



HANGAR TALK

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

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On Final... The President's Corner

**Jerry Ward – President
North Sound Chapter, WPA**

I have so much to report that it is hard to decide where to start. First, we owe a debt of gratitude to Josh Cawthra the NTSB Speaker we had at our last monthly meeting. His presentation was really great and left all that attended with lots of things to think about before we get in the sky again. For those of you that missed this presentation, you should talk to some of our members that went and see what you missed. He put out lots of valuable information and left us all with a better understanding of how important our preflights are and how we really need to be alert to flight management issues.

This last Saturday I attended the State WPA Board meeting at Paine Field and met the WPA State President John Dobson. The board meeting was really interesting and gave me lots of stuff to pass on to our Chapter. First, you have all heard the rumors about a new excise tax that could affect all of us that own an airplane. John said that he is following this closely and that right now it is just a rumor. We all need to be alert to anyone that may have input to our State Representatives. If you hear anything about this or if you read anything please let us know so they can attempt to fight this for us. None of us want to see them pass an excise tax aimed at just the Aviation Community. We already pay a fuel tax that is not required by the Boating Community. Thanks in advance for all of you for keeping your eyes and



ears open for any further information on this. We have monies to spend to try to keep them from passing such legislation in a **Washington Pilots Association Political Action Committee (WPA-PAC)**. AOPA would also help us to fight against this type of legislation. John is in touch with the Key Players of this Legislation so he is right on top of this issue.

I would like to also ask everyone to consider nominating someone for one of the State WPA Awards. The Award categories are:

Pilot of the Year: Shall be awarded to that licensed pilot judged to have contributed to the advancement of general aviation throughout the past year. A pilot's license and the evidence of strong support for general aviation are the criteria.

Dick Corey Award: Shall be regarded as the Washington Pilots Association top award. Not to be regarded as an annual award, but to be presented when special recognition is deserved. Criteria for this award shall be membership in the Washington Pilots Association, a distinguished record of accomplishment in General Aviation and in community service; activity in the promotion of safety, proficiency and upgrading; activity in

Continued on Page 2...

REMEMBER! The 2010 Olympic TFR is now **ACTIVE!** See page 3 for details!



“The Northwest Conference and Aviation Trade Show is scheduled for February 21 – 22 in Puyallup, WA.”



Photo By: Jeff Lustick

ABOVE: Newly constructed 150 ft runway extension and run-up area.

On Final... Continued

promoting a good relationship with other aviation associations and clubs, and with the non-flying public.

Bernie Lyman Award: Shall be an annual award given at the annual general meeting to the Association member who has worked beyond the normal call of duty to improve his chapter, increase its size, and Washington Pilots Association By-Laws strengthen its purpose. The perpetual trophy is to be kept by the Association, with a memento plaque retained by the recipient.

Harold Wilson Memorial: Not an annual award, the master plaque is retained by the Association, with a memento plaque to the recipient, and shall be awarded to a suitable nominee who has been active in contributing to public enlightenment about general aviation. A pilot’s license or membership in the Association is not necessary to merit this award.

Right Stuff Award: Not an annual award. Given to a member who has incurred or encountered an extraordinary event during the past year. The event can either be of a positive or a negative nature.

Gerber Memorial Award: This award is not annual and has been established by the Washington State Department of Transportation, Aviation Division. All nominations should be forwarded to the Director of the Aviation Division, who shall be the sole judge for selection, and who will present the award at the annual general meeting.

Another important item is that we voted to accept a new WPA Chapter in the State from Arlington. They are just getting

stated and will be building membership so if you know of someone that lives down there and would like to be a WPA member please let them know that they have a local Chapter now.

Northwest Conference and Aviation Trade Show: The Northwest Conference and Aviation Trade Show at the Western Washington Fairgrounds in Puyallup, WA is scheduled for February 21-22 this year, just around the corner. Please make plans to try to attend one of the days, we will have a booth and will be handing out Wings newspapers and membership forms. I also am going to try to get some dot-to-dot coloring books for the younger future pilots. There will be more info on this in the Feb issue of WINGS.

A Big Thanks to Ben Leischner for taking over the job of Hangar Talk Newsletter Editor, and an especially Big Thanks to Wayne Landis for all his hard work on the past Hangar Talk Newsletters. We are truly fortunate to have people that are willing to take on the really important behind the scenes jobs.➔

Lynden gets a facelift

Lynden Municipal Airport (38W) recently received a new run-up area and 150 ft. runway extension on the approach end to runway 25. The improvements were completed earlier this year. The North Sound Chapter of WPA donated \$250, as a chapter, to show support for the airport improvements. Although trees may still be somewhat of an obstacle on the approach to runway 25, there is now plenty of room to roll-out landing on runway 07.➔

2010 Olympic TFR is **ACTIVE!**

Flight restrictions will be in effect from **January 29, 2010** thru **March 24, 2010**.
Please remember to check NOTAMs often and fly informed!

For Complete details on restrictions, please visit:

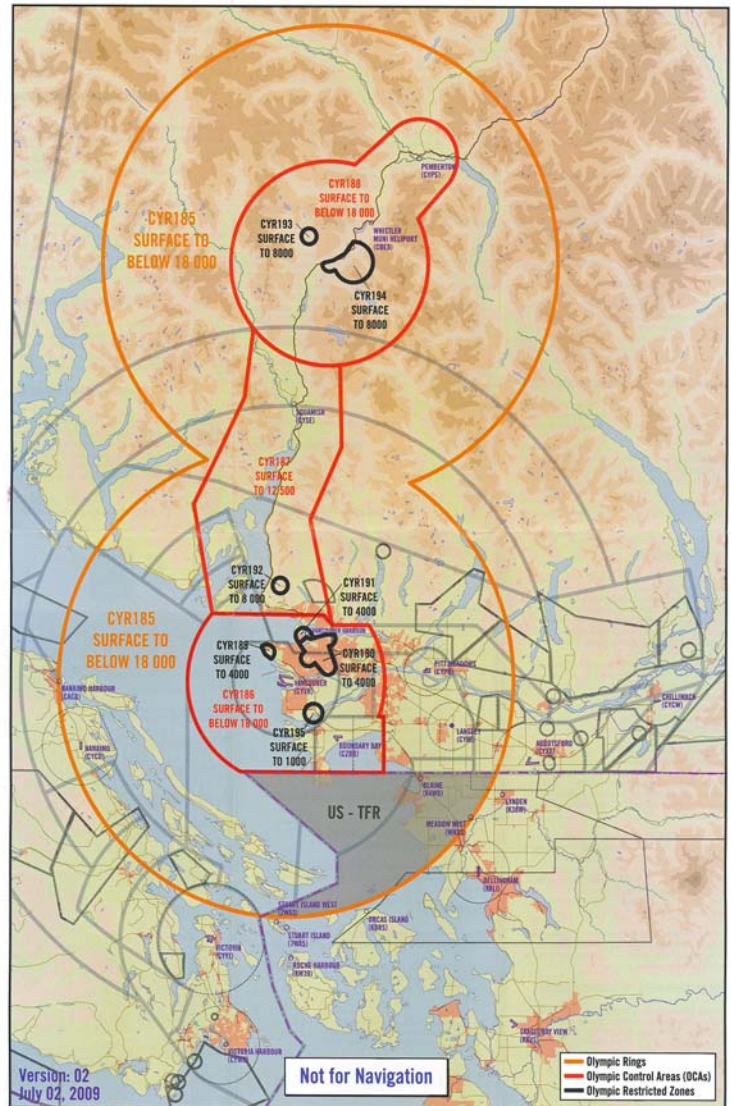
www.navcanada.ca

<http://tfr.faa.gov/tfr2/list.html>

The following operations are **NOT** authorized within this TFR:

1. Flight Training
2. Practice Instrument Approaches
3. Aerobatic Flight
4. Glider Operations
5. Parachute Operations
6. Ultralite, Hang Gliding and Balloon Operations
7. Agriculture/ Crop Dusting
8. Animal Population Control Flights
9. Banner Towing
10. Model Aircraft and Rocket Ops
11. Unmanned Aircraft Systems (UAS)

2010 Olympic Airspace



US FLIGHT PLANNING INFORMATION

VFR flight plans for flights departing, arriving or transitioning the 30nm radius Olympic ring must be filed with a NAV CANADA Flight Information Centre or a FAA Flight Service Station. **Flight plans filed with DUAT(S) providers in Canada or the USA do NOT meet security requirements of the 2010 Winter Olympics.**

Farewell LORAN - C

Jerry Ward
President

GPS has emerged in recent years as the LORAN-C system has become obsolete. LORAN is no longer needed for navigation or safety, DHS says. Over the protests of some U.S. senators and others who say the LORAN network should be maintained as a GPS backup, most of the nation's LORAN transmission towers will be turned off Feb. 8, with the remainder being shut down by Oct. 1.

LORAN marked a quantum technological leap when it first became popular among fishermen more than 25 years ago. Its passing marks the end of an

era brought on by satellite technology.

LORAN - short for "long-range navigation" - was developed during World War II for military ships and aircraft. LORAN-C was developed for civilian use in 1957 and uses radio signals from 24 land-based towers operated by the Coast Guard across the U.S. to determine positions at sea or in the air.

But mariners and pilots began turning to global positioning systems, which use signals from satellites, in the mid-1990s when GPS became widely available.

The time has now come to shut down the entire LORAN system, the government says. The Department of Homeland Security says eliminating LORAN could save \$36

million in 2010 and \$190 million over five years. It would result in the elimination of 256 jobs, according to the Coast Guard.

Relatively small numbers of fishermen, primarily old-timers, and some general aviation pilots use LORAN receivers on their boats and planes.

Major manufacturers stopped making them years ago. Still, the decision to pull the plug has drawn protests, including objections from Sens. Olympia Snowe and Susan Collins of Maine, Sen. Joe Lieberman of Connecticut and Maine Gov. John Baldacci. They say they are troubled by the decision to do away with LORAN without identifying a backup system to GPS.→



Loran – C Unit



GPS Units

Renew your WPA membership online

Ben Leischer
Editor

As pilots, we all love technology. From moving map GPS displays to filing a flight plan on the go from your cellular phone, aviation has changed and will continue to change, due to modern technology. Now, thanks to technology, we can all renew our WPA memberships, easily, and quickly online. Just log onto the state WPA website at: <http://www.wpaflys.org> and follow these 3 easy steps:

1. Click the large red button on the top right of your screen Titled "Join

or Renew On-Line, Today!"

2. Input your Member ID (Hint: first 3 letters of your last name followed by the first 3 letters of your first name + 001) for example, my Member ID is LEIBEN001.
3. Follow the easy, on-screen, instructions to pay to via credit card.→

NOTE- Please be sure that North Sound Chapter is selected as your desired Chapter!

Join or Renew On-line, Today!

Update Member Information

A current list of all active 2010 members can be found on page 8.

**Flight
School
&
Pilot
Supplies**

Bellingham Aero Aviation Services

4121 Mitchell Way
Bellingham, WA 98226
(360)671-2250

We are pleased to announce that we have purchased a **New Elite Instrument Flight Simulator** for use by our Flight Training Students. See the description below:

ELITE PI-121

The PI-121 is the first in a series of "Flight Console" systems. The ELITE Pro Panel SE like all Flight Consoles combines yoke and throttle quadrant into a sturdy one piece console. The ELITE Pro Panel SE is equipped with a six lever MEL quadrant standard (which can be used with either single or multi-engine aircraft), gear and flap actuators, and rudder trim. In addition, the PI-121 comes with the ELITE AP-3000 Avionics Panel, and ELITE Rudder pedals.



Please feel free to drop in anytime and check out this great addition to our Flight School

Bellingham Aero currently has four Cessna Aircraft available for Flight Training and will soon have a Instrument rated plane to allow students to get an Instrument Rating.

For more info please contact Harlow Friday at our Flight School Office.

CONGRATULATIONS NEW PILOTS!

Bellingham Aero is also proud to announce the new pilots that have completed training here and have their Pilot's Certificate in hand –

1. Paul Brown
2. Wayne Brugge
3. Curtis DeVries
4. Devin Paschke
5. Devon Walsh



2010 W. Bakerview Rd
Bellingham, WA 98227
info@commandaviation.net

24-hour Service Call
(360) 733-3174 main
(877) 770-1070 toll free
(360) 527-9451 fax

WELCOME TO COMMAND AVIATION...

Command Aviation at the Bellingham airport is expanding and now offers flight training. Brandon Penkoff is the CFI for Command. He is able to give instruction for private, instrument, commercial, tailwheel, high performance, and complex airplanes. Currently a Cessna 152 is available for rental with a larger fleet being planned for availability by summer.

Command opened its doors late in 2008 as a maintenance facility servicing piston, turbo prop and turbo jet aircraft. The Director of Maintenance is Craig Scamehorn. He has experience working with aircraft ranging from fabric airplanes, warbirds, all the way up to modern corporate aircraft. Craig brings with him a history of quality work and a wide variety of training from factory schools.

Brandon Penkoff comes to Command from Portland, Oregon where he instructed independently and finished schooling as an A&P mechanic. He received his flight training at the Arlington airport through MATA (Mission Aviation Training Academy) and flew a 7 week internship in Alaska after becoming a commercial pilot. He has been married for 5 years and is expecting his first children this spring (his wife is pregnant with twins). In the future Brandon will be working with a mission organization called JAARS (Jungle Aviation And Radio Services) which specializes in providing support to missionaries and villages in remote places.



Visit Command Aviation at the Bellingham International Airport for your next scheduled maintenance!



&



**Come to our High Flyin' Chili Cook Off
on February 11th at 6pm.**

We Are Hosting a Chili Cook-Off on February 11th at 6pm in Vaughn Burgess's Definitive Avionics Hanger. All entries are welcome - so bring your best recipe for chili that you can. The more the better!! Make it Hot - Sweet - Mild - Spicy or Fire. There will be Judges & Prizes!

You don't have to bring a chili entry - but if you don't, maybe you can bring either bread or a desert.

Come prepared to eat some fantastic Chili!

This will be our Monthly meeting of the North Sound Chapter of the Washington Pilots Association (WPA).

We will have Hanger Talk and lots of Fun!

**4151 Mitchell Way
Bellingham International Airport
Bellingham, WA 98226**



2010 North Sound Chapter Membership

Howard Andreason	David Grant	James Laird	Les Seelye
Kenneth Blackmore	Maureen Griggs	Wayne Landis	Bailey Shewchuk
Michael Bucove	Bennett Harris	Cal Leenstra	David Siden
Ian Casey	Martyn Harris	Benjamin Leischner	Bertil Van Boer
David Courtney	Evan Haskell	Daniel Looker	Del VandeKerk
Edward Crasper	Fred Haskell	Jeffery Lustick	Rashelle
Joe DeMarsh	Jack Herrick	Robert Malstron	Vandenberg
William Dodge	Jack Highlander	Jeff Marr	Richard Wakefield
George Edmundson	Terry Hindman	Jayne Mickas	Jerry Ward
Douglas Fenton	Mike Holl	Donald Muir	Paul Zosel
Jay Findlay	Scott Hume	Richard Paulson	
Edward Fosler	Friedrich Juhle	Erin Recke	
Robert French	Laurie Keleman	Lauren Rice	

If your name is not listed and you would like to renew your WPA membership for 2010, or join the North Sound Chapter of WPA, please contact NSC Treasurer, David Grant for renewal membership information. Also, renew your membership online in 3 easy steps at www.wpaflys.org.

All members listed above are PAID IN FULL for 2010!



REMINDER!

Plastic pilot certificate deadline approaches

The deadline for switching to plastic pilot certificates is weeks away. Paper pilot certificates will no longer be valid after March 31; don't let procrastination ground you. The cost for a new certificate is \$2. Temporary and student pilot certificates are not impacted by the rule. The steps for the process are provided on the FAA Web site (www.faa.gov).



What we've learned...



Ben Leischner
Editor

On January 14th, Josh Cawthra gave a great presentation to the North Sound Chapter of the Washington Pilot's Association. Josh serves as an Aviation Accident Investigator for the National Transportation Safety Board (NTSB). Josh's presentation covered roughly 10 different accident scenarios from VFR flight into IMC to a breakdown in aeronautical decision making. If you were unable to attend Josh's presentation, there are several things that I would like to leave with the reader.

"Many accidents can be avoided with a simple walk around the aircraft and systems check prior to take-off."

1. SHOULDER HARNESS - If you don't have shoulder restraints in your aircraft, they are an easy and relatively cheap mod that pays dividends when needed.

2. PREFLIGHT – Even if it's your plane and nobody knows it like you do... preflight. Many accidents can be avoided with a simple walk around the aircraft and systems check prior to take-off.

3. STUDY – Accident reports are available through www.NTSB.gov. Understand where others have failed and what you can do to avoid a mishap in the future. →

Flight Log

23 January 2010 KBLI - KSEA - OS9 - KBLI Total flying time: 2.1

Jeffrey A. Lustick
Member

As with most Saturdays, I was at my hangar preparing to pull my Cessna 172 out for another flight with no particular thought of where I was headed or when I would be back. Lunch sounds nice, but where? Recruiting a co-pilot wasn't a challenge as I see Ben Leischner, BLI's Operations Coordinator, come driving by the hangar. Ben is always up for a quick flight, but this time Ben just so happened to have the perfect mission at hand. Ben's friend was stuck at BLI with a cancelled Horizon Air flight, she had a connection to make in Seattle and it wasn't looking promising. Ben asked if I would be interested in making the quick trip to Boeing Field; however, Sea-Tac sounded like just the destination I was looking for.

After a brief moment of silence for Ben to digest my suggestion, the planning began.

For many pilots, operating at SeaTac is not their idea of a weekend pleasure flight and to many, it's totally unthinkable. But on this occasion, which would be my fifth landing at KSEA, it's really just another airport, despite the fact that the runways are wide and long and you're surrounded by heavies most of the time.

The flight was routine with moderate to light rain along the route but generally VMC. Cloudy above 4,500 feet or so, but with 1,800 scattered and rain reported at the destination. We launched from Bellingham at about 10:50 AM and flew VFR direct.



Photo By: Ben Leischner

ABOVE: View of SEA tower on departure from Seattle Tacoma International's runway 16R.

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...Flight Log Continued from Page 8

"Whidbey Approach, Cessna 13594, off Bellingham, 2,700 climbing 3,500; VFR to SEA."

"Verify, you said going to SeaTac?" queried the Air traffic controller.

"Affirmative, Cessna 594 is going to Seattle Tacoma," I said. Controllers at Seattle Center and Seattle Approach would each latter ask the same exact question.

Flying to SeaTac on this occasion was the easiest trip I have ever made. It was my first visit since runway 16R/34L had been constructed. Not the typical 10-15 minutes of holding over Vashon while the controllers attempt to sequence me in front of the slower moving Q-400s or a B737; I was cleared for approach to 16R nine miles out! The bigger aircraft stuck with 16C and 16L, leaving me with plenty of room. Due to the clouds and my lower altitude, I couldn't even see the field yet. Of course I landed in the first 900 feet of runway and to my surprise, was instructed to roll to the end of the behemoth 8,500 by 150 foot runway.

There is only one FBO at SeaTac, situated between 34L and 34C. Ben and I were able to drop our passenger off and the FBO gladly, and for free, shuttled her to the commercial terminal. Later, she was able to catch a flight to San Diego.

Thanks to the quick turn, I wasn't charged a ramp fee by the FBO, which isn't typical; but I may still receive a bill for the \$15 minimum landing fee from the Port of Seattle.

Afterwards, Ben and I flew to Jefferson County (OS9) for a leisurely \$150 hamburger lunch at the Spruce Goose.

The fact that Cessnas and other light civil aircraft usually don't land at SeaTac by

choice and certainly not at noon on a rainy Saturday is not lost on me. Class B airspace can be daunting enough. But I look at it this way, I'm a pilot and I get to fly in some pretty cool places if I am up to it. And for a GA pilot, SeaTac is not a restricted field. If SeaTac is too busy for me, the controllers there will say so. I once met some SeaTac controllers at the State Aviation Convention in Puyallup, who told me the same thing. I look at flying my Cessna into larger airports, such as SeaTac, as staking a claim to something we private pilots are legally entitled to do. In my flying career, I have landed light civil aircraft at other busy commercial airports such as PDX and Chicago Midway; as well as flying in congested airspace such as San Diego and LAX. Who knows, maybe someday, I may even land at O'Hare in my Cessna. I am a private pilot, and I am proud of, and excited by, the many different places we can fly. →



Photo By: Ben Leischner

"I look at flying my Cessna into larger airports, such as SeaTac, as staking a claim to something we private pilots are legally entitled to do."

ABOUT THE WRITER

Jeff grew up in Skagit County and has been flying for over 24 years. On most days, you can find Jeff flying the North Puget Sound, many times with his 7-year old daughter, Amelia, who has come to embrace aviation as well (with a name like that, who'da thought?!) Jeff owns Lustick Law Firm, a local legal firm specializing in Criminal Defense. Jeff is a former prosecutor that now specializes in Criminal Defense and Aviation Law. As a member of the AOPA legal services plan, let Jeff protect your rights as a pilot. Please visit Jeff's website at: www.lustick.com.







LOCAL FUEL PRICES AS OF JANUARY 30, 2010

100LL

\$4.40—\$5.29
average \$4.85

Information from www.airnav.com

Airport / FBO

KBLI	<i>Bellingham International Airport</i> Bellingham, WA	 <i>Bellingham Aviation Services</i>		SS \$4.68 FS \$4.90	GUARANTEED	
	 Bellingham Fuel Service Come Fuel With Us 122.95 360-671-1600		SS \$4.71 FS \$4.93	GUARANTEED		
38W 10 NNE	<i>Lynden Airport</i> Lynden, WA	 City of Lynden (self-serve fuel)		SS \$4.70		23-Oct-2009 update
KORS 16 WSW	<i>Orcas Island Airport</i> Eastsound, WA	Aeronautical Services		SS \$5.25		15-Aug-2009
74S 18 SSW	<i>Anacortes Airport</i> Anacortes, WA	San Juan Airlines		SS \$4.75		25-Nov-2009
KBVS 20 SSE	<i>Skagit Regional Airport</i> Burlington/Mount Vernon, WA	 CORPORATE AIR CENTER		FS \$5.15 SS \$5.15	GUARANTEED	
	 ViaJet Aircraft Management L.L.C.		PS \$4.75 SS \$4.75	GUARANTEED		
KFHR 25 SW	<i>Friday Harbor Airport</i> Friday Harbor, WA	Aeronautical Services		SS \$5.29		14-Oct-2009