



# SPOKANE FLYER

July 2008

## It's 2008 BBQ Time!

### WPA/Spokane Chapter BBQ and Picnic

Wednesday, July 16, 2008  
6:00 P.M.  
Ellerport Field (WN54)

Fly in or drive in



It's WPA picnic time again. The Spokane Chapter 2008 summer BBQ and picnic is coming up Wednesday, July 16th at Ellerport Field in Newman Lake. Bill Jackman

is our host this year.

At 6:00 p.m., master chef Dave Lucke will be flipping burgers to your specifications. Add to that some superb potato salad and other summer favorites and you have the makings for an excellent evening.

Bring an appetite and your favorite flying stories and join us on July 16th.

You can fly in or drive in.

If you're flying: It's WN54, a 3700' by 30' runway about 1/2 a mile North of Trent Ave. and Starr Road. (The Newman Lake Road off Trent Ave.) The traffic pattern is left and the normal pattern altitude is 3000 feet. Runway 19 is used for landing in almost all cases. The local traffic freq. is 122.90

If you're driving: Take Trent Avenue to the Newman Lake turn-off at Starr Road. Go 1/2 mile North until you reach Lincoln Road. Turn right on Lincoln Road,

The BBQ is the first place on the left as you turn onto Lincoln Road. If (or when) you get lost, call 226-5027.

## Flying into Canada

It can be easy and a lot of fun

by Al Gilson



US Customs at Scott Airport in Oroville, WA

With some trepidation, I decided it was time to make that first trip to a foreign country. Since there is a foreign country somewhat close to Spokane, I chose Canada as the likely destination.

With some friends in Kelowna, BC, the destination was an easy pick. I set off to a little research on the ins and outs of getting across the border and back without getting shot down or arrested.

I posted messages on the Pacific Northwest Flying dot Com discussion group and got few tips and tricks then surfed the internet to see if I could get enough info on the required logistics in scooting across that invisible line.

While it was easy to get details on Customs regulations in both countries, there was not a step-by-step description of the cross-border procedure.

After some surfing, and a few phone calls, I finally got it sorted out. I decided to work backwards and figure out how to get home before I left.

First step: Have all the proper documentation. Most importantly, you must have a current US Passport to come home with your plane. Don't leave home without it! Make sure you have your pilot certificate, medical certificate, aircraft airworthiness certificate, aircraft registration, proof of insurance, weight and balance, etc.

Check out the US Customs and Border Protection website for all their rules and regulations. That's where you can order the US Customs aircraft decal for \$27.50 online.

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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 Thursday of every month.

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**President's Message: Gary White**

Last month's guest for the general meeting was Lt. Col. Lou Sherry from the Civil Air Patrol (CAP). Lou shared a very comprehensive video that highlighted the many roles CAP now plays since the inception of the Department of Homeland Security. Some of the new roles surprised me such as border intrusion training, including interception by F-15s. He had some great shots of an F-15 "up close and personal". Lou also indicated that the local wing is in need of pilots and outlined some of the training required to become a mission pilot. If you're interested, Lou can be contacted at the following e-mail: [Silweeg@cs.com](mailto:Silweeg@cs.com).



This month's meeting is the annual picnic on Wednesday June 16th. Bill Jackman is hosting the event at his home on Ellerport airport. Bill is encouraging those that wish to fly-in to do so. Ellerport is WN54 a 3700' by 30' runway about 1/2 a mile North of Trent Ave. and Starr Road. (The Newman Lake Road off Trent Ave.) The traffic pattern is left and the normal pattern altitude is 3000 feet. Runway 19 is used for landing in almost all cases. Local CTAF is 122.90.

Next month is another fly-out event. I have arranged with Dr. Forrest Bird to allow our group to fly into his Aviation Museum and Invention Center near Sandpoint, ID. The date is set for Saturday August 16th. Information on the airstrip may be found at [www.airnav.com](http://www.airnav.com), the ID for the airport is ID19. The airport is at 2192 feet elevation, 1900 ft long and 100 ft wide (asphalt). CTAF is 122.8. The preferred approach is to land to the north (RNWY 1), which has an uphill slope and a dogleg to the right. Traffic pattern is left for both runways. Density altitude will be a factor, so please consider your aircraft's weight, performance and your ability as a pilot before flying in. We'll meet at the transient parking near the restaurant at KSFF at 09:00 and "plane pool" as aircraft performance limitations and pilot skills allow. If you choose to drive in, directions and other information on the museum may be found at [www.BirdAviationMuseum.com](http://www.BirdAviationMuseum.com).

Don't forget my summer challenge! Take your camera with you when you travel by air this summer. Take lots of pictures and share your destinations and travels with our group. I will compile a "Cavalcade of Air Adventures" for the November meeting.

**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](http://www.chickenwingscomics.com)



### WPA/Spokane Word Puzzle

Our theme this month is Canada and international travel. Solve this one while you're waiting for the Customs officer (just don't get out of your plane!)

O U H D V Y Y C F L N W H F V  
 K A M L O O P S L R C M R B X  
 A A D A N A C U I J R R A H A  
 N Q B D P N L H G Y U R D Q Z  
 A I B M U L O C H S I T I R B  
 G Y T Y P P E N T I C T O N V  
 A W E I N O O L S W G X E V U  
 N C K K U E V W E L M Z V K H  
 W Q U S C C L F R A I A H K H  
 O J V S D O R L V T F H C P F  
 L E G P T Z H I I S X R A X Q  
 E U Z G H O Y C C V Q J S M C  
 K B Q U K Y M X E H O X K R U  
 F K C A N P A S S P O R T K X  
 G O J X X V O G O P O G O F W

- |                 |           |
|-----------------|-----------|
| BRITISHCOLUMBIA | LOONIE    |
| CANADA          | MAPLELEAF |
| CANPASS         | OGOPOGO   |
| CIRCUIT         | OKANAGAN  |
| CITIZEN         | OROVILLE  |
| CUSTOMS         | PASSPORT  |
| FLIGHTSERVICE   | PENTICTON |
| GPS             | RADIO     |
| HOCKEY          |           |
| KAMLOOPS        |           |
| KELOWNA         |           |

### Felts Field Signage project getting underway

The long-awaited airport signage upgrade project is now getting underway.



The contractor started work on the project in late June. Some items changed in pre-

construction meeting, however and the airport is waiting for the finalized schedule for the entire project.

Work should be underway in phase 7 which is in the vicinity of the intersection of Taxiways Alpha and Bravo at the east end of the field.

As the project progresses, the main runway (3L/21R) will be closed during the the last two weeks of August from 6:00 a.m. until 4: 30 p.m., Monday through Friday. The work is broken out so that the majority of the project will be completed while the signs are on order, then the contractor will come back and install the signs and do the markings. Therefore, each area will have two closure periods. In addition, the contractor may be able to complete work faster, so it is possible some phases will start earlier then indicated on the schedule. We will try to keep everyone in the loop on possible changes to the project.

Details on the construction schedule and the work phasing drawing is posted on the whiteboard at the maintenance bldg as soon as schedule details are available. The weekly schedule from the Contractor will be posted along with any changes to the overall schedule that might develop over the course of the project.

There will certainly be some inconveniences for pilots during this project with the possibility of runway closures or changes in taxiway usage.

Pilots need to be extremely alert during this work and ensure that they are operating on active taxiways and runways.

The new signage will make it easier and safer for all pilots, especially those who are visiting Felts Field.



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## Spokane Chapter

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### Canada from page 1

It's a little sticker that you place just behind the pilot door on the plane. Having that in advance can save some time, hassle, and money. Sometimes the ports may not have the stickers available. Details are available at: [www.cbp.gov/xp/cgov/travel/pleasure\\_boats/](http://www.cbp.gov/xp/cgov/travel/pleasure_boats/) (Yes...it says pleasure boats, but they have private aircraft info.) There is also an extensive guide for Private Flyers on the site.

Next, download the "Private Aircraft Enforcement System Arrival Report." You'll need this when you clear US Customs on your return. The officers were thrilled that I already had it filled out when I showed up. It is Customs Form #178.

Now, how to get into Canada: Again, a passport is a good thing. It's the first item they asked for when I landed. The above-noted documents are also needed. They may, or may not look at all of it, but have it.

OK...you have all that stuff...now what?

Get your briefing from Lockheed/Martin Flight Service at 1-800-992-7433 and file a flight plan. Yes, you must file a flight plan. You need to have a reasonably accurate estimated time of arrival at your Canadian destination. Then, call CANPASS at 1-888-226-7277 at least two hours, but not more than 72 hours prior to your arrival. These are the Canadian people that coordinate your private aircraft arrival with Customs.

They will need your pilot, aircraft, and arrival information. They will also ask what facility, such as an FBO, that you plan on utilizing at your destination. As I found out, this is very important. This is how the Customs people will find you on the ground.

Once you launch, open your flight plan with Flight Service. You will then be given the all-important, cross-border transponder code. You can use a flight following code from Center on your way, but you need to switch to the cross-border code before you enter Canada.

Then, enjoy your flight.

You might want to brush up on some of the different procedures and terminology (for instance: traffic patterns are called "circuits" in Canada), and the airspace classifications. AOPA has a lot of info on their website.

You must arrive at a Canadian Airport of entry. Upon landing at a towered airport or one with "Radio," have them close your flight plan. When you get parked, call CANPASS and let them know you have arrived. (By the way, if you have a change in your arrival time-early or late-call them from your plane on a cell phone.

Yes, using a cell phone in the air is legal and encouraged.)

They will tell you to wait for an officer or give you an entry number. If told to wait, do just that and don't get out of the plane. Use the time to close your flight plan via telephone if ATC wasn't available

When they arrive, it's the same basic questions you get if crossing via automobile and, if all is well, you're OK to stay or go to your final destination. Oh, and flight plans are mandatory in Canada if you travel over 25 nm.

When it's time to head home it's a similar process. Call Canadian Flight Service at: 1-866-992-7433 for your briefing and to file a flight plan. It's the same number as the US but with an 866 prefix. Then you call another number for your cross border transponder code. From my location in Kelowna, I called Vancouver Centre at 1-888-987-CODE (2633).

Now the tricky part: You need to call US Customs and Border Protection at your USA Airport of Entry directly to make an appointment to clear customs. They need a specific arrival time. You can't be early and no more than 15 minutes late.

When you depart have Canadian Air Traffic Control activate your flight plan and enjoy the ride. Make sure you are squawking your cross-border code as you cross the line.

Upon your arrival at the Airport of Entry, do not get out of the plane until the officers give the OK. They will ask for your passport, pilot certificate, and medical certificate, and aircraft documentation. You'll be asked to declare any purchases and be directed to open up any storage compartments. This is where you'll give them the completed Customs Form #178. After a brief look-see at your plane (and a sweep for radioactive readings) you're good to go.

The entire process is a little cumbersome and intimidating, but after going through it, it's not really that bad.

Take a flight and visit our neighbors to the north.

