, how many control towers in the state?

Answer on page 6



Bellingham Aero

Continued from page 2

The process of redecorating and making some comfortable changes and additions has already begun. If you're flying into BLI, stop in for some warm chocolate chip cookies or a snack, or to use our courtesy cars. The smiles are free! You don't have to buy fuel from us to get the royal treatment!

To get a bit off subject, (addressing the BLI local "family"), there have been some wild stories floating through the BLI rumor mill recently. I mean mind boggling bologna. Nothing, and I mean **Nothing, stays a secret** on our airfield for very long..... not in this tight knit aviation community . If what I've heard from everyone is true, I'm astonished how the powers of greed and fear drive people to take inconceivable actions towards others. I have a strong feeling there'll be a third chapter to, "***As the Propeller Turns!***"

I love my job at Bellingham Aero, and I , along with our entire staff, am grateful for all our loyal clients on the field. Competition is great. I personally love it, but it is very challenging to have two Fueling businesses and two flight services to the San Juan's competing out of the General Aviation Building.

According to my research, BLI may be the only airport in the United States that is set up this way. Other airports have FBO's located on different areas of the airfield, so the incoming pilots are aware of their choices.



With two fueling outfits competing out of the same building at BLI, it becomes extremely challenging. Both companies are competing on the same lines, trying to flag in incoming aircraft traffic. All the flags and wand waving can be very confusing to pilots and I'd have to say about 99 % of them don't understand there are two fuel businesses here. However, not one of my clients or their pilots has ever walked away upset about it.

Bellingham now has three major airlines at the main terminal and I've heard seats are being added to all of them. Our airport is rapidly becoming busier. The world of competition here might be difficult, to say the least, but it keeps the fuel prices down, airfares cheaper, and increases the drive for businesses to provide the best customer service possible.

Until Next month,

Linda Marrom
Marketing Director, Bellingham Aero Inc.



From the Presidents Hangar

Continued from page 1

There is interest in maintaining this scholarship and eventually making it a self-supporting fund. I have also heard making the scholarship available at Whatcom Community College when the aviation program becomes involved in flight training. Our budget is sufficient this year to make an additional contribution to Big Bend. In order to make such a fund self-supporting at a particular community college there has to be enough funds so that the principal is not affected. At a 5 percent return (about a current 1 year CD) it takes \$20,000 in the bank to support a \$1,000 a year scholarship. This means that a considerable fund raising effort is necessary. The nice part about having a sponsored scholarship at a community college is that the university or its foundation takes care of the administration process. Royal Sefton has been a key player and you should contact him if you are interested in fund raising or other scholarship related issues.

Our Vice-President Jim Laird attended the Arlington WPA meeting in my place last July since I was still on crutches. One of the chapters has a Fly a Teacher program. Apparently the members spend some time with teachers introducing them to aviation, and then each gets a ride in a small aircraft. This would be an interesting program for Bellingham and other school

districts science and math teachers, and others wanting to learn about aviation. It would be a chance for us to dispel misconceptions about aviation as well as providing information to kids about small aircraft. I see this as a great opportunity for our chapter if we can pull together the manpower and facilities.

Well that is it for this edition. See everyone at the September meeting.

Wayne Landis
Fly safely



Aviation Egress Systems:

will be starting our cross Canada Tour in late September 2006. Before we head off I would like to offer training for any of you who have expressed interest here in Victoria.

At present we have a course scheduled for Friday September 22, 2006 with 5 seats open, in the event further dates are required we will try to open other classes.

Please let me know if you are interested so we may secure a training date for you.

Bry The Dunker Guy

Bryan Webster

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North Sound Chapter Washington Pilots Association WPA Arlington Newsletter

The spring has been an exciting one for the North Sound Chapter of WPA based in Bellingham (BLI) Washington. We have had members in the national media, a publication award, and great speakers at our monthly meetings.

Member Paul Cullman and his Curtis Wright Junior were featured in the June issue of AOPA pilot magazine in an article written by Barry Schiff. Paul is based at Meadow Mist and Barry Schiff flew out of there for the photo shoot last August. Several North Puget Sound members also visited and we had a great barbecue and flying experience. Mr. Schiff was gracious, answered our many questions, and was great to meet in person.

Our chapter newsletter, Hangar Talk, was selected as the best chapter newsletter awarded at the February WPA meeting. Hangar Talk is edited by Chip LaPlante who has done a great job. One of the most interesting features is his interviews with various members about their flying backgrounds, interests, and why they fly. These vignettes reveal our membership as very diverse group, businessmen, physicians, former policemen, professional pilots and even a professor, united by a love of aviation.

The highlight of our monthly meetings this spring was the breadth of topics covered by our invited speakers. In March Harold Hutchins from the Seattle FSDO gave a very dynamic presentation on the changes to the FAST program and "Wings". One of the most scenic and thought provoking was Kent and Linda Bergsma discussion of their adventures as flying missionaries in Irian Jaya, Indonesia, part of the island of New Guinea. The airfields were small, some had grades that were amazingly steep, and every afternoon there was a thunderstorm that you did not want to be caught in. May brought Brian Durham from the FAA Northwest Mountain region to discuss the latest on runway safety. Lastly, John Black of the Spokane FSDO discussed flying in and out of the unimproved airports common to Idaho and the Northwest. Some of the approaches to these high altitude airports have to be seen to be believed. Maureen Griggs does a great job in arranging for these speakers with many of the presentations have counted as the ground portion of the Wings program.

The airport concerns in our region are those of Blaine (4W6) and Anacortes (74S). Blaine has been threatened by closer and development, but this seems to have been averted. In fact there are plans to upgrade the airport funded in part by the FAA so that it will

Airport Trivia

Answer from page 1
There are 13
civil control
towers in the
state.

North Sound Chapter Washington Pilots Association WPA Arlington Newsletter

Continued from previous page

somewhat longer and displaced slightly to the south. These improvement will make Blaine a more attractive general aviation facility in time for the Vancouver Olympic games. Anacortes has long had controversy associated with the facility and is the home of one of the newest WPA chapters. Many of our members including Jeff Geer, Paul Cullman, Royal Sefton, Jim Laird and Wayne Landis attended the June 3 Open House to show our support. The open house demonstrated the vigor of general aviation in our region, filling the airport so that taxiway space had to be used for parking.

In order to support the development of general aviation, the North Puget Sound chapter has also been providing scholarship funding. This last year we provided a \$1,000 scholarship for Big Bend Community College and plan to support students in the future. In the future we plan specific scholarship drives to increase the amount of available funding.

That is it for now, Wayne Landis

President, North Sound Chapter

Reprinted from the WPA STATE NEWSLETTER



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FROM THE AVIONICS SHOP

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I hope everyone had a great summer flying and enjoying the beautiful weather we had. For us in the avionics shop, it was a FANTASTIC summer thanks to all of you !! We've had a very busy summer doing IFR and VFR certs, avionics panel upgrades and installing new Garmin equipment. We really appreciate your business!!!! We've had some changes in the shop during the summer, Scott Bethke has joined us as Director of Maintenance at Bellingham Jet Center. We are thrilled to have Scott on board, and as many of you who know Scott, he has been working and flying at BLI for the past 17 years. Scott is an A&P with an IA (Inspection Authorization) and holds many different types of pilot ratings. We are looking forward to working with Scott as we move forward to build our aircraft maintenance business to include turbine powered aircraft. Welcome to Bellingham Jet Center Scott !!

NEW DEALERSHIPS

As promised, we've been busy setting up new avionics dealerships over the summer and are pleased to announce the following new product lines and companies we now represent.

Avidyne / Ryan

FlightMax EX500 Multifunction Display
FlightMax EX5000 Large Format Multifunction Display
MHAS6000 Multi-Hazard Avoidance System
TAS600 Traffic Advisory System

S-TEC / Meggitt

System 20, System 30, System 40, System 50, System 55X, System 60, System 60-2, System 65 Autopilots
GPSS (GPS Steering System)

MAGIC®

(Meggitt Advanced Generation Integrated Cockpit)

Shadin

Airdata Computers, Fuel Flow Management Systems, Fuel Flow Transducers, Altitude Management, Engine Trend Monitors, Encoders

NEW GARMIN PRODUCTS

This year at Oshkosh, Garmin announced three exciting new products.

GPSMap 496 - Garmin is excited to announce a new top-of-the-line addition to our family of industry-leading GPS portables. The GPSMAP 496 builds on the reputation of Aviation Consumer's Product of the Year – our GPSMAP 396. Additional features offered by the new 496 include: Garmin's SafeTaxi airport diagrams for over 650 airports;

Continued on next page

FROM THE AVIONICS SHOP

Continued from previous page

AOPA's Airport Directory data; Garmin's altitude sensitive Smart Airspace alerts; enhanced high-resolution terrain; private airports and heliports; faster 5 hertz GPS update rate; and pre-loaded automotive maps of North America or Europe. The near real-time Panel Page, with its accelerated GPS update rate, is worth the upgrade alone. XM WX Satellite Weather™ and audio entertainment packages are optionally available. Plus, the unit's built-in turn-by-turn automotive database makes it an all-purpose, go-anywhere navigator for the dashboard as well as the cockpit.

G600 - Until now, the only way for customers to fly with a Garmin glass cockpit was to buy it factory-installed on a new aircraft. But with the introduction of Garmin's new G600 system, after-market glass retrofit becomes a viable (and affordable) option. Using technology derived from Garmin's industry-leading G1000™ avionics system, the new G600 package replaces old-style mechanical instruments in the panel with sleek, large-format LCD displays. Two 6.5-inch diagonal screens (PFD and MFD) are vertically positioned, side-by-side, in one 10-inch-wide bezel that fits neatly into the panel space vacated by the standard "six-pack" of 3-inch flight instruments. For spatial reference, the system features a solid-state Attitude Heading and Reference System (AHRS), with additional comparative inputs provided by GPS, magnetometer and digital air data computer.

Interface the G600 with a WAAS-upgraded avionics suite, and you have all the features and capabilities of integrated solutions costing thousands more. By referencing built-in terrain and mapping databases, the G600 provides a clear, concise picture of where you are and where you're heading. Various options and upgrades offer even more capability: A GTX 330 will display TIS traffic information; a GDL69/69A will provide the full range of XM WX products plus digital music and entertainment on more than 170 channels available by subscription to XM. An upgrade to certified Class B TAWS is also offered. Plus, optional Jeppesen Chartview™ enables the G600 to display approach, departure and arrival charts, along with airport surface diagrams.

G900X - Now, Garmin glass cockpit capability is no longer limited to factory-built aircraft. With the launch of our new G900X series – and its authorized installation group of factory-trained Aviation Distributors – Garmin is bringing integrated "big screen" avionics to selected models of kit-built aircraft. Initially, the Lancair IV/IV-P and ES/ES-P, and Van's RV-10, RV-9/9A, and RV-7/7A airframes will be able to install this leading-edge G900X system. Equipment deliveries should begin later this year, with airframe-specific software and custom bracketing available early in 2007.

Responding to numerous customer requests for this technology in experimental aircraft, the Garmin solution includes primary flight, navigation, communication, terrain, traffic, surveillance, weather, and engine sensor data on two 10.4 inch, high definition LCD's. Digital AHRS offers precise attitude and heading reference, WAAS GPS navigation including vertical guidance, and Mode S transponder with traffic from FAA TIS sites, while a GMA 1347 will supply the entire audio panel functions in addition to 6-place intercom capability.

Winter is Coming and now is the time to think about your avionics upgrade. Don't wait until next spring when the flying weather starts to improve !!



Washington Pilots Association
North Sound Chapter



Next Meeting September 14th

It's a Mystery!

Come see who our next speaker will be.

Get up to date on all the happenings of
summer.

Don't miss this one!

When: Thursday Sept. 14th. 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
Saturday, September 30th.*

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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:
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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)

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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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