



HANGAR TALK



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

FROM THE PRESIDENT'S HANGAR

Being in a hurry and WMCs.

I wrote the summer message just before the Arlington EAA show. Paul Zosel flew us down in his Cessna T-210 that morning and



followed the NOTAM. GPS sure makes finding a point on the ground very easy, so the two of us flew to Green Valley airport being careful to avoid the heading to

the town of Arlington. At Green Valley we turned around to fall into the long line of aircraft heading to Arlington in order to enter the downwind for runway 34. As you can imagine there are a number of different types of aircraft and experience levels of pilots and the downwind got longer so we finally got to turn base about 2 miles south of the airport. Everything was very cool until someone got the idea to cut base leg very tight to the airport and break into the line of aircraft on final. I saw the plane coming in from the right I thought, "this could be interesting", and it was. The gaggle of Cessnas and Pipers that he broke in front of did a variety of low-level turning maneuvers to avoid running up the tailfeathers of the intruding aircraft. The tower

was as mad as I have ever heard one become, he pointed out that the pilot could have killed the people behind him. As you can imagine Paul is flying the airplane as slow as he can to keep from running into the mess, and then he made a fine landing. Fortunately everyone got down ok, and I wonder at the conversation that the tower had with the intruder after the incident.

"STOP USER FEES SUPPORT H.R. 2881"

The rest of the day I kept thinking how someone could make such a mistake, or was it? Did the pilot fail to see the long line of aircraft flying an admittedly large

pattern, and simply turn onto base? On Saturday morning Arlington is very busy so it is difficult not to have someone to follow. Or did the pilot just figure he could save some time and fuel but cutting across the pattern? What was the hurry? if you can afford to learn to fly and buy an airplane I hope you can afford the \$4.75 in fuel that every ten minutes burns. I concluded that the pilot was probably in a hurry, was not paying attention to the pattern,

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As our curiously unusual summer season comes to an end, I find it difficult to look forward to the colder, rainy

months ahead. I can't remember an August so chilly and rainy...ever. At my place, the squirrels were dropping acorns from my Douglas fir trees in the middle of August. That seasonal ritual

usually begins in early September; a sure sign that winter must be coming early. My optimistic nature hopes for an Indian summer which will bring us plenty of sunshine through October.

Bellingham Fuel Service will continue to be busy this fall with all our local pilot friends and our Government contract. Between I.C.E., the Coast Guard, and our "Pilot Hangout" fuel office, we have many interesting 'out of the ordinary' days. More and more pilots have started a fuel account with us. Our fuel discounts and our excellent customer service keep them coming back.

Stop by and visit with April and see what kind of a fuel deal she can work out for you. We

always offer fresh hot chocolate chip cookies, popcorn and other snacks, so stop by and make yourself comfortable. The pilot chatter is non-stop in our office and we have the friendliest staff on the field!

Bellingham Fuel Service has courtesy cars available for those of you visiting BLI in the near future. Call ahead, 1-877-671-2376 or (360) 671-1600 to reserve one as they are used all the time. We will also arrange hotel accommodations that will save you money! Many hotels in the area give us their corporate discount because of the volume of business we send them.

Also, if you are in need of catering or a quick turn with a speedy meal; just call ahead and we will accommodate all your aviation needs.

**"Pilot
Hangout"
fuel office"**

The Heritage Flight Museum is having another spectacular,

"Warbird Weekend" on September 7th and 8th. On Friday the 7th, there's the Dinner and Dance festivities from 7p.m. – 10 p.m. The wonderful orchestra music and scrumptious food makes everyone happy and there'll be many exceptionally beautiful airplanes for you to enjoy.

On Saturday the 8th, from 9 – 4 there will be formation flying events and much more to tantalize your aviation appetite.

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Bellingham Aero



FBO News

Bellingham Aviation Services



On August 16th, in conjunction with MossAdams Wealth Advisors, BAS hosted the first "Moss Adams Exclusive Aircraft Expo." We had a great time and I was glad to see several of you there.

Manufacturer turnout was remarkable and nearly a dozen planes contributed to a static display. Represented were Columbia, Diamond, Beechcraft, Cirrus, Rocket Engineering, Viking, Socata, with some companies staging multiple aircraft. I'd like to extend special thanks to Paul Akers and Fred Kaiser for contributing aircraft from their own collections. Guests enjoyed drinks and hors d'oeuvres and listened to experts from MossAdams and the Russell Group before meeting aircraft reps and touring the planes on display.

In the flight school, we're excited for the start of this Fall's ground schools at Bellingham Technical College. Check out their website or catalogue if you're interested in enrolling. Even if you're already a pilot, they can be a great refresher: especially the Instrument ground school taught by Chip LaPlante. There's still time to register. We've welcomed several new students and renters into the fold in the last month and are glad to see their enthusiasm and progress. Many are finding

the Garmin 430 in our Cessna 172 a delight and a huge addition to situational awareness in both the VFR and IFR environments. It takes a bit of practice, but the utility of the approach certified, moving map GPS proves extremely helpful on a constant basis.

This month's goodbyes are reserved for Richie, Grace, and Robyn. Richie is off to school, Grace

moves to part-time status, and Robyn transitions to holding down the fort during the weekends. Stop in and see her then. The reason for Robyn's change is that she finally has a paying gig at the Upfront Theatre! Nice work Robyn. We say hello to Chris Fitchette, newest member of the fueling team.

That's about it for us this month. Don't forget the midday markdown between 1000 and 1400. You'll receive a 15 cent per gallon discount on the price of 100LL from the BAS truck. Continued thanks for your friendship and patronage. We wish you safe flying.

Jeff Eriksen

Bellingham Aviation Services



**"Ground
schools
starting
soon."**



The Stuart Island Adventure

By Robert Gray

It's a beautiful, early summer morning in August, and I'm flying a Robinson R22 helicopter at 1500' MSL at about 90 knots. My destination? A private island in the Haro Strait area of the San Juan Island chain – Stuart Island.



My mission? To visit a rustic, yet well equipped cabin owned by the WPA, available for use by all WPA members.

I was first introduced to the Stuart Island adventure years ago by virtue of my friendship with Ken and Laurie Keleman, who both fly out of BLI. They told me all about the cabin on the island and then flew me there in their Cessna 172, showing me how to safely land and takeoff on the grass airstrip. Another aviation friend, Doug Williams, who flies jets for Alaska Airlines, administers my annual flight review, part of which includes providing me with training on safe flight ops in/out of Stuart Island.

"WPA Stuart Island Cabin"

Cabin Location

Stuart Island is a remote, three square mile location north of San Juan Island, and west of Waldron Island. Stuart is home to both part, and full time residents. The last census - taken in 2000 - reported a population of 47 residents. Practically speaking, it is about five miles northwest of Roche Harbor, which is the closest location for someone needing to buy food, water, or other supplies.

The WPA cabin is located on the northeast side of the island, east of the main airstrip. As you are standing in the center of the airstrip, look for a small road with an uphill grade headed toward the northeast. After traveling approximately 225 paces up the road, turn left, look into the woods, and you will see a cabin with a "WPA" sign on the front. The cabin is a one-story structure about 25' by 30' in size. Surrounded by trees and brush, the cabin offers privacy in addition to a variety of "rustic conveniences" which include a wooden outhouse, bunk beds, a kitchen, Coleman lamps and stove, a piano, paperback books, and a fireplace.

The island and both airstrips (except for the State park) are all privately owned. However, by virtue of WPA cabin ownership, all WPA members have access to the island, the east airstrip, and the cabin.

Continued on next page

The Stuart Island Adventure Continued

Airstrip

There are two airstrips on the island, sometimes referred to as "Stuart West" and "Stuart East." "Stuart East" is located on the northeast side of the island. The landing strip direction is oriented east/west, and is the landing area closest to the cabin, in addition to being the airstrip used by other residents, charter and mail service aircraft. The runway is comprised of 2000 feet of compact dirt and grass sometimes becoming muddy and rutted during the wet season. A low altitude pass is recommended during the off-season to confirm wind direction and to ensure suitability for landing. Winds are usually from the southeast, making the decision to land from west to east the safest. The CTAF is 128.25. Parking is available between the west side of the mid-point of the runway and a maintenance shed with a red and white "PRIVATE" sign posted nearby. Please don't block the access to this structure.

Interestingly, each end of the runway terminates at the water's edge. While this particular visual feature may prompt a pilot to conclude that there is only minimal runway left for the rollout after landing, if you put the airplane down on or near the threshold, retracting flaps and pulling back on the stick while using minimal braking, you should have more than enough runway to land safely. Flying into Stuart with an experienced pilot or instructor for the first time is recommended.

Things to Do

Hiking and exploration of the area is the most obvious choice of activities. There are several outstanding trails to explore; some of which will take you along the water's edge for a spectacular view as you hike. There is a State park, the Turn Point lighthouse, and a school actually used to educate the children who live on the island. Rumor has it that there is also a locally famous treasure chest. This is a wooden box, stocked by a local family with printed t-shirts and other souvenir items. Each shirt comes with an envelope through which visitors are expected to return payment by mail, based on an honor system.



Hanging out at the cabin is also a relaxing way to spend some time – especially if you know how to play a piano or like to read. Some island residents have less than positive stories to tell of pilots who have stayed at the cabin; making/leaving a mess, inconsiderate behavior, etc.

Continued on next page

**Robert Gray
with Ken and
Laurie
Keleman at
"Stuart East."**

The Stuart Island Adventure Continued

One resident tells a story of an inconsiderate pilot who attempted to taxi their airplane up the access road leading to the cabin in a vain attempt to shorten the walking distance. The only thing accomplished was a lot of dust, noise, and a bad impression left by this visiting pilot. One worthwhile Stuart Island mission would be to replenish the various supplies (water, cooking/lighting fuel, matches, wood, newspaper, etc.) that previous cabin users have left for other WPA pilots who will be using the cabin. Please be sure to be a good neighbor while at the cabin.

Contact Information

For more information (or to schedule your stay) you can contact the cabin steward, Tom Jensen at (253) 653-9729 (cell), or (360) 825-6777 (home). You can always fly in anytime to explore the island or to look at the cabin from the outside, but you will need to get the cabin door lock combination from Tom to get in.



More information (including pictures) can be found on the web:

<http://www.wpafllys.org/stuartisland.html>

"WPA Stuart Island Cabin"

Conclusion

I have had the opportunity to stay overnight in the cabin with several friends of mine in October of 2005. The entire trip was a blast. We were in camping mode the whole time, cooking over an open fire (and Coleman stove), but with the added benefit of sleeping through the night with shelter and a warm fire burning in the fireplace. We also decided to use our aircraft for a day trip to Roche Harbor after a morning hike along the waterfront. Since then, I have made several day trips every year for the purpose of exploring more of the island, or just for the challenge of maintaining my ability to fly in and out of challenging island airstrips.

I highly recommend making the flight, even if a brief visit is all you have time for. You can stop by the cabin, or spend some time making a material or labor contribution to its upkeep. Put a flying trip to the Stuart Island Cabin on your list of aviation adventures to experience, I guarantee you won't be disappointed.



OTHER NEWS

Meadowmist Fly-in

By Jane M Daniel

On Saturday, August 11th, 93 years young, Harvey Browne, hosted his sixteenth annual Fly-in, at Meadowmist Air Park. Sadly, he plans to hand his hosting duties on to others, next year. Harvey, we deeply appreciate your hard work over the years to keep this tradition alive.

Approximately 14 visiting aircraft, numerous motorcycles, and private vehicles brought private aviation enthusiasts out to renew and make new friendships, enjoy barbecue (cooked by chef Rudy Guiterez), and AIRPLANES!! Wayne Rogers greatly added to the unique atmosphere with stirring bagpipe music.

Dave (?), the pilot of Cessna N13594, handily won the spot landing contest. Ed Soderblum gave an ultralight exhibition, George Hewitt flew Harvey's Navion in an exciting demonstration, Paul Cullman flew his unique 1920's vintage Curtis Wright Jr., and his WWII Stinson L5, pleasing all the history buffs. Other unique aircraft that come to mind are a Nieuport 11 (a 7/8 scale WW I replica), an RV and a zebra stripped Sonex.

From the youngest guest (infant, Katie Manley), to cross continent visitors (Harv Jr and daughter, Lauren), residents and visitors to Meadowmist, a WELL DONE and THANK YOU, Harvey!



WPA Statewide Board Meeting Felts Field

Saturday, September 22nd.
11am

Western Avionics Building
6313 Rutter Ave.
Spokane, WA 98212
509-534-7371



Bellingham Aero

Continued from page 2

You may contact the Heritage Flight Museum on line at www.heritageflight.org/ww2007 or call, (360) 733-4411.

I look forward to working the "Warbird Weekend" and I hope to see you there. Every event sponsored by the museum is memorable. Have a great month of September! Take care and thank you for asking for Texaco when you come to BLI.

Linda Marrom
Bellingham Aero Inc.



North Sound Chapter Board Meeting

Monday, September 10th
Noon

Village Inn Pub
Northwest Ave across from
Yeager's.

Anyone is welcome.



From the President's Hangar

Continued From page 1

and almost got on the 5 o'clock news.

By the way, the show was great! Lots of incredible aircraft and stuff, and amazing weather were at this year's meeting. We parked facing the airshow line and spent the afternoon in lawn chairs enjoying the show.

This summer I have seen that several airlines have blamed General Aviation for the flight delays. Note that the airline pilots do not support this accusation. Funny, most of GA does not use



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instrument flight plans and do not get high enough to be in the flight levels. We do not even use the same runways as the airliners at many airports. GA also tends to schedule departure times at off-peak hours and does not use a hub and spoke system. So what is the mechanism by which we are a concern for the commercial carriers? As many of you have read AOPA and the other GA organizations are countering this and other airline WMCs, weapons of mass confusion.

See you all at the September meeting, and bring your questions for John Ring. Safe Flying.

Wayne Landis



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Washington Pilots Association North Sound Chapter



September Meeting Speaker

John Ring

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Whatcom Territory Aero Service

Will be with us for a round table discussion of:
Aircraft Maintenance.

Be sure and bring your questions.

Topics may include but are not limited to:

Pre-flight and Post-flight Inspections

Preventive Maintenance

Service Bulletins and AD's

Oil Changes

Even questions related to non-owned aircraft
or any other maintenance question you may
have.

When: Thursday September 13. 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
Sunday September 30th.*

WEBSITE

STATE <http://www.wpafllys.org>

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@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

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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 Paul Zosel, North Sound Chapter WPA Treasurer, 2719 Willow Lane, 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 Paul Zosel, North Sound Chapter WPA Treasurer, 2719 Willow Lane, Bellingham, WA, 98226.

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