



SPOKANE FLYER

APRIL 2012

Runway Safety

Do you really understand your part?



It's a special "Wings" presentation at this month's WPA/Spokane Chapter meeting. Our special guest is Minard Thompson FAA Safety Team Manager, and "the Clicker.", to challenge your knowledge level of runway safety. In this interactive seminar, with no records kept, or hands raised, you will be able to demonstrate your personal knowledge of runway and taxiway signs. Are you willing to challenge yourself? Come on out and take the "electronic test" on a few simple signs you will see almost every time you fly.

We'll be at the Longhorn BBQ at 2315 N. Argonne in the Spokane Valley. You can come early and enjoy some of the best barbeque this side of Laredo, or drop in about 6:45 p.m. for the program. How do you get there? It's easy: Take exit 287 from I-90. Proceed north on Argonne to East Montgomery Ave. Turn left (west) into the restaurant parking lot.

Be sure to sign in on the FAA Team website to register. There are only 45 seats in the room and you don't want to miss out.

Take the electronic quiz to see how well you'll do at the airport.

UPCOMING CHAPTER MEETINGS & ACTIVITIES:

Spokane Chapter April General Meeting

Wednesday, April 18, 2012, 6 p.m.
Longhorn BBQ, 2315 N. Argonne (I-90/Exit 287)

Program:

Runway Safety:

"Do you really understand your part?"

Minard Thompson/FAA Safety Team Manager

Spokane & Deer Park Chapters Joint Meeting

Thursday, April 26, 2012, 7 p.m.
Deer Park Airport Admin Bldg.
1800 W. Airport Rd., Deer Park, WA

Program:

"Crossing the International Border? US Customs and Other Requirements GA Flyers Should Know!"

Let's fly to the great white north!

Learn how to cross the border.... without crossing the line



A great flying adventure awaits you less than 150 miles to the north. Flying into Canada isn't that tough and, if you just handle a few simple procedures, it's nothing to worry about. The Deer Park and Spokane WPA Chapters come together for this special presentation on Crossing the International Border between the US and Canada.

This seminar is sponsored by US Customs and the Deer Park Chapter of the Washington Pilots Association, with assistance from the Spokane and Colville Chapters of the Washington Pilots Association, and by the FAA Safety Team. The meeting room and internet connections are graciously provided by Deer Park Airport.

David Folsom, Port Director for the US Customs Spokane Port of Entry will cover requirements for GA aircraft to cross the US border. He will discuss requirements for aircraft that depart US airspace and for aircraft returning from Canada.

Port Director Folsom will address documents you and your passengers must carry, fees, and registering for and using eApis. At the completion of the seminar pilots will have the opportunity to register for eApis.

Norm MacPhee, an experienced border crosser and retired naval aviator, will discuss the "other" requirements for crossing the international border. He'll explain why "ADCUS" is so important, what pilots need to know about "discrete squawks" (aka "transponder codes") and other important information necessary for a quick and easy cross border flight.

Join us at the Deer Park Municipal Airport on Thursday, April 26th at 7 p.m. To get there, fly in to KDEW and park at the Administration Building. To drive in: From Hwy 2 turn W on Meer Park Milan Rd; drive 4 miles to Cedar Rd; turn N. KDEW admin bldg is 1st bldg E of Cedar Rd. From Hwy 395 take the Main St Exit to four-way stop; turn E on Crawford Ave; turn NE on Airport Rd; turn S on Cedar Rd then into the KDEW admin bldg parking lot.



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SPOKANE FLYER

is published 12 times per year by the Washington Pilots Association, Spokane Chapter. We always welcome articles and photo contributions that may be of interest to pilots in the Spokane area and the Inland Northwest. Please submit articles in Microsoft Word and photos in the JPEG format for best results. General story ideas are also welcome.

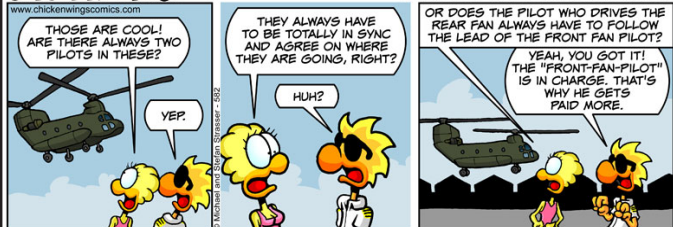
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Chapter general meetings are held every 3rd Wednesday except February, August, and December.
Board meetings are held on the 1st Wednesday each month.

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CHICKEN WINGS



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

President's Message: Terry Newcomb

My wife called me at work the other day and told me she had a big surprise for me in the shop when I got home. Well, it's no surprise, I figured it must be an Icon light sport aircraft, **you know the one**, that lands on water and hard surfaces. It can be transported by trailer, has a take off roll and landing of 750' and a range of 300nm.



Well, **IMAGINE** my surprise when it turned out to be a *weed eater*. But, that's *o-k-a-y*, I'm going to cut down the weeds on our five acres for a landing strip for my future Piper Super Cub, **you know the one**, like Shaun Lunt was flying, only bright yellow, all glass panel, takes off in 400', lands in 300', and has the big balloon tires from Alaskan Bushwheel in Joseph OR.

Now, you may say I'm a dreamer, but I'm not the only one.....hmm I feel a song coming on.....well, fly safe, and be good to your fellow pilots.....uh, except for that guy that cut me off on final from a right base the other day.....**HEY BUDDY, IMAGINE** using your radio.....don't forget our April 18th meeting at the Longhorn BBQ in the Valley. Minard Thompson will speak on runway safety with clicker. You'll have to be there to find out the "clicker" part, it's going to be interesting.

Best regards, Terry



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Spokane Airways Flight Center

Serving the aviation industry for over four decades by Greg Kessinger

In business for over forty years, Spokane Airways Flight Center has been eyewitness to a fair number of arrivals and departures at the airfields of the Inland Empire. Having a “history” gives all of us knack for navigation—we know from experience that every successful flight plan starts by correctly identifying our take-off point on the chart. But as any old pilot can testify, where you *planned* to go had better not be the *only* place you can land—because you may have to land there! Just so, aviation businesses that have very many hours in their logbooks have learned that you *always* need an alternate, even when you’re flying VFR.

Spokane Airways Flight Center took off as a full-service FBO. It has been rumored in some corners that, after the changes at KEGEG this past January, Spokane Airways ran out of gas, and has gone missing. The truth is, we’ve landed safely at our alternate. We are still at KEGEG. We didn’t crash. We are still airworthy. Our passengers, customers and employees alike, are safe. We have re-filed our flight plan. We are still in the on-time-arrival business. Fuel? No. But we *are* a first class Flight Center.

What keeps Spokane Airways in business is the simple understanding that *who* we are is more important than *what* we do. We take *what* we do very seriously. What we do is teach people to fly. We work on airplanes—for the airlines, the publicly traded corporations, the local business owner, and the neighbor who owns the classic Tri-Pacer. We take people places the airlines don’t go. We rent airplanes to local pilots.

We think of ourselves as aviation enthusiasts. We are pilots. We came to aviation and Spokane Airways because we love flying. In our everyday lives, we are customers, just like you. As customers, all of us should expect and receive personal, professional service. All our transactions should be transparent. Honest, ethical dealing is the minimum standard. Going the “extra mile” should not cost extra—it should be the standard. It is wrong to publicly “file” one flight plan, then cancel it after take-off and see if anyone catches us.

We believe *what* we do should be done as well as it can be by anyone, anywhere—without exception. We believe we should be fairly compensated. We believe our customers understand. We don’t make excuses. We don’t place blame. If we break it, we’ll tell you we broke it, then fix it. We believe in listening.

Spokane Airways Flight Center is still here to work on your aircraft when it needs a little professional care. We are a Part 145 Repair Station [GGCR254]. Our Director of Maintenance is Pete Brown. He has over 20 years of experience. Justin Dodge is a factory-approved, Flight-Safety trained, Bonanza specialist.



Photo by Mark Anthony

Spokane Airways Flight Instructors are long-time local residents. John Miller and Rick Webber are well known in the local aviation community. There are no better instructors. Rick Harber is our Chief Pilot, and an FAA Designated Pilot Examiner. Cutting off the shirttails of student pilots after their first solo flight is a celebration I wish all of you could share in.

Remember us the next time you talk to someone about learning to fly. Call us to ask for an estimate on your next annual or scheduled maintenance. Stop us, and share your latest aviation adventure—we have a story for you, too.



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Lower Granite Airport work party set



It's time for the annual Lower Granite work party to clean up the trail etc. on Saturday May 19th. We always try to have it ready for the Memorial Weekend. Gather together to help keep this gem of an airport open and usable, with an easy trail to the campground. Fly-in or drive to Lower Granite (00W). Bring along a few garden tools, rakes, weed wackers, shovel, etc. to help out.

For lunch, bring a picnic, or plan to eat at the restaurant.

Lower Granite is now open all year thanks to the efforts of your chapter leaders and the WSDOT Aviation Division.

Eastside VP Perspective by Tom Morris

It's apparent that attendance at the general meetings is important. People need a reason to come.

To do this, we are suggesting to our Eastside Chapters have Wings programs at nearly every meeting.

The benefits are obvious. The Wings program has been recently updated and changed to be more user friendly. Credit from this program can keep your Flight Review current on a rolling basis. Also, after visiting with the Local FSDO, I learned that if we do make a mistake and end up clarifying your intent with the FAA, they do take in to account Wings Training events to see if you are trying to stay enlightened and receiving training to be a better aviator. We have seen the benefit of the Wings Program. Last month's meeting in Spokane was a full house.

If you have an idea for a Wings program that you would like to see, let one of the leadership members of your chapter know of your interest. Will you help us with your voice and learn to be a better aviator at the same time?

Felts Field paving this summer

The Phase I - 30% Design Review Plans for the Felts Field Taxiway & Ramp Rehabilitation project are available for review at the Felts Field Maintenance building. Comments are due no later than April 12, 2012 at 1:00 p.m. Phase 1 of the project includes rehabilitation of Taxiway C, Run-up pads 3L & 3R, and ramp areas along Taxilane A at buildings 4 and 5. Questions: Call Crystal Lewis, Project Coordinator, Spokane International Airport, (509) 455-6414.

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