

## Member Spotlight – Loren Sievila

When I told my Mother that I was going to get my pilot's license she said she was not surprised. She related a story about what I wanted to do whenever we went for a Sunday Afternoon ride in the days before television. I always wanted to go to the "oreport" and watch the "oreplanes". I couldn't even say airplane but I could say "oreplane" because my Dad worked in an iron ore mine. I guess one must be born with the desire to fly.

I started taking lessons in Ironwood, Michigan (KIWD) from Jocko Kevari in a PA 16 Piper Clipper. I was ready to solo when I ran out of money and it was go to college, enlist or get drafted. I went to college for one semester and then figured I might as well get the military commitment out of the way. I enlisted in the Navy with the promise of working in aviation. Of course the Navy lied and sent me to radarman school. I got assigned to the USS Wasp, CVS-18 and started chasing Russian subs around the North Atlantic.

I got to watch a lot of people flying and actually flew off the carrier a couple of times in a helicopter. In the spring of 1970 I was sent to Air Intercept Control school at Glynco Naval Air Station in Brunswick, Georgia. After school I returned to Wasp and made another cruise to the North Atlantic. Chased some more subs controlling Grumman S2E's, E1B "Willy Fuds" and Sikorsky SH3-D's. We also had 4 A-4 Skyhawks and I got to run a few intercepts on the Russian Bears-Tupolev TU-95. After the Navy I went back to college, got married and had 3 Daughters. No flying for many years but I kept on dreaming.  
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Flew a Marchetti SF-260 in Scappoose



Grumman S2E Landing on WASP



PA28-161 Warrior that I took my check ride and got my ticket in-KDGW.

## Member Spotlight – Loren Sievila –Continued..



1977 C 177B Cardinal in Ironwood, MI



1971 PA 28-200R in Ironwood, MI



Hole in Crankcase and broken rod



My Cessna 150 at Ilwaco WA

The first plane that I owned after I got my private was a 1977 C177B Cardinal with 180 HP and a constant speed prop. It was a beautiful airplane and had only 405 hours since new when I acquired it. I could fit my wife and 3 small girls in it and we flew from Wyoming to Michigan, Canada, and wherever. To help with expenses I had it on lease back to an FBO in Douglas Wyoming and later Casper Wyoming. My Cardinal flew to Oshkosh once but I wasn't in it unfortunately.

I got into a bad snowstorm in the Black Hills of South Dakota and Wyoming one night in the Cardinal and was lucky my instructor was with me or I probably wouldn't be here today. Vertigo, St Elmo's Fire, and icing and I had about 60 hours total time. It was scary.

I also owned a 1971 PA28-200R when I lived in Wyoming. It was the second plane that I owned and I had a partner which is really great if you have a good one which I did. That was back in 1987 and we are still the best of friends today even though he doesn't fly anymore. Part of the reason my friend Don doesn't fly anymore is because he had a couple of very bad experiences while flying. The first one happened when he was working on his Instrument rating in Casper Wyoming. He was under the hood with his instructor and was told to level off at 7,000 ft which he did. It was at that time a connecting rod on #4 cylinder decided to let go. Don did a great job and got the plane down safely about 7 miles from the airport. The engine was shot but the plane was not damaged.

My partner Don didn't fly much after that. If he hadn't gone up when he did it would have happened to me as we planned to leave with my family for Michigan in a few days.

I didn't fly for several years when the kids were in college and then got checked out again in Clemson South Carolina where I was working temporarily. Came back to the Northwest and bought a really nice C150. My wife doesn't really like to fly and the kids are gone so the 150 was just right. Sold the 150 and bought the Onex kit which I hope to be flying by end of this summer 2012.

*-Editor, We are looking forward to seeing that Onex up in the air!*