



SPOKANE FLYER

AUGUST 2009

Chapter picnic a big success



Members and their guests fill Duane and Judy's hanger as dinner is served.

The WPA/Spokane Chapter Annual Picnic went as planned on July 15th hosted by Duane and Judy Cocking at Ellerport Airfield near Newman Lake, Washington. Dave Lucke, the WPA east side VP and executive chef, took on the tough duties of burning the burgers and dogs to fill the orders. Everyone had a wonderful time, some telling stories, others listening. Most of the stories were even true.

The turnout this year was better than expected and required a few more tables and chairs set up to handle the crowd. It was great!



WPA Master chef, Dave Lucke (L) and our hosts, Judy and Duane Cocking.

**NO CHAPTER
MEETING IN AUGUST**

BUT

**PLEASE SIGN UP FOR
THE HUTTON KIDS
PRIEST LAKE FLY-OUT
ON AUGUST 22nd**

See page 3 for details

"Hot Wings" fill Felts Field at NW Bi-Plane Fly-In

by Geoff Scott

Spokane's little biennial secret: Every other year, tucked safely between the Arlington & Oshkosh events on the calendar, pilots, builders, and aviation enthusiasts alike answer to the call.



Curtiss "Jenny"

All gather at Spokane's oldest airport to watch vintage and classic wings sparkle and gleam in the timeless sunshine of a golden summer's day. The Great Northwest Biplane Fly-in is here!

"I would say this was the best turnout since we started doing these 15 years ago," Addison Pemberton tells WPA news. "Over 70 people with some 60 significant antique radial-engine tube and fabric biplanes attended the event, from as far away as 800 miles."

Pemberton also said that guest dinner speaker, Dr. Forrest "G-Suit" Byrd, was a key draw for this year. Weekend events included a pancake breakfast, spot-landing/bomb-drop competition at Deer Park, and the evening banquet.

Turning Felts into an open hangar community for both builders and pilots, projects are shared, experiences discussed, and hangar flying stories abound, only to be interrupted by a passing 10-plane formation, or Pemberton's massive Boeing 40-C rolling out on departure,

Just looking at the polished aluminum, brightly colored cloth, brilliant Staggerwings, Fairchild, PTs, the "Speedmail", and monoplanes, one can only imagine the amount of man-hours invested within. "You have to figure each one has 2,000 to 10,000 hrs in building time and \$20-\$100,000 just to acquire these machines," Addison says. That's an average. His Boeing 40-C took 18,000 volunteer hours to bring it back to flying status

Logistically, awe-inspiring as well, is the choreographed organization that is spearheaded by Mike Scalera, Pemberton, Larry Tobin, and Keith Antcliff. From planning the concessions to working with the very cooperative air traffic controllers and the FAA Flight Standards District Office, the details can be daunting. Aircraft come and go like a carefully crafted symphony of whistling wires and gently percussive persistent radial drone. Music to the ear, eye-candy to this old bird's soul. What a great weekend-Hot Wings on display at SFF.



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SPOKANE FLYER

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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

If you hadn't noticed, it's been HOT this summer. It is a good time to review the density altitude chart and make sure the plane can perform the way you need it to. The summer months bring a challenge to us. The mornings are usually calm and cool so we get where we need to be, and then it is time for the trip back. The temperature usually peaks between 3 and 4 pm. The wind may start to gust



and the thermal air masses are trying to swap locations, which is a formula for a hot and bumpy ride home. If you have the time, maybe spending the night and getting a fresh start in the morning would be better, or at least an option. In the higher terrain, or with a short runway, it may be your only option. So plan and be safe, consider the comfort and safety of your passengers as well.

August brings us to the Hutton Settlement Children fly out to Priest Lake Aug 22nd. Know your weight and performance limits, and carry only needed items for the trip if you plan to volunteer for the event. Duane Lukan is heading up the fly out, please contact him for more information and to volunteer.

The annual Veteran's Fall Foilage Flight is coming up in September. The flight is usually the 3rd or 4th weekend of of the month. This event is in need of a volunteer coordinator. If you have questions, or want to volunteer for the flight please contact me before the September general meeting so we can get a handle on this event.

Dave Lucke is setting up the fly-out to the Columbia Crest Winery Sept 26th. Let him know if you plan to go, seating is limited to the parking space availability at the facility.

Blake McKinley is busy putting together the first Youth Aviation Adventure Activity the first weekend in October. Contact him for more information, or to help out with the event.

Enjoy the rest of the summer season, autumn and school are on the short order list and are coming soon.

Tom

CHICKEN WINGS

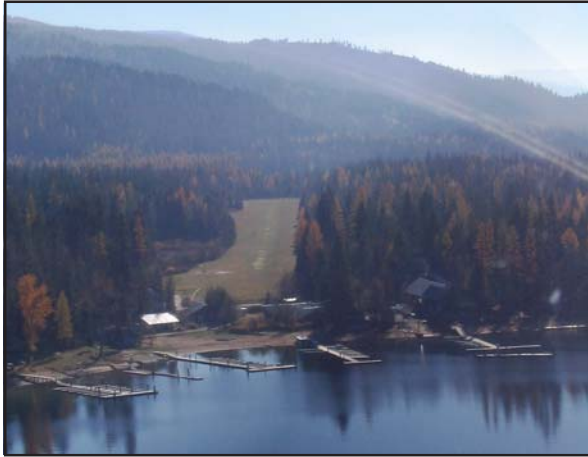
BY MICHAEL AND STEFAN STRASSER



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



Wilderness within reach



On approach to Cavanaugh Bay Airport. The beach is within walking distance from the runway.

It's time again for the Wilderness Within Reach fly-out for the children at Hutton Settlement. We meet at Felts Field at 0900 Saturday Aug. 22. This is the event where we assemble a fleet of planes and take the kids out of town for a day of adventure. As in the last few years we will be going to Cavanaugh Bay on the south end of Priest Lake. It is a beautiful forest setting at a resort lake. And, courtesy of Reid Ziegler and crew, our guests will be treated to an afternoon of boating and water sports.

This outing has been one of our most successful and rewarding events. The group is accompanied by house parents. The kids have been reliable and appreciative and they have a really good time. In fact the atmosphere is infectious to the point that pilots get as much out of it as the kids do.

As of this writing, we still need volunteers so if you and your plane is available call Duane Lukan at 509-892 9142, or e-mail him at: dlukan@asisna.com.

BEWARE !!!!! As you descend out of the clouds on an instrument approach !!!!

by Dave Lucke



It was a beautiful Saturday, July 18. Blake McKinley and I were flying 2630R from Felts over to Skagit Regional to pick up Scott McKinley from Scout camp. I checked the weather on DUATS on Friday evening and again on Saturday morning. The current and forecast weather was CAVU for the route and destination.

It was a really nice trip. The skies were clear. The view was unobstructed of Glacier Peak, Mt. Baker, Mt Rainer and the Cascade Mountains.

As we got closer to the Skagit Regional Airport, I noticed an un-forecasted overcast surrounding the airport. The ASOS was reporting a 600 feet overcast ceiling which is right at the minimums for the RNAV RWY 28 approach. This is getting very close to my personal minimums.

So I requested an IFR clearance and RNAV approach. I got the clearance and set the Garmin 430 to take us to the Initial Approach Fix. It was typical low soup from about 4000 MSL to the Missed Approach Point. This approach has vertical guidance and it works really well.

Just as we broke out of the clouds on short final at 600 MSL, I spot a Cessna 180 about 50 yards, my altitude and 10 o'clock position. Needless to say it was time to control the panic !!!!!

This guy was in controlled airspace and flying well below minimums. I brought this to his attention and he said he was, "Clear of clouds."

Well, I did a go-around, landed on 28 but this guy was nowhere to be found. This was the closest I have come to a mid air collision. Blake said I did a nice job and he was never scared !!!!!

We picked up a very tired Scott McKinley who slept all the way home. Fly safe out there !!!!!

Paper or plastic?

Remember that the paper pilot certificates that you may have in your wallet must be replaced by the new plastic certificates by March 31, 2010. Pilots can request the plastic certificate through the FAA's web site. The cost is \$2. However, if you change your pilot certificate number from your Social Security number, the switch is free. If you have questions concerning the process call the local FSDO office.

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Spokane Chapter

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Plan ahead for another fly-out

Once again, Dave Lucke has arranged another flying destination adventure. This time to the Columbia Crest Winery on Saturday, September 26. The Winery is located at Patterson, Washington, (WA 76) on the north side of the Columbia River.

After the tour, a visit to the gift shop and tasting room would be appropriate. This would be followed by our own pot-luck lunch which can be consumed on premises with purchased wine.

Of course, as the designated drivers...er...fliers, pilots can drink iced tea.

Space is limited to 20 people. Dave needs to know how many airplanes and people will attend in advance so he can alert the winery.

Contact Dave at: (509) 994-0323 or dlucke@comcast.net .

Youth Aviation Adventure coming to Spokane

by Blake McKinley



After mentoring eleven Boy Scouts from my son's troop through their Aviation Merit badge last fall, I was considering putting together a similar program to expose more kids to aviation. That is when I ran across Youth Aviation Adventure (YAA). This is a program that was developed in Columbus, Ohio, by Dan Kiser and Steve Wathen. It was developed after the two men led several groups of Boy Scouts through their Aviation Merit Badge. Consequently, the program is designed to meet the requirements of the Aviation Merit Badge but has been expanded to expose youth to aviation regardless of their group affiliation.

The event consists of a variety of stations, each covering a variety of established topics in about 20 minutes. Topics include aerodynamics, chart reading, power plants, aviation careers, and more.

The YAA event we are offering on Saturday, October 3rd, will be the first one in Washington. The program will be offered to Boy Scouts across the Inland Northwest Council as well as participants in the EAA/Young Eagles program. Ultimately, we would like to offer this program at least annually.

Our goal will be to expose motivated kids to the world of aviation. There will be more information as we get closer to the event.



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