



SPOKANE FLYER

JULY 2009

The "Biggest Thing" article and photos by Geoff Scott

What's the "biggest thing" you check on your pre-flight? The load? Your Fuel? The never-ending DUATs NOTAM list? As important as these things are (and the checklists themselves) to the crucial aspects of safe flight and "becoming familiar with all available information concerning"... The "biggest" thing remains what we all need to get up and get anywhere at all, and that is the AIR around us.

Air is what we need, what we breathe, and frankly, what it takes to put the "aero" in the plane. And, it's all around us, controlling our times and fuel usage, height of the flight and even how big a pat on the back you'll get when you grease that flare in a steady 18kt crosswind. So, essentially, it IS the "biggest" thing we check before we pull the chocks and taxi to takeoff, and rightfully so. As rapidly as the "big" conditions change, and with the abundance of data sources and weather information available in near-real-time, we are all blessed with the tools that we can use to keep our flights from encountering the non-en-counterable. And according to FAR's we are supposed to know each and every aspect of "the biggest picture" long before we roll down the runway.

Enter Dr. James R. Scoggin, Professor Emeritus of Meteorology from Texas A&M University who spoke to us at the last WPA meeting about, "Weather Conditions & Sources Of Information Every Pilot Should Know." With so MANY sources of information now available to us, from Datalink to the Internet to our old friends at DUATs, there is not only no reason to be unequipped with "the BIG picture" before every flight, but perhaps overwhelmed in forecast models and current information to an extent that one must actually learn which datasets to pick thru for only the most pertinent data as is relates to YOUR "biggest" chunk of the sky. continued on page 4



ANNUAL WPA/SPOKANE CHAPTER BBQ

WEDNESDAY
JULY 15, 2009

6:00 P.M.

EllerPort Airport
Hosted by
Duane and Judy Cocking
8322 N. Glenarvon Lane
Newman Lake

You'll flip for Dave's burgers at our 2009 picnic!

The July 15th WPA meeting will be the annual "EllerPark" picnic at the home of Judy and Duane Cocking located at 8322 N. Glenarvon Lane near Newman Lake.

The program will consist of intellectually stimulating conversation among those attending this special event. We might put together some videos of airplane stuff if someone gets ambitious. If you have something interesting please feel free to bring it as long as it will play on a laptop DVD player. Jay Pemberton gave me some Boeing 40-C stuff that is always good.

Burgers and hot dogs will be served at about 6:00 p.m. Bring the family but leave the dog at home. Feel free to bring a special side dish of your choice. Food, soft drink beverages, and ice will be provided. Feel free to bring the refreshing adult beverage of your choice.

Questions: call Marian Heale at 230-0315. Or if you are really desperate, try Dave Lucke (the official cook-out executive chef) at 326-2599.

How do you get there?...Go north on Starr Road from Trent Avenue (SR 290), Turn right on Lincoln Drive, then left on Glenarvon. Follow the sweet smell of the barbeque to Duane and Judy's house on the right.



Master chef Dave Lucke.



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j.baur@f5.com

SPOKANE FLYER

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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 Wednesday of every month.

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President's Message: Tom Morris

Finally the temperature is acting like summer is here.

We are getting ready for our annual July WPA picnic hosted by Duane and Judy Cocking. The party starts at 6:00 p.m. on Wednesday, July 15th, maybe you can come a little early and help set up for the event.

Duane and Judy live at Eller's Airpark at Newman Lake. Their address is 8322 N

Glenarvon Lane. Again this year, Master BBQ Chef Dave Lucke will be burning the meat with most of the food items will be provided by the club. Dave says he has it handled and to trust him. If you have a special salad, dish, or dessert you would like to bring, I'm sure it will not be wasted. Should you like to drink something other than soda or water, you should bring it with you. There is no particular agenda, just come and enjoy the food and company. We hope to see you there.



I've been getting a lot of questions about the Airbus 330's. Yes, there seem to be some issues, and they are being addressed by the airlines and aviation authorities. In the meantime the NTSB has started an inquiry about those incidents and I'm sure all the information will be public soon. My opinion is: they are safe, or I wouldn't still be flying it. There are fixes in the works to correct the problem that has been occurring. If you would like to set down and ask some questions, I would be happy to let you know what I have learned.

Remember we have no general meeting in August, so go play and have some fun. We will be back on a normal schedule for September and the following months.

Don't forget the Bi-Plane Fly-In July 17-19 at Felts Field. Come and see what a craftsman can do with some wood, metal, and fabric, when they have a little time on their hands.

Happy Flying

Tom

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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



Tri-Cities pancakes and planes

EAA Chapter 391 in the Tri-Cities really knows how to put on an event. They hosted a pancake breakfast, with all the trimmings on Saturday, June 27th at the Richland Airport (RLD).

Dozens of aircraft flew in and the chapter members were busy cooking or running the hundreds of kids around the area on Young Eagles flights. Those flights went on throughout the day, keeping controllers at Chinook Approach busy coordinating those flights plus traffic in and out of Pasco airport across the river.

Everything seemed well organized with planes on display, visiting aircraft parking nearby, and a long line at the Young Eagles desk. The crowd on hand was well-managed, staying a safe distance away from operating aircraft on the ramp.

Kudos to the organizers for running a great show.



Carolyn and Gary White with WPA/Yakima Chapter President Les Flue (in the red shirt)



WPA/Spokane member Jim Leighty pricing out his new jet.



The crowd lined up for Young Eagles rides.

Destinations:

WAAAM in Hood River worth the flight

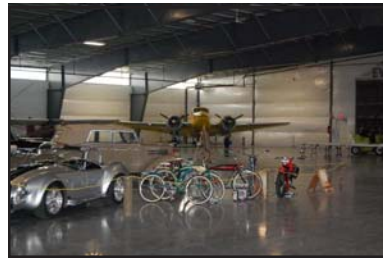
Looking for a unique flying destination? Check out the Western Antique Aeroplane and Automobile Museum. WPA/Spokane Members Al Gilson, Jim Leighty, Terry & Dana Newcomb, and Gary & Carolyn White joined other pilots and planes from



Yakima and Coulee City on June 27th to check it out.

The museum is located in Hood River, Oregon on the field at the Ken Jernstedt airport (4S2).

The Western Antique Aeroplane & Automobile Museum is one of the nation's largest collections of flying antique airplanes. The flying fleet of aircraft includes a 1917 Curtiss Jenny JN4D, along with aircraft from many manufacturers of the early days of flying including Waco, Davis, Curtiss Wright, Travel Air, Piper, Taylorcraft, Spartan, Buhl, Ryan, American Eagle, Lincoln, Arrow, and many more.



Antique cars on display include a 1914 Ford Model T Depot Hack, to Model A's, early Dodge, Mercury, and Studebaker's. WAAAM also has a large display of military Jeeps, Weapons, and other Tools of War.

Admission for adults is \$12 and the hours are 9:00 a.m. to 5:00 p.m., seven days a week. For more information call them at (541) 308-1600.

Ken Jernstedt Airport has a 3,040 foot runway with 100LL fuel available at Classic Wings FBO.

For lunch, the Twin Peaks Drive-In Restaurant is located within easy walking distance from the west end of the runway. We didn't get to sample their menu, however, they had closed early on the day we were there. Call ahead to check their hours at (541) 386-4460.

Hood River is about 210 nm from Felts Field in the Columbia Gorge. Museum photos by Les Flue

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Spokane Chapter

P.O. Box 11911
Spokane, WA 99211

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With over 500,000 reporting stations in the US, 2,000 surface stations in Washington State alone, basic weather (standard) data is really never more than 40-50 miles away from anywhere you'd-rather-be. Some 400 or so of these are Doppler Radar equipped so "seeing" the big picture has never been easier.

There are, however, some inherent evils of this over-saturation of weather data of which we should all be aware. The fact that reporting stations may be 40-60 miles apart, and a thunderstorm is 20 miles wide, or the radar data may be 15 minutes old and storms can change shape and scope within less time than displayed, and that automated stations are not 100% reliable every minute of the day.

Those METAR's we use can be 50 minutes old and local terrain and atmospheric conditions can all play a hand at mixing up the pot from what is being shown along your route for any given period of time. Plus, a lack of pilot's reports (pilots are a major source of non-ground based weather data, so always file your PIREPs

Weather Forecasts themselves are subject to revision and inaccuracies as well. And Dr. Scoggin was quick to remind us that the best forecasts are the National Weather Service six-hr forecast. Every TV meteorologist or even the DUATS weather guy has that data and is giving you their take for the particular local area requested, but it's the NWS 4-6 forecast that remains most accurate of them all (www.nws.noaa.gov). Accuracy decreases exponentially with each twelve hour period. Beyond 48 hours, when you are talking 5-6 days it's more of an educated guess than accurate actual conditions, and now we are into the realms of probability.

A few more tips were offered: When speaking to your weather briefer, use a checklist with the your specific weather questions, and have current data along with you when you call. Remember an "outlook" briefing is only good to 48 hours. You may "stop" a weather briefer at any time to ask for clarification for anything you missed or may not understand. Make sure, before you hang up the phone, you have a clear mental "big picture" of everything that is going all around you and the factors that may change or complicate the "biggest thing" we all need to get us there.

Here's where you get the best weather info:

- www.nws.noaa.gov (all weather services use THIS data first!)
- www.wunderground.com
- www.weather.com
- www.adds.aviationweather.gov

Geoff Scott is a self-admitted "weather geek" and a newly-minted private pilot. Geoff passed his checkride on June 13, 2009.



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