



SPOKANE FLYER

AUGUST 2010

We need you and your plane!

Wilderness Within Reach Fly-Out

by Duane Lukan

Saturday, August 28th is the Wilderness Within Reach fly-out for the Hutton Settlement kids. It's a trip from Felts Field to Cavanaugh Bay (66S) on Priest Lake for a day enjoying the forest, beach and water. If you wish to participate call me or leave a message at 509-892 9142 or e-mail me at dlukan@asisna.com. The plan is for a 9:00 a.m. take-off and a return departure of about 3:00 p.m.

The kids will be bringing their lunch. For pilots: Bring your own or the restaurant at Cavanaugh has reopened for your dining pleasure.

Pilots need to be aware that, while the strip is not considered difficult, it is in mountainous surroundings and you should be comfortable in that element. Check the numbers and ensure that your aircraft has an adequate performance margin for the mission. The strip is not paved so some extra take-off distance is required. Know before you go how much weight you can carry. You can count on passenger weights of more than 100 pounds.

UPCOMING CHAPTER MEETINGS:

No August Monthly Meeting

- - - - -

Wilderness Within Reach Fly-Out

Saturday, August 28th

Felts Field to Cavanaugh Bay

- - - - -

September Monthly Meeting

Bill Clark-Regal Aviation Insurance

Wednesday, September 15th

Marie Callendars Restaurant, 2111 N. Argonne

6:30 p.m.

- - - - -

Lower Granite Airport BBQ

10:00 a.m. until ?

Saturday, September 25th

Lower Granite Airport (00W)

- - - - -

October Monthly Meeting

Dave Holmes-Avista

"Flying in the Wired Environment"

Wednesday, September 15th

Marie Callendars Restaurant, 2111 N. Argonne

Arlington Fly-In Adventure

by Gary White

On Thursday July 9th, Carolyn and I departed Felts Field around 5:30 PM in our 1969 Aero Commander 100/ Darter, with full fuel and camping gear. It was a hot afternoon, with temperatures in the low 90s. I knew



density altitude would be an issue, and takeoff roll was longer than normal. Following departure and a slow long climb (thanks to ATC) we were cruising at 8,500 ft and the temperature had dropped to 50 degrees F. A loose following of Victor - 2 to Bandera, then direct to Arlington made for a nice flight in clear smooth air.

We arrived at Arlington at 7:45 p.m., just after the registration booths had shut down. So we pitched camp, grabbed some great fish and chips and oysters and chips and settled in for the night. After a long day, we both had a great nights rest.

The next day I registered and entered our Darter into competition in the "Contemporary" category for aircraft built from 1956 to 1970. A team of five judges spent about 20 minutes asking questions and going over the airplane. I felt badly, because it was still partially full of food, camping gear and other "necessities." Shortly, they departed with grim poker like faces and nary a word.

We enjoyed the instructional forums and looking at the aircraft that had flown in. Later that day we stopped by the "Pacific Northwest Flying dot Com" headquarters (www.pacificnorthwestflying.com, aka Al Gilson's motorhome) for some adult refreshments and hangar tales Friday evening.

Saturday dawned with low stratus clouds with forecasts for worsening stratus on Sunday. We caught a few more forums, visited a few vendors and grabbed lunch. Once the airplane was packed we departed for home around 1:00 p.m. after the stratus had burned off.

The flight back was over Stevens Pass and was silky smooth until Wenatchee. From Wenatchee to Davenport was rough and turbulent, even at 9500 ft. We arrived home and marveled and how much fun it is to "airplane camp" and not deal with highway road construction!

To top it off, on Thursday July 23rd, a package arrived with the Arlington Fly-in return address. Our Darter won one of the "Workmanship" awards, with the plaque to prove it.



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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.

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President's Message: Duane Lukan

Our July 17th picnic at Duane and Judy Cocking's Ellerport hanger went very well. Our sincere thanks to the Cockings for the use of their space. I didn't get an exact count, but the attendance was at the high end of our expectations, and everyone appeared to enjoy the event.



We enjoyed burgers, and dogs with all the fixins, plus a great variety of side dishes and desserts. We were also entertained by Mike and Maggie Eller along with Paul and Debbie Dickerson strumming guitars, a mandolin, and singing a few songs. I didn't see that coming but I enjoyed it very much. A few days after the event we replaced a derelict barbeque of the Cockings with a new one. It seems theirs did not survive one of our earlier picnics. It is also an expression of appreciation for their hospitality over the years. We got a nice thank you card from them over that.

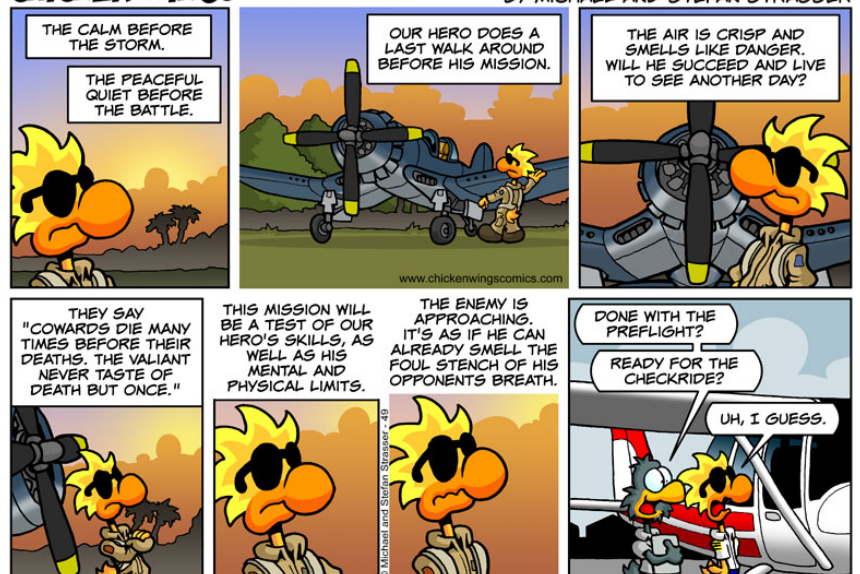
For the most part summer should be a time of increased flying activity. To me it's been the doldrums. And anything that interferes with the Bonanza project causes some anxiety. A couple incidents were a trip to Calgary (rolling along on the ground) and a minor injury. On the positive side, I get trips spotting traffic for friends on instrument proficiency flights, and I do a few flight reviews which I enjoy. I love sharing flying knowledge and experience and I always learn something along the way.

The injury: Well I learned that there are hazards associated with aviation that don't involve aviating. I was securing wires and cables against chafing under the instrument panel on the passenger side of the Bonanza. I spent some time with my butt on the spar carry-through structure, my shoulders bearing most of my weight on the floor, my head between the rudder pedals and my chin on my chest. That resulted in a pain in the neck that prevented any significant sleep that night and any useful activity the following day. Full recovery took several days. It was very painful. I think there's a lesson here but I really don't want to deal with it.

Don't forget, the Wilderness Within Reach fly-out for the Hutton Settlement is scheduled for Saturday August 28. We need pilots and their planes to make this a success and a great experience for these kids. *Duane*

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER





Lower Granite Airport BBQ set for September 25th

The Lower Granite State Airport/ Boyer Park BBQ will be held September 25th. Plan to start gathering anytime after 10:00 am for hangar talk and activities in the Day Use Area. You can also call ahead to Cheryl for a VIP tour of the dam at 509-843-1493, extension 262 or 211 (there's no cell phone service in the canyon, so call ahead or use the phone at the marina).

We'll start cooking around noon. Please bring a side dish or a desert item. The WPA/Spokane Chapter will supply the hamburger, brats and buns along with plates, plastic forks and knives, napkins, ketchup and mustard.

Things you should bring: Chairs (if you want a place to sit), something to drink (if you become thirsty), sun screen protection (to keep from getting a sunburn), and a side dish of your choosing (if you want something besides a burger or dog and want to share your favorite recipe with your friends).

The event is open to all, but we need to get a rough count to be able to purchase the correct amount of meat. If you plan to attend please RSVP the number attending to tzmorris@comcast.net so we can get a reasonable count.

September 25th is a Saturday so you may want to spend a night or two camping or using the motel rooms at the marina.



Options are unlimited, but be sure to call the Boyer Park Marina to make reservations 509-397-3208. It's a home game weekend for WSU football so if you plan on camping or using the motel, get your reservation now.

Destination: Reed Ranch Airstrip



Aviators can land at a new destination in scenic Idaho after the Reed Ranch Airstrip opened for public use on Friday, July 30th. The airstrip, in rugged north-central Idaho's Payette National Forest, is about 18 miles east of McCall in the South Fork Salmon River drainage

The Reed Ranch Airstrip will become the 31st backcountry airstrip maintained by the Idaho Transportation Department's Division of Aeronautics. The U.S. Forest Service owns another 22 airstrips, and about a dozen backcountry airstrips are privately-owned but open for public use with prior permission.

Idaho's backcountry airstrip network is the largest in the lower 48 states.

The Forest Service acquired the airstrip as part of an exchange with Brundage Mountain Resort in 2006. ITD initiated a request to assume operation of Reed Ranch in 2008. This spring, ITD was awarded a 20-year special use permit that allows the state to operate the airstrip as a public-use facility.

Backcountry airstrips are important because they attract many recreation enthusiasts to Idaho, but also are used for emergencies such as wildfire suppression or medical transport. Some airstrips are used to deliver food, mail and other essential goods to the few residents who live in backcountry areas.

The Idaho Airstrip Network has developed a database that contains all the necessary information for airstrip maintenance, planning and use. Please visit www.idahoaviationfoundation.org or call (208) 334-8775.



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Spokane Chapter

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Summer Flying Pictures photos by Al Gilson



Arlington Aerobatics



WPA/
Spokane
Picnic



Boeing 787 Dreamliner at
Arlington



Felts Field FBO standards to be presented on August 24

On Tuesday, August 24th, Spokane Airports will hold a final public meeting to discuss the revised "Minimum Standards" for the Felts Field Fixed Base Operator. The meeting will be held at the Felts Field Maintenance building at 5:00 p.m.

This is a follow-up to the May meeting and will be the final discussion on the issue.

During the meeting, the staff will present the revisions made to the document based on input from the public at the meeting in May.

This is the final version that will be presented to the Airport Board for approval.

New aircraft registration rule coming

The FAA is requiring re-registration of all civil aircraft over the next three years and renewal every three years after that.

The rule establishes specific expiration dates over a three-year period for all aircraft registered before Oct. 1, 2010, and requires re-registration of those aircraft according to a specific schedule. All aircraft registration certificates issued on or after Oct. 1, 2010 will be good for three years with the expiration date clearly shown.

Current regulations require owners to report the sale of an aircraft, the scrapping or destruction of an aircraft, or a change in mailing address, but many owners have not complied with those requirements.

Re-registration of all U.S. civil aircraft by Dec. 31, 2013 will enhance the database with current data derived from recent contact with aircraft owners. The new regulations also will ensure that aircraft owners give the FAA fresh information at least once every three years when they renew their registration. The FAA will cancel the N-numbers of aircraft that are not re-registered or renewed. The final rule can be found at:

www.ofr.gov/inspection.aspx#regular .



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