



Spokane Chapter

SPOKANE FLYER

APRIL 2010

Get the inside info on the weather outside



Go, or no go? What's the weather going to be like-at home, and your destination? How do the weather forecasters forecast the weather, and what's on the horizon for new technology to help them do it?

Weather is the number one concern for any pilot, and the people that help us determine if flying conditions will allow for a safe flight are the meteorologists of the National Weather Service.

Ron Miller with the National Weather Service joins us at the next Spokane WPA Chapter meeting with the inside story on how they forecast the weather now and the next generation forecasting technology. Ron will discuss NextGen weather and reporting services. This will also be an FAA Wings event. You will be able to sign up 'online' for it so watch for it at www.faa.gov!

Join us at Marie Callendar's on Wednesday, April 21 at 6:00 p.m. for this exciting look into the future of weather forecasting.

NEXT CHAPTER MEETING

WEDNESDAY
April 21, 2010

6:00 P.M.

Marie Callendar's Restaurant
2111 N. Argonne Rd. Spokane, WA

Special Program:

Ron Miller
National Weather Service

Spokane International Airport Aircraft Rescue and Fire Fighting

Learn what they can do for you

Things just went 'south' in a hurry, you're on short-final for Spokane International Airport with the "Emergency" declared, and you wonder who and what will be waiting to meet you on the ground?



Boeing 787 Dreamliner at Spokane International Airport

Meet the men and women of the Spokane International Airport Fire Department as they describe equipment, response protocols, and after-the-incident procedures, and possible paperwork. While some pilots delay to declare and emergency, for fear of the "unknown response" factor, and the red-tape, these fire fighters are going to show us that declaring an emergency is in everyone's best interest when unsure if it is an emergency, or if the risks of one are high.

The Washington Pilots Association/Spokane Chapter, in conjunction with the FAA Northern Rockies Safety Team, International Association of Fire Fighters Local #1789, and with the generous support of Spokane Airways, bring you the ultimate in Fire/Rescue/Crash Response/Equipment safety seminars on Saturday, April 10, 2010 at 2:00 p.m. at Spokane International Airport.



Lt. EMT Tim Lively, and FF EMT Chris Wetherell will describe responding to incidents, crash and rescue mitigation, equipment, plus select demonstrations. For more information, or to register, please see the FAAST website to reserve your seat, and, meet up at Spokane Airways at about 1:30 p.m. prior to event for complimentary shuttle service. Fly-ins are welcome, and Spokane Airways has even graciously offered a generous full-service fuel discount for any attendees who utilize the Flight Center. Seating is limited and going quick!

Aircraft tax still an issue by John Townsley

As this is written (Sunday, April 4), the aircraft tax issue is still alive in the Washington Legislature.

The Washington Pilots Association and other partners in the Washington Aviation Coalition have been working very hard to defeat a proposal in the Legislature to significantly increase tax on aircraft registered in Washington.

Early in the legislative session some members of the House discussed imposing a 1/2% per year excise tax on the "market value" of aircraft. The aircraft excise tax was just one of many tax increases proposed by the House. The State Senate meanwhile has steadfastly rejected any efforts to impose this industry killing tax increase. The issue is not in Conference Committee.

We are close to a resolution. If you have contacted your legislators THANK YOU. And please do it again!



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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.

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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.

Join or Renew On-line, Today!

Go to: wpaflys.org

President's Message: Duane Lukan

Our March meeting at Spokane Turbine Center went very well. Fifty-five people attended the event, and over thirty people received FAA Wings Credit. It was interesting to tour their facilities and Jeff Turcotte's presentation on safe flying was very much to the point for pilots in our area. Our thanks go out to him for accommodating our group and taking the time to share his extensive experience in aviation safety.



In addition to our regular April meeting we have a special on-site presentation on Spokane International Airport's Aircraft Rescue and Fire Fighting (ARFF) facility on Saturday April 10. We meet at Spokane Airways by 1:30 p.m. They will transport us to the fire station with their shuttle van. If I'm reading the street map correctly get off the freeway at exit 276, from the off-ramp turn right (north) then an immediate left (southwest) onto S Geiger Blvd., then right (west) on Pilot Dr. to S Davison Blvd. The address is 3910 S Davison Blvd. To avoid crowding the parking lot carpool if you can and then park in the south end of the lot. If you are flying in Spokane Airways is graciously offering a discount on fuel. This will be an FAA Wings seminar. For all the details and to register go to: www.faasafety.gov.

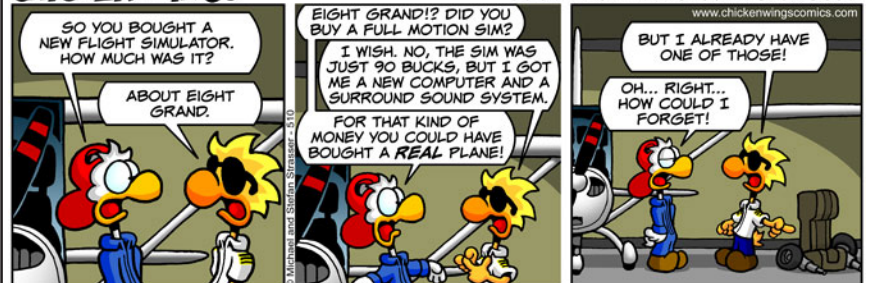
Our April 21 regular monthly meeting will be at Marie Callender's Restaurant at 2111 N Argonne Rd in Spokane Valley. We will have a presentation on weather. Ron Miller with the National Weather Service will discuss NextGen weather and reporting services. This will also be an FAA Wings event. You will be able to sign up 'online' for it so watch for it at www.faasafety.gov.

Regarding the proposed excise tax on aircraft in Washington we need to say "good work folks" to everyone who prodded their legislators about the detrimental effects it will have on business and employment in the state. I don't know what could have more effect on their votes than being swamped by the citizenry with opposition to their ideas. If you haven't done it yet it appears there is still time and it seems to me we are having an effect. The Senate is resisting the tax but it is still in the House bill with dare we hope some indication of weakening resolve. We need to keep the pressure up on our Senators and Representatives to vote against the tax.

For preliminary planning, it looks like we'll have our Lower Granite Airport work party on Saturday May 22. To be confirmed.

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



Flying the Quest Kodiak Simulator by Jerry Baur

For those of you were at the annual banquet, you know that two of the items up for auction were one hour sessions at Spokane Turbine Center's Quest full motion simulator. Not all of us ever expect to get to fly a real turboprop airplane, so I saw this as my golden opportunity for the next best thing. So on a Thursday afternoon I found myself at STC to cash in my certificate. My instructor for the day was the guy in charge, Jeff Turcotte.

While the simulator will allow you to go to exotic places and engage in wild activities, what I wanted was to know what it is like to fly a turboprop. So I prepared myself by re-acquainting myself with the Garmin 1000 cockpit, and flying the Cessna Caravan in my Microsoft flight simulator. I practiced on exactly the activity I wanted to perform in the Quest, namely flying back and forth between Felts and Spokane International. The simulator makes it easy, you don't need to talk to any tower guys and there is just enough distance between SFF and GEG to take off, establish a cruise configuration, setup, and land.

We started with a short session locating levers and switches and identifying their function. And there are several more than in a Cessna 172. Next we went through the full startup checklist to get the engine started. Now for you airline pilots, this is probably no big thing, but I am a C-172 jockey, and there are a lot more steps, and apparently turbine engines aren't very forgiving of sloppy starts. After 10 or 15 minutes we were lined up and ready to go from Felts runway 21-right.

Steering on the ground is sensitive at best, so after zig zagging down the runway, I got it off the ground. In one piece, I think. Once off the ground it is much more stable though. The controls are a lot heavier than a C-172's, so staying up on the trim controls is important. And, there is a lot of power there, so keeping it under control is a primary task. After four takeoffs and landings I was almost keeping up. So the next landing we



Jerry at the controls of the Kodiak sim. Check out his steep turn in the windscreen and on the panel.

did was with a cross wind. That went pretty well, so Jeff threw in a loss of power that required use of the Emergency Power Lever, and then a full engine failure right after takeoff, a short field takeoff and landing, a flight to Deer Park, and yet another engine out landing. I survived all that without crashing or even bouncing a landing. Of course I did have some help, and I might have wandered off the runway a couple times.

So did I have fun? You bet! Did I learn anything? Yes, again. The nice thing about a simulator is that you can pack a lot of flying in a little time with zero risk and no wasted gas. And I have one hour in my log book of "Pilot in Command" time in a Turboprop to show for it.

Thanks Jeff, that was great.

Membership renewal update

Over 60 of our Spokane WPA members have already renewed their membership, either through the statewide on-line renewal system or by sending funds to the local chapter. Special thanks to those that have already renewed.

If you have not renewed your membership, please do so either on-line or by sending a check for \$31 to the Spokane WPA. The address is on page 2.

Renew today at the www.wpaflys.org website.

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Spokane Chapter

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Felts Field Standards up for review

Spokane Airports are seeking input to revisions of the Minimum Standards for Commercial Aeronautical Activities and Aircraft Fueling on Felts Field Airport. Spokane Airports will host a meeting at Felts Field on Thursday, May 6, at 5:00 p.m. in the Felts Field Airport Maintenance Shop.

Minimum Standards for Felts Field were last updated in 2003. The purpose of this meeting is to discuss how they may be revised to be applicable to the current aviation environment.”

Written comments on the Minimum Standards must be submitted by April 19 by mail to Spokane Airports; Attn: Properties and Contracts; 9000 W. Airport Dr., Suite 204; Spokane, WA 99224. They can also be sent by email to judyg@spokaneairports.net.

Aviation "Safety Stand Down" on tap in April

The FAA and Moody Aviation has teamed up to participate in the FAASafety National Safety Stand Down. The 2010 FAASafety's National Safety Stand Down launches a major safety and education initiative to improve general aviation safety through interactive knowledge and skill based training targeting the four areas producing the most aviation accidents: Loss of Control, Surface Safety, Owner Performed Maintenance, and Risk Management.



The Stand Down will be held on Saturday, April 17, beginning at 8:00 a.m. and the program will run through the day.

Moody Aviation is located at 6719 E. Rutter in Spokane. If you fly in, the facility is located east of the tower, FSDO, and Medstar.

Go online to register at: www.faasafety.gov.

The 2010 FAASafety Safety Stand Down is a cooperative effort between the FAASafety, Fantasy of Flight Aviation Museum, the FAA Office of Runway Safety, the Aircraft Owners and Pilots Association (AOPA), King Schools, Sporty's Pilot Shop, and Tulsa Tech.



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