



## Spokane Chapter

# SPOKANE FLYER

December 2008

## NEXT CHAPTER MEETING

WEDNESDAY  
JANUARY 21, 2009

6:00 P.M.

Marie Callender's Restaurant  
2111 N Argonne Rd.

*No December Meeting*

Merry Christmas  
&  
Happy New Year

## Oldest Boeing airliner highlights '09 banquet



The 2009 WPA/Spokane Chapter gala banquet and benefit auction is coming up soon. Mark your calendars now for Saturday, February 28<sup>th</sup>.

Addison Pemberton will give us the inside story of the Boeing 40 restoration and cross-country flights.

Tickets will be on sale soon for this great event. Watch for details in our next issue, or on the WPA website at: <http://www.wpaflys.org/Chapters/Spokane/Spokane.html>.

## How's the air (or lack of) up there?

Actually, it's the air "pressure" up there. Here's how you can find out.

The FAA Civil Aerospace Medical Institute (CAMI) offers a 1-day training course to familiarize US civil aviation pilots and flight crews with the physiological and psychological stresses of flight. The training can also be used for FAA "Wings" credit.

CAMI offers physiological training for civil aviation pilots at several locations around the country, including Fairchild Air Force Base here in Spokane. In addition to the basic academic contents, this course offers practical demonstrations of rapid decompression (8,000 to 18,000 feet AGL) and hypoxia (25,000 feet AGL) using a hypobaric (altitude) chamber, and a safe, practical demonstration of "pilot's vertigo" using a Spatial Disorientation Demonstrator.

Incoming WPA/Spokane Chapter Board Member, John Townsley is working on arrangements for chapter members to take this training. Depending on the interest, he may be able to arrange a custom session for the chapter, or have members take part in the regularly scheduled training. This is a full-day program. Cost for the training is \$50.

If you are interested, please contact John Townsley at: [highflight@q.com](mailto:highflight@q.com) or (509)429-8517.



## Proposed TSA security rule targets general aviation

by Blake McKinley

There is yet another threat against general aviation, it is "Large Aircraft Security Program, Other Aircraft Operator Security Program, and the Airport Operator Security Program (LASP)." Granted, this rule is currently slated to affect only aircraft with a gross takeoff weight (GTOW) of 12,500 pounds and greater, however, this represents a slippery slope for curtailing general aviation activities.

For the first time TSA's activities are being extended to general aviation, warbirds, vintage aircraft, operators, passengers, and pilots flying for personal and corporate use. Regulations such as this one will adversely affect general aviation. To target general aviation is no different than targeting individuals who drive vehicles privately or for hire, whether it is a car or a coach. To single out general aviation over comparable ground-based forms of transportation is, in my opinion, a form of discrimination!

LASP represents a significant regulatory increase in the conduct of private aircraft. This regulatory increase would encompass general aviation aircraft and pilots flying for personal and corporate use. LASP rules will include all aircraft exceeding a maximum takeoff weight of 12,500 pounds. That affects more than 15,000 aircraft, 10,000 operators, and more than 300 airports. This rule would require operators to submit passenger names to a third-party service provider to screen against the terrorist watch-list as well as requiring operators to contract with third-party auditors to assess their security plans. If this works anything like U.S. Customs does at smaller airports, it will make after-hours arrivals and departures unnecessarily challenging. But, the greater concern is the encroachment into general aviation, what is to prevent TSA from eliminating the GTOW criteria in the future. If this were to occur, it would have far more negative effects on general aviation than anybody could have imagined with the "User Fee" issue.

At this point, TSA extended the current comment period until February 27, 2009.

To submit a comment on LASP, refer to Docket No. TSA-2008-0021, "Large Aircraft Security Program," By Mail, or Fax to the Docket Management Facility, US Dept. of Transportation, 1200 New Jersey Ave SE, West Building Ground Floor, Room W12-140, Washington DC 20590-0001. Fax 202-493-2251. Electronically through the Federal eRulemaking portal at [www.Regulations.gov](http://www.Regulations.gov). Follow the online instructions for submitting comments.



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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**

Al Gilson  
alcessnapilot@comcast.net

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

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**President's Message: Gary White**

This last month's meeting was well attended. Members presented a "Cavalcade" of general aviation adventures from the flying season in the form of photos presented using PowerPoint and narrated by each presenter. Al Gilson highlighted his trip to Kelowna, British Columbia (international travel); I presented my family's trips to Campbell's Resort in Chelan and to Sunriver, Oregon. Blake McKinley presented his trips to Las Vegas, the Grand Canyon, Bird Aeromedical museum and other flights. Our president elect, Tom Morris highlighted the work that's been accomplished at Lower Granite airport and Jerry Baur presented his flights in North East, Pennsylvania (yes, that's the name of a real town). Jerry even pointed out his home in southeast North East, PA in one of the photos. I truly enjoyed the narratives, stories and especially photos of what our members are doing, where they are flying, and just how much fun everyone is having. We, as a nation, are very fortunate to be able to obtain pilot's certificates, own aircraft, and enjoy the ability to use those aircraft for pleasure or business.



Elections were also conducted at the November meeting. Our president elect is Duane Lukan, secretary is Carolyn White, treasurer is Marion Healy (Dave Lucke as alternate), new board of director members include John Townsley, and Mark Ruggerio. Thank you one and all for committing your time and talents to the organization.

This is my last message to you as your current president. It's been a wonderful year and I want to personally express my thanks to the current officers; Tom Morris, president elect; Blake McKinley, treasurer; Carolyn White, secretary; and board members Al Gilson, Duane Lukan, Jerry Baur, and Bill Jackman. The Spokane Chapter of the Washington Pilots Association is fortunate to have such hard working, dedicated and talented individuals guiding the organization! My goal this year was to provide more depth and broader content to the monthly meetings. Thanks to John Townsley, we were also able to provide WINGS academic credits for some of this year's content. The board of directors is planning on providing more WINGS credits during the coming year. It has been a privilege and a pleasure to serve this year as your president. Blue skies and tailwinds.

Gary

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BY MICHAEL AND STEFAN STRASSER

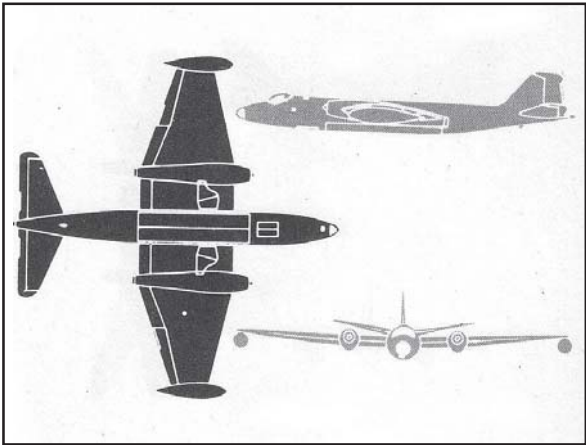
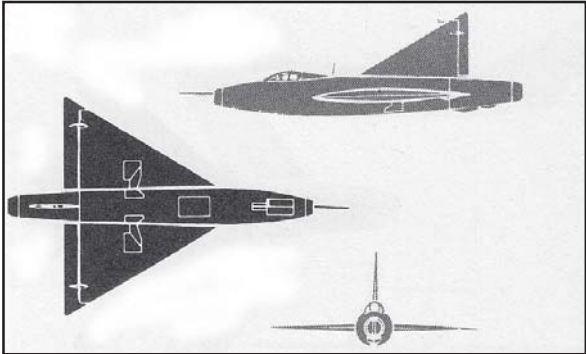


Through special arrangements with Michael and Stefan Strasser, we are pleased to have the Chicken Wings comic strip in *Spokane Flyer*. For more strips, products, and offers, check out their website at: [www.chickenwingscomics.com](http://www.chickenwingscomics.com)



## WPA Spokane Chapter Pilot's Puzzle of the Month

So, you think you know airplanes? Here are a couple of classics from the April 1955 edition of "Aircraft Recognition for the Ground Observer." This is Air Force Manual 355-10 for you history buffs. The first plane might be too easy. The second one might be a stumper. As always, there are no prizes. You'll find the answers on page 4. No peeking.



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## It's time to renew your WPA membership

by Blake McKinley, Chapter Treasurer

It's time to renew your membership in the Washington Pilots Association for 2009. Membership renewals are due by January 1, 2009.



Why is your membership and participation important? If you have been keeping up with the "User Fee" issue that the AOPA has been negotiating with Congress in Washington DC, then you must realize that if we do not do anything our freedoms are in danger of being further curtailed. If you have kept up with president John Dobson's column in our WINGS newsletter then you know that there are airports in our state which are in danger of being over-regulated (Harvey Airfield) or closed (Blaine Airport – scheduled for closure by the end of 2008, Vista Field, and Cle Elum). Closer to home, there has been testimony given in front of the City of Spokane Valley Planning Commission regarding concern over a potential ruling that would allow for significant residential development under the Felts Field Airport Hazard Overlay by members of WPA, SATA, SIA Board, and WSDOT-Aviation. The foundation to effectively promote aviation and fight threats to aviation is through your membership. While renewing, please make a donation to our WPA Legislative Affairs PAC!

In addition, monthly meetings are held throughout the year except for the months of August and December. These meetings will have an aviation related seminar following dinner with a number of these seminars being WINGS eligible. Also, an informative monthly letter containing articles and pictures of interest to local pilots is published.

There are two ways you can choose to renew, one is on-line and the other is through the mail. Both options of renewal are available by accessing [www.wpaflys.org](http://www.wpaflys.org). If you choose to download the renewal form off of the website and want to mail it in, just send it to our chapter address listed below. Whether you choose to renew by mail or through the website, please remember to go online and update your WPA account, especially your email address. If you have any questions, please email me at: [blake@spokaneendo.com](mailto:blake@spokaneendo.com) or call me on my cell at (509) 999-0364.

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**Spokane Chapter**

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**The Northwest ice season is here-Are you ready for winter flying?**

As the busy summer flying season is behind us and another winter season approaches, we wanted to discuss causes for accidents in icing conditions, and provide information to help keep you safe this winter.

Aircraft icing remains a key aviation safety issue. Accident data shows pilots are (intentionally or unintentionally) flying aircraft not certificated for flight in icing conditions into such conditions, often with fatal results. The good news is that since the early 1990's icing accidents involving aircraft not certificated for icing has been steadily decreasing. However, accidents involving aircraft certificated for flight in icing conditions has not decreased. In the last three years there have been 5 fatal accidents due to icing and we are seeing an average of 8 icing related accidents per year. Freezing drizzle and rain (called supercooled large drops, or SLD) still remains a problem; approximately one third of icing related accidents occur in these conditions.



What causes accidents in icing conditions? Icing accidents are often the result of poor understanding of the airplane's limitations and performance in icing conditions, misconceptions of airplane and system icing certification, incomplete pre-flight weather briefings, and a misunderstanding of icing terminology. Education is the first step in reducing aircraft icing accidents.

A tool pilots should use to supplement their weather briefing prior to flight in known or forecast icing is the Current Icing Potential at <http://adds.aviationweather.noaa.gov/icing>.

Pilots can use it to determine altitudes and routes to keep them out of high probable icing areas, or, for a known icing approved airplane, areas of SLD. PIREPS, Airmets, Sigmets, and freezing levels are also displayed graphically on this site.

The AOPA Air Safety Foundation has written several Safety Advisors on icing that pilots will find useful. You can find these at: [www.aopa.org/asf/publications/advisors.html](http://www.aopa.org/asf/publications/advisors.html).

There are also numerous icing training products produced by NASA, in cooperation with the FAA. These are listed at <http://icebox-esn.grc.nasa.gov/education/products.html>.

Ice.....It's OK for cooling your favorite beverage. It's not good for your wings.

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Puzzle Answers: F-102 & B-57