



SPOKANE FLYER

APRIL 2009

Your engine quit! Now what!



Larry Tobin has years of experience flying antique aircraft as well as airliners. Where to put the plane when the engine quits is always a consideration. Better to think about it before it happens than after.

Larry has first hand knowledge to share having done just that with his classis Stearman biplane last year on the last leg of his around-the-country-tour with Addison Pemberton.

Join us on April 15th and hear the story of his thoughts as he guided the aircraft to a survivable off-airport landing between Portland and Spokane.

NEXT CHAPTER MEETING

WEDNESDAY
APRIL 15, 2009

6:00 P.M.

Marie Callender's Restaurant
2111 N Argonne Rd.

Guest Presentation:
Larry Tobin

Your engine quit-Now what!

"What I did when it happened to me."

WPA Members reach new heights in the Fairchild AFB High Altitude Chamber

by Jerry Baur



FAFB Aerospace Physiology staff fit WPA members with helmets and oxygen masks



Ralph Wilfong is ready to go.



Lt. Col. Tim Byrne, Aerospace Physiology Flight Commander gets ready to spin Mari Thomas, wife of 92nd Air Refueling Wing Commander, Col. Robert Thomas, in the Vertigo Chair.

On Friday, the 6th of March, 15 of us from the Tri-Cities and Spokane WPA chapters congregated at a building in the middle of Fairchild Air Force Base that holds an Altitude Chamber big enough to take 16 victims and a couple of instructors to 40,000 feet, or so, without ever leaving the ground. We spent most of the morning in a classroom learning about the effects of altitude on the body, why this is a problem for pilots, and what to do about it.

Then it was time to prepare for the main event, the Altitude Chamber. The Air Force takes this seriously, so after an extensive safety briefing, we were each fitted with a helmet and oxygen mask. Did you ever wonder why in the movies the oxygen mask is always hanging by one strap rather than on the face so it does some good? Well, you will know the answer to that question after taking this course. After the fitting, we all enjoyed lunch at one of the fine dining establishments on base.

After lunch it back into the chamber for what we all came for—experiencing hypoxia. Going through the chamber is not required to complete the course, and so 3 of the 15 decided not to subject themselves to 25,000 feet both with and without a mask. The chamber exercise took about 1.5 hours, plenty of time to get intimate with that mask. Thirty minutes of that time was at ground level pre-breathing 100% oxygen to clear most of the nitrogen out of our systems. Why did we do that? Attend the course and find out. Among other things, I was quite surprise to find out how much oxygen, or the lack thereof, effects your night vision.

After that it was back to the classroom where we spent a couple more hours talking about other physiological things that effect pilots, like Spatial Disorientation, (they have a trainer for that too, I made sure I tried it) plus discussions on Fatigue, Dehydration, and Drugs. This all wound up a little after 1700. You get a very full day for \$50, and you will find the Air Force people very knowledgeable and accommodating.



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SPOKANE FLYER

is published 12 times per year by the Washington Pilots Association, Spokane Chapter. We welcome articles and photo contributions that may be of interest to pilots in the Spokane area and the Inland Northwest.

Editor

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Chapter general meetings are held on the 3rd Wednesday of every month except August and December.
Board meeting are held on the 1st Wednesday of every month.

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President's Message: Tom Morris

April already! Are you kidding me! The Chapter has been busy, but as spring arrives and good weather becomes the norm, rather than the exception, we have more projects to complete. The first item we have to tackle is the Chapter renewals. We are just finding out that some the on website renewals did not work correctly. If you renewed your membership on line, please check with the State to make sure you did get renewed. There have been some errors that we are still trying to get straightened out.



Next on the list, is to get those birds out, and sharpen the winter skills that occur during the difficult weather months. Last month Ralph Wilfong educated our group about being prepared with the proper equipment, should you fine yourself on the ground with an unscheduled stopover. This month Larry Tobin will talk to us about being **MENTALLY PREPARED** to fly the plane **ALL THE WAY TO THE STOPOVER POINT**, and recognize how **LITTLE TIME** that might be.

John Townsley working with the FFAST Team has been able to keep us gaining points with these Wings Programs. John has also been staying very busy keeping up with the legislative movements at the Capital. The Long-Term Aviation Transportation Study (LATS) program is something we all need to focus on and there will be some discussion at the next BOD meeting about the position we should take on a number of these items. Comments to the State about the LATS study have to be in before 04/17/09. We have received a worksheet from John Dobson that will help us all make a little more sense of the study, and be able to comment with more knowledge of the items discussed.

On Saturday, May 30th, we are looking forward to our first work party at Lower Granite. This year I anticipate weed control along the trail, general clean up and normal maintenance. Bring your picnic supplies, yard tools and have some fun with us. See you at the meeting and hopefully at the airport!

Tom

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



Through special arrangements with Michael and Stefan Strasser, we are pleased to have the Chicken Wings comic strip in *Spokane Flyer*. For more strips, products, and offers, check out their website at: www.chickenwingscomics.com



A winter plane retrieval story

Don't get "get-there-itis" by Marc Ruggerio

On March 6th, my Plane-partner, Art and I departed for Pullman, to pick up N3082U, our Cessna 172 that just completed its annual inspection.

Upon arriving in Pullman, we found several inches of snow and icy roads. We had left a much thawed Spokane, so this was a bit of a surprise. Upon seeing the snow blanket covering the ramp, I spotted N3082U covered in the cold white stuff. We spent the next 40 minutes brushing off the 2+” of snow on the plane only to find ½” of ice under that. An additional bonus was that the high winds and 9F temperature the night before completely packed the cowling & engine compartment with snow/ice and thus we had a cold soaked engine to deal with.

Fortunately, Doug at Interstate Aviation saw what we were doing and suggested I use their de-ice service for \$20. I took him up on his offer, and within minutes N3082U was in the hangar, directly under the 4” radiant heat pipe in the ceiling. He had also wheeled over a propane-powered pre-heater for the engine compartment.

Within 15 minutes we were pushing the ice off the wings. After 40 minutes, the plane was completely wiped dry and the engine compartment could have roasted a turkey. After Doug recharged the battery, we wheeled N3082U out of the hanger, took on a few gallons of 100LL, and launched. Art drove back and I had an uneventful flight back to SFF.

Lesson learned: Keep 'get-there-itis' at bay. I felt a little pressure about being at work on time, but after we brushed the snow off the plane I verbally announced, "We may be driving home." This put it in my mind that we would not be rushing out of Pullman. I think it is a good technique to employ— verbally announce your option that doesn't include flying that day or at that time; it takes the pressure off.

You too can be an Angel Flight flyer

by Melinda Denton,
Angel Flight West

Several years ago, I read an article in Flying Magazine about alternatives to flying for the "\$100.00 hamburger" – yes, it was several years ago! I was a newly minted instrument pilot with a Cessna 210 all dressed up with no where to go!



Angel Flight passenger, Virginia (center) with Angel Flight's Melinda Denton and pilot Tim Lewis at Boeing Field.

Flying Magazine had published an article about Angel Flight. A group of volunteer pilots based in California were providing free air travel, using their planes, time and gas money to provide help for patients who had to go outside their home town for medical treatments. I joined knowing there were no flights yet in Washington. Six months later, I received a call saying that the Washington Wing was being formed. That was in 1998. Since, I have enjoyed flying missions, recruiting pilots and sharing how AF works.

The flights are set up at the request of social service agencies or area hospitals. Patients must be ambulatory and have a medical release from their doctor if under treatment – these are not emergency flights. The missions, generally no longer than 300 miles, are posted on the Angel Flight website, allowing pilots to pick and choose which missions they would like to take. Once a mission is selected and approved, the pilot is given patient contact information so the flight can be coordinated. The patient is advised again that not all flights can be completed and they should have a back up plan. The flight may be cancelled by the pilot for any reason the pilot feels safety may be compromised.

Last year, our Washington pilots flew over 400 flights of compassion. Our volunteer pilots all agree that flying an AF mission is a rewarding and uplifting experience.

I would like to invite you to join our team of pilots – for more information on how, visit www.angelflightwest.org or email me Melinda@cbspokane.net.

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Spokane Chapter

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Your story could be here

Send in your stories about the reason you fly, your most memorable flight, or the best use you have made with you ability to fly.

The Spokane Chapter newsletter can always use story contributions (and, of course, pictures if you have them) every month. Plus, the bi-monthly Washington State WPA "Wings" newsletter can also your stories.

You might also make it big-time. The Aircraft Owners and Pilots Association is asking for your General Aviation stories.

Send your newsletter stories, (and story ideas) to Al Gilson at: alcessnapilot@comcast.net.

Fly north to try your hand at a little Poker

by Dave Garringer, Colville WPA



The Colville WPA Chapter is putting together a flying Poker Run on Saturday April 18 (with an alternate date of April 25th if the weather doesn't cooperate), starting at 9:00am. The run will begin at Colville (63S), making the first stop at Chewelah/Sand Canyon.

Then to Deer Park for a possible fuel stop, followed by Priest River, where it sounds like we might have pop and hot dogs available. The next stop will be Ione, where I'm told the Cabin restaurant will be reopened (right next to the airport), then back to Colville where we can come up with the winners and relax for the rest of the day. The cost will be \$10 per for a hand of five cards, and you can buy as many hands as you want. At this point I think the first card will be picked up at Sand Canyon with your last card at Colville. First prize will be 30 gallons of avgas, second and third prizes to be announced. Friends and family are welcome to fly along and play too.

We're hoping the weather will cooperate but you never know this time of year. We'll give it a shot and see what happens. Watch the weather report for that morning, and it may be a good idea to call that morning to see if it's a go. The Colville airport number is (509) 685-9056, or my number at (509) 675-1041.

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