

Hanger Talk – North Sound WPA

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Member Profile: Dave Kriener

Dave, a native Washingtonian, retired from a managerial career with Puget Sound Energy. He's been flying for 60 years. First licensed in 1953 after he returned from serving in the Army in the Korean War. "Like many young men, I had always dreamed of being a pilot, so I used my GI Bill benefits to learn to fly," Dave recalls. He followed up with his commercial ticket in 1958 flying Taylor Crafts fitted with floats out of Kenmore Air Harbor on Lake Washington.

Dave has been a WPA member for 35 years.



He's a past president of the Whidbey Island WPA chapter. Dave's also a member of UFOs (United Flying Octogenarians).

Over the years, Kriener has owned two airplanes. His

first was a 1963 Piper Cherokee 180. Although it was a "great plane," he traded it in for his Cessna 180 Skywagon, which he has owned now for over 30 years.

Cont'd on page 3



*The Pterodactyl
Ultralight*

Don Muir Injured in Ultralight Crash

While he does not remember the accident, fellow North Sound WPA member, Don Muir was seriously injured in a crashed while flying a ultralight aircraft called a Pterodactyl near Prescott, Arizona. Don reports he suffered a broken back, neck and ribs. He says, "they used wire and screws to put Humpty Dumpty back together again." He seems in good spirits, although he is looking at many weeks of post surgery rehabilitation. His brother from Connecticut will be joining him soon to help Don out. As a 76 year old pilot, his injuries were serious and a lengthy recovery is expected.

As of Jan 17th, and at least the next few weeks, Don will remain a patient at the Mountain Valley Regional Rehabilitation Hospital, 3700 N. Windsong Drive, Prescott Valley, AZ 86314, Telephone: (928)759-8800. The Chapter has sent him a card, but I am sure he'd appreciate your best wishes too. ▀



BLI Tower to lose 51 years of Experience

After 51 years in Air Traffic Control including over 24 years at Bellingham, Terry Asp (Bellingham ATC Tower Manager) will retire at the end of this month.

Terry guarded your life for many years, so please honor him by sending him off in a proper fashion. Join Terry's celebration to be held on January 31st from 7:00-9:00pm at Scott

Plank's Hangar which is located at the southeast corner of the Solar Hangar group. See map on pg 4. The address is near 4165 Mitchell Way, Bellingham Int'l Airport, Bellingham, WA, 98226.

You're invited to bring your favorite dessert or light snack dish and story to share. If you are unable to attend, feel free to send your best wishes

or greetings in writing which may be included in a slideshow presentation during the evening event.

And remember, when making your radio call to the tower upon your return to BLI, be sure to state the ATIS upon initial:

"Cooonnnn - tact."

Further questions, call Rob Tobler at (360) 734-2745. See you there. ▪



WPA – EAA Holiday Party

Once again, the North Sound WPA Chapter teamed up with EAA Chapter 404 for a holiday "extravaganza."

Although it took away from the attendance at our normal meeting, dozens of EAA and WPA members meet to ring the new year at Nicki's Bella Marina restaurant on January 9th. Stories about flying and

airplanes swirled around the room as the guests enjoyed prime rib dinners and adult beverages. Kudos go out to the EAA for organizing the event. The food and company was delightful. During the event, Jeff Geer shared the progress he and the 369 flight crew has made toward its upcoming "Warplanes To Siberia"

flight program.

Learn more about the flight and its objectives on the internet at "bravo369.net." ▪



Win an Aerial Photograph of Your Plane

Okay, for those of you who have not yet renewed your WPA membership, get moving, or give up your chance to win an aerial photoshoot of your airplane !!!

In February, the club will select from its paid

membership one lucky pilot who'll get his or her photo taken, IN THE AIR, by our local aerial photography master, Lyle Jansma.

Lyle's work is shown at left, and for more insight please see his website at

www.aerocapture.com

As you may have learned from our Chapter's Jan. 9 meeting, he is a master photographer. So, don't miss your chance to win, attend the February meeting.

Get in the picture! ▪

Dave Kriener, Cont'd

Dave recalled when he got his Cessna in 1983 the waiting list for a hanger at BLI was all of five MONTHS and the rent was \$77 a month. Times have sure changed!

Dave's most memorable flight was one he took six years ago with fellow WPA member Barry Bergeron to Russia. Barry had organized the flight with the Alaska Airman Assoc. and they flew Barry's Cessna 182 in a flight of six to Provideniya, Russia (a former Soviet military port, sited on a sheltered fjord on the Bering Sea). Leaving direct from Nome, Alaska on a Monday morning, they arrived in Russia 2 ½ hours later on Tuesday

morning, having crossed the International Date Line. Dave noted their destination did not have AV gas, so the flight envelope was tight. He found the VFR trip over across the Bering Sea and down the Russian coastline fascinating, but the IFR return trip was less visually intriguing.

Across the years Dave did a lot of flying around the Northwest, including many trips to Alaska and even over to Yellowknife in the NW Territory. In spite of his many hours in the cockpit, Dave reports he has never had a "scary moment." No engine failures, and with a bit of a smile, he says he has "never even been lost."

On a more local level, Dave flies to visit family in Idaho, and like many of us, he enjoys short outings for lunch at various places around Puget Sound. His current favorite lunch spot is the cafe at Arlington.

In years past, Dave and another WPA member, Pete Cleland, used to fly over to Electric City (3W7) to take summertime dips in Banks Lake next to the Columbia River. Perhaps this summer I'll have to put on my swimsuit and try that out myself. Sounds like great fun.

I hope like Dave, I am still flying around looking for swimming holes when I'm 83 years old. ▪



Ed Brown to receive Wright Brothers Award

On December 17, 1903 the Wright brothers made aviation history with the first controlled, powered and sustained heavier-than-air human flight. Across the next 110 years we have landed men on the moon, robots on Mars, and flown many times faster than the speed of sound.

Consider this: our fellow member Ed Brown has been flying for 50 of those 110 years.

Come join in celebrating that aviation feat at our February 13th meeting at the WECU bldg.

Learn more about Ed's aviation achievements

from Rick Luke when he and local FAA officials present Ed with the Wright Brothers Master Pilot Award. ▪

Partake in local aviation history yourself.



Upcoming Meetings

*Here's what's
coming up.*

"A look ahead."

FEBRUARY 13: CHAPTER MEETING at WECU Bldg.

Doors open at 6pm, Meeting starts at 7pm

TOWER TALK: Got that question you always wanted to ask the controller, but couldn't over the radio. Here's your chance. Talk with your BLI Tower Controllers, off the record.

Happenings on the Ground at BLI with Mark and Emily
Wright Brothers Master Pilot Award Presentation to Ed Brown

MARCH 13: CHAPTER MEETING at WECU Bldg.

Doors open at 6pm, Meeting starts at 7pm

CHART CHALLENGE with Chip LaPlante

MARCH 13: Airport Advisory Committee Meeting.

General Aviation Conference Room, 4201 Mitchell Way. 9:30 to 10:30 am

APRIL 10: CHAPTER MEETING at WECU Bldg.

Doors open at 6pm, Meeting starts at 7pm

GPS FOR IFR AND VFR PILOTS by Bruce Williams of BRUCEAIR.COM

We're on the Web!
www.wpaflys.org

Newsletter Editor: Dave Grant

For comments/suggestions contact at DaveGrant@comcast.net or 671-6221



MARK YOUR CALENDARS!

Friday January 31st
7:00 - 9:00pm

Join us for a **retirement** party

for:

Terry Asp
(AKA Chief Viper)

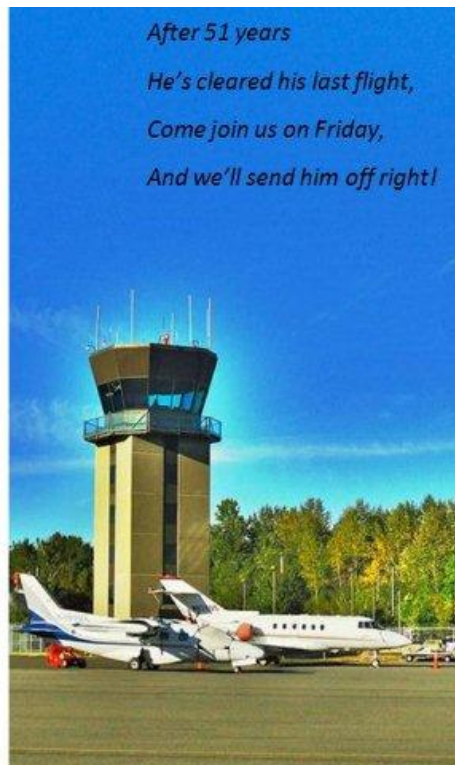


Bellingham Air Traffic Control Tower Manager

Where: Scott Plank's Hangar,
SE Corner of Solar Hangar
Near 4165 Mitchell Way,
Bellingham Int'l Airport

You're invited to bring your
favorite dish and story to share.

Advise your RSVP "on initial
COOOONNNNN-TACT".



Shop Talk with Craig Scamehorn

"Little things can make a big difference when it comes to airplane maintenance," according to Craig Scamehorn. He and Command Aviation encourage pilots and owners to get personally involved in maintaining their airplanes. Craig notes that simply checking tire inflation can save an airplane from an extra trip to the maintenance shop and the bill associated with it. "Owners can gain a better understanding of their aircraft and save money by participating in their aircraft's maintenance," Craig mentions. That's why Craig and Command Aviation not only allow, but encourage, owners and pilots to literally lend a hand in the shop when it comes to their aircrafts' routine maintenance and annual inspections.

"Another big part of maintaining an aircraft is flying it," Craig notes. Craig hopes that we all give our airplanes enough "exercise" by flying them regularly to keep them in good condition. According to Craig, for those of us, like me, who store our planes outside, "we should go flying at least once each month." The idea of "maintenance flights" is to get the moisture out of the engine and airframe.

"Yes Dear, I NEED to go flying today, not for my sake, but for the sake of our airplane, after all Craig says so!" Now back to Craig's words, "make sure that you fly long enough to get the oil up to operating temperature, so as to get all the moisture out of the oil. This means a minimum of ½ hour after the engine reaches normal operating temperature and the oil temperature is around 180 degrees." Craig adds that, "oil cooler block-off plates can also be installed during the winter months in order to help an engine reach the temperatures that will burn off moisture." Additionally, Craig recommends that we add "AvBlend" or "Cam Guard" to our oil at each oil change.

On a personal note, I recall rejecting for purchase an outwardly beautiful Cessna Cardinal that had been tied down outside in Los Angeles at Vans Nuys airport. Although it was beautiful on the outside from a recent paint job, there was so much corrosion on the inside surfaces (see accompanying photos) that my pre-purchase inspector told me to reject the plane (which I did). The inspector said the fog and pollution in that area

exacerbates corrosion problems. Years ago I recall seeing John Ring of Whatcom Territory Aero Services having to replace corroded skins on a local aircraft. He did an absolutely wonderful job, but I doubt it was an inexpensive task.

Given that concern I asked Craig about anti-corrosion treatments. Craig confirmed corrosion is an issue around here too. He related that Command Aviation will apply Corrosion X and ACF50 treatments during an annual at no extra charge, other than the cost of the materials. He said that "on aircraft that sit outside, we typically spray them out yearly in the wings and the tail."

In closing, Craig brought up another rather inexpensive maintenance step that can pay dividends to owners. He mentioned his shop will do a dynamic propeller balance for a \$200 flat rate, including tax. He suggested a balance be done at least every 3 years. As I dislike vibration about as much as corrosion, he just may have made a sale. ■

