

S U M M E R 2 0 0 8

Hangar Talk

Official Newsletter of the North Sound Chapter of the Washington Pilot's Association

Editor's Notes



This is an experiment, for the first time the newsletter has a summer issue. I like experiments; it is how I make a living. For this experiment I have incorporated several different elements into this issue.

The first note is from Doug Fenton and is a recount of his cross country trip across Canada and the United States. This is one of the best travel logs I have read in quite a long time. I can see in my mind's eye Doug and his RV-7 flying across the Rockies for two important celebrations.

The second items are recounts of our May and June speakers at our monthly meetings. Julie Hubner presented the new Wings Program in her ebullient style. It is a very different kind of program than the olds WINGS program. Brian Childs gave one of the most insightful talks about flying in Afghanistan, Pakistan and Iraq, with some absolutely chilling stories.

Finally there is an updated schedule of flying related event for the summer of 2008. Looks like a very busy summer and early fall for this year.

We have had sad news since the last newsletter. Don Lunt's nephew, Shaun Lunt, died in June in Alaska while flying a Super Cub. His website <http://shaunlunt.typepad.com/> has a variety of spectacular photographs and stories about flying in Alaska. A short note can be found in the September 2008 issue of Air and Space Smithsonian magazine. Our sympathies are expressed to Don and his family.

That will do it for this issue. See you around BLI.

Wayne Landis

Special Feature



RV-8 Rambling

By Doug Fenton

Spring flying weather was slow to get to the Pacific Northwest this year and, when it finally did, I was anxious to put some miles (hours) on N439RV. I was scheduled to deliver a speech on June 19th in Trenton, Ontario at the dedication of a memorial for Canadian F-104 pilots killed in the line of duty, which seemed like the perfect excuse for a long cross-country. In addition, I had been promising several friends in Eastern Canada and the US that when I finally got the medical restriction removed from my pilot's license I would fly down to see them. Armed with these justifications (as if I needed them) I began to plan my route around the only compulsory date, that of my appointment in Trenton. My Girlfriend, Linda could only get one week away from her job, so she planned to travel with me as far as Montreal, Quebec and return to her home in Abbotsford, BC via commercial air and I would complete the remainder of the journey solo.

The first major expense was purchasing VFR and IFR charts for all of Southern Canada and most of the US, which set me back several hundred dollars. (Canadian charts are more than double the price of those in the US). Most of my preflight route planning was done using AOPA's Real Time Flight Planner, which I find helpful and user-friendly. Final weather briefings and filing of flight plans, both in

Canada and the US, were done with Flight Service Stations. The RV-8 has 4 ½ hours endurance with VFR fuel reserve at 170 KTAS, but I planned the first portion of the trip with Linda aboard for legs of 3 hours or less. (Restroom facilities in the RV-8 are limited). We planned to depart Abbotsford, BC early on Sunday, June 15th, so I flew from Blaine, WA (4W6) to Abbotsford (CYXX) on June 14th to clear Canadian Customs.

Weather conditions on Sunday were perfect for our first leg, VFR over the Mountains to Alberta, where we made a brief stop in Red Deer (CYQF) for fuel and lunch before proceeding on to Coronation (CYCT) where we spent the night with friends. We had planned to stay over until Tuesday, but a cold front approaching from the West hastened us on our way a day early. On Monday, we traveled East across the prairies, dodging the odd scattered shower, to Dauphin, Manitoba (CYDN) where we made a brief fuel stop before proceeding to Thunder Bay, Ontario (CYQT) on the shores of mighty Lake Superior, where we spent the night in a hotel listening to a dog that had been left alone in the room below us barking its fool head off.

On Tuesday, June 17th, we faced our first real weather challenge. We had intended to travel along the North shore of Lake Superior to Wawa, Ontario then on to Toronto, but a line of thunderstorms along the North shore forced us to take the Southern route across the Great Lakes, which involved a lot more over-water flying than I would prefer in a single-engine aircraft. This got us away from the convective weather, but we still had to fly IFR through a trough with lots of cloud and some rain. To make matters worse, the selector knob on my autopilot came loose so I had to hand-fly all the way. I couldn't find clear air anywhere below the freezing level, so we motored along in cloud most of the way to Toronto, where it opened up sufficiently for a visual approach and landing into Toronto Buttonville (CYKZ).

RV-8 Rambling continued



This part of the trip, while most interesting and somewhat challenging to me, was rather boring for Linda as there was nothing to see, so she spent most of the time doing a crossword puzzle and catching up on some of the sleep we lost the previous night.

I managed to find an FBO with an avionics shop just before closing time and, when I told the shop foreman that I had to get to Trenton some time the next day, he said that he would have someone look at the autopilot first thing in the morning and gave me a number to call the avionics technician directly. He

also said that they were expecting thunderstorms overnight and that my RV-8

was too pretty to stay outside in a hailstorm, so they would find room for her in their maintenance hangar. When I called the next morning, the avionics tech. advised me that he had made a temporary fix to the autopilot that would hold it until I could get a new part and that she was ready to fly. When we arrived at the airport for departure, I was advised that there was no charge for the repairs or the use of the hangar. What nice People!!

After a short VFR flight, we arrived at Canadian Forces Base Trenton (CYTR) where I had received prior permission to land, in time for lunch on Wednesday, June 18th. A group of about 200, consisting of old fighter pilots, their wives and family members of those we were honoring, were gathered for the memorial dedication the following day. At the reception and dinner that evening, many old acquaintances were renewed and many old war stories were swapped. It seems that the older we get, the better we used to be.

Thursday was sunny and warm and the dedication ceremony went very well. I managed to deliver my short speech without knocking over the podium and, as the last name on the Honor Roll was being recited, the Canadian Forces Snowbirds flew past in a "missing man" formation. Beautiful!!

We departed for Montreal early on Friday to avoid the buildups that were forecast for later in the day and, after a two-hour IFR flight, we landed at St. Hubert (CYHU) in time to do some sightseeing in Old Montreal before meeting friends for dinner.

We were up bright and early on Saturday, as Linda had a 40-minute cab ride to the International Airport to catch a 9:00 am flight back to Abbotsford. I loaded her, somewhat reluctantly, into a cab with a French-speaking driver and we parted company as I caught a cab to St. Hubert to continue my Journey alone. Fuel in St. Hubert was the most expensive I encountered on the trip at about \$8.95 per US gallon (Ouch!!) and to add insult to injury, when I got home I received a bill for \$20.00 for a landing fee.

My next destination was Goldsboro, NC with a stop in Albany, NY (KALB) for fuel and US Customs clearance. The trip down the Eastern Seaboard was VFR with flight following. The weather was good except for poor visibility in smoke and haze and the route between the New York City and Philadelphia Class "B" airspaces and east of the DC ADIZ was uneventful until I reached the Norfolk, VA area. During my weather briefing in Albany I was advised of a line of thunderstorms along the coast South and East of Norfolk, which were forecast to be clear of my route by the time I got there, and a TFR for an air show at Langley AFB, which is close to Norfolk. I had planned to deviate West of Langley then proceed South to Goldsboro, but a very officious Air Traffic Controller was insistent that I proceed South and East of Norfolk which was taking me directly into a very nasty looking CR



RV-8 Rambling



After a few tense moments of me saying “I can’t accept that vector”, her replying “You *have* to” and me insisting I wasn’t going to, she finally gave me a vector that got me clear of both the weather and the TFR. After a 30 NM diversion around the weather, I was able to turn to the South and landed at Kinston Regional (KISO) near Goldsboro, 4 hours after departing Albany. It was a long day.

During my Canadian Air Force days, I had a 3-year exchange posting to Laughlin AFB in Del Rio, TX, where I instructed on T-37 “Tweety-Birds”. This portion of the journey was dedicated to visiting with some of the wonderful friends I

made during those years. I spent a very enjoyable weekend in Goldsboro

visiting with my Deputy when I commanded “E” Flight at Laughlin and we had a great time swapping old tales of our adventures there and our experiences since we last met.

On Monday, June 23rd, I proceeded Southwest, on an IFR flight plan due to low visibility in smoke and haze, across North Carolina, South Carolina, Georgia, Alabama and, after a brief stop for fuel at Craig (KSEM) in Selma, AB, continued across Mississippi, Louisiana and into the Houston, Texas area, where I landed at Lone Star Executive (KCXO) in Conroe, TX. While there, I visited with my Squadron Commander from Laughlin and one of the instructors who worked with me in “E” Flight. Both families live on the shores of Lake Conroe, a lovely area of beautiful homes that seem to be much less expensive than property in the Northwest. It would take a while to get used to the heat and humidity, but that area seems like a wonderful place to live.

My next stop, on Wednesday, was Gillette, WY, with a fuel stop at Hemphill County (KHFF) in Canadian, TX, a little town in the Northeast corner of the Panhandle. This is a little gem, operated by a husband and wife team out of a Norman Rockwell picture. He fixes airplanes, pumps fuel, cuts grass and does everything else necessary to keep the airport running smoothly, while his wife keeps transient pilots supplied with cool drinks and cookies (all free). They sell the cheapest avgas I found anywhere on my trip, at \$4.25 per gallon and offered to loan me their car to drive to town if I wanted a meal. While I was flight planning, the local County Court Judge stopped by to look at my airplane and came in to visit for a few minutes. He is a pilot who flies a Maule out of the grass strip on his Ranch and is shopping for a Pilatus. He gave me his card and invited me to visit him at the ranch the next time I am in the area. Before I left, he brought his son, also a pilot out to see the RV-8. It is experiences like this that remind one of the special fraternity we belong to and demonstrate the kind of grass-roots people that make this country so great.

On After leaving Canadian, I dodged afternoon buildups through Oklahoma, Kansas, Colorado and Nebraska and landed at Gillette WY (KGCC) with the runway still wet from a thundershower that had passed by just 10 minutes before I got there. The folks at the FBO were kind enough to pull the aircraft into their hangar for the night in case there were any more of the same lurking out there.



RV-8 Rambling continued

On Thursday morning, I departed bright and early to avoid the inevitable buildups and dodged a few of them enroute to Havre, MT, where I visited with Bob and Kathy Doney. I met these wonderful folks when the tragic loss of their son, Chad nearly ten years ago provided me with the blessing that gave me a second chance at life. Chad was the donor of the strong heart that replaced my old, worn-out one and has allowed me to resume flying after a 30+ year hiatus. Bob and Kathy are like family to me and I will be forever grateful for their kindness at a time when they were suffering personal pain and grief.

Friday, June 27th, nearly two weeks after my departure, I returned to Blaine on the kind of beautiful, sunny morning that makes one glad to be alive and especially thankful for the joy of flying your own airplane over the Rockies and the Cascades on a VFR day. After a gorgeous 3.8 hour flight, I topped up the RV-8 with the most expensive avgas I found anywhere across the USA, at \$5.98 per gallon. The trip added 41.8 hours to the Hobbs, covered approximately 6000 NM across 22 States and 6 Canadian Provinces, burned about 335 gallons of avgas at a cost of \$2090.00 and provided me with memories that I will carry with me for the rest of my life. I saw a lot of both countries, met a lot of fine people and experienced some of the best and worst weather that nature can provide. If I do it again, I will make sure that I have some form of onboard weather reporting such as NEXRAD to facilitate circumventing convective weather.

Monthly Speakers



In May **Julie Anne HUBNER, Master CFI** gave an informative update to the current FAA WINGS program. Compared to the old program the new format is much more geared to the individual aviator. A permanent record of your training and accomplishments can be made and progress identified. It is always good to see Julie and John at one of our WPA meetings. The website for the new program is <https://www.faaafety.gov/WINGS/pppinfo/>

In June, **Brian Childs** presented an excellent talk and discussion. His stories about flying in instrument conditions with mountains, military operations and the potential of SAMs, as a civilian were chilling. Brian also has first hand knowledge of the aviation, political and military situations in Afghanistan, Pakistan and Iraq. His photographs were of fantastic landscapes and worn torn cities. This was a great opportunity to learn about this part of the world. Brian will shortly be starting his MBA program at the University of Maryland at College Park.



Summer Aviation Events in the Northwest

(Compiled by John Dobson WPA president)

Date	Event	APO	Location	Phone
July				
18-20	McChord AFB Air Expo	TCM	Tacoma, WA	253-982-4919
19	Blueberry Pancake Bkfst.	4S9	Mulino, OR	
21	Klamath Air Show		Klamath Falls, OR	
21	Independence Biplane Fly-in		Independence, OR	
22	Trans. Study (LATS) Public Meet		Mukilteo, WA	800-552-0666
24	Trans. Study (LATS) Public Meet	EAT	Wenatchee, WA	800-552-0666
25-27	Paisley Mosquito Festival	22S	Paisley, OR	541-943-3337
25-26	Camas Days	1W1	Camas, WA	360-834-2472
25-26	Wings "Over" Baker	BKE	Baker City, OR	541-523-3300
'25-27	Concrete Old Fashioned Fly-in	3W5	Concrete, WA	360-770-3502
26-27	Blue Angels		Twin Falls, ID	
28-03	EAA Airventure	OSH	Oshkosh, WI	
August				
1-10	World Aerobatic Championships		Pendelton, OR	
1-3	Stearman Fly-in		Cottage Grove, OR	509-999-7436
2	Hot August Flights	SLE	Salem, OR	
	Eastsound-"Orcas" Fly-in /			
1-3	Campout	ORS	Eastsound, WA	360-376-5286
2	Chehalis Fly-in	CLS	Chehalis, WA	360-880-1247
7	Aviation Planning Council (LATS)	VUO	Vancouver, WA	800-552-0666
			Lower Stillwater Lake,	
8	Stillwater Landing Splash & music		MT	
8-10	Skyfest Fairchild AFB		Spokane, WA	509-247-4941
8-10	All New Prosser Fly-in	S40	Prosser, WA	509-786-2053
8-10	Oregon Int'l Air Show		Hillsboro, OR	503-629-0706
15-17	NWAAC "Evergreen" Fly-in	MMV	McMinnville, OR	503-472-0558
22-23	Central Oregon Airshow	S33	Madras, OR	541-348-0019
'22-24	WPA - Wings over Republic	R49	Republic, WA	509-775-3911
23	Lynden Airport Fly-in	38W	Lynden, WA	360-354-6728
30	Bremerton Blackberry Festival	PWT	Bremerton, WA	360-377-3041
30	Desert Aire Fly-in / Pancakes	M94	Desert Aire, WA	
September				
	HFM Warbird Fly-in Big Band			
5-6	Dance	BLI	Bellingham, WA	360-733-4422
5-7	Western Antique Aero / Auto	4S2	Hood River, OR	541-386-1664
9	Aviation Planning Council (LATS)	BFI	Seattle, WA	800-552-0666
13	Gunfighter Skies 2008		Mountain Home AFB, ID	
10-14	Reno Air Races		Reno, NV	
13	WPA - Port of Shelton Fly-in	SHN	Shelton, WA	360-426-1151
20	WPA - State Board Meeting	GEG	Spokane, WA	360-898-2319
24	Fall Canyonlands Safari		McCall, ID	



**North Sound Chapter WPA Control Tower
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PRESIDENT

Chip LaPlante
kidkomet@comcast.net
360-671-4359

VICE PRESIDENT

Jeff Geer
360-920-4181
jeff.geer@comcast.net

TREASURER Paul Zosel
360-671-1819
paulzosel@nas.com

DIRECTORS

Doug Fenton
360-332-2515
dougf104@attbi.com

Maureen Griggs
360-734-9013
mgriggs9617y@comcast.net

PROGRAM CHAIRPERSON

Maureen Griggs
360-734-9013
mgriggs9617y@comcast.net

NEWSLETTER EDITOR

Wayne Landis
360-647-8206
landiswg@comcast.net

CONTRIBUTING EDITORS

Just about anyone willing to help!
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4158 Ridgewood Ave
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