



SPOKANE FLYER

JUNE 2009

Lower Granite Airport work party a success

by Tom Morris



Marcia and I arrived early Friday afternoon-May 29th to set up camp and await the arrival of tomorrow's work crew.

Morning came early and the temp was already warming up. As we were sitting in our motor-home we heard a "HELLO, HELLO." Bill Jackman had arrived around 8:30 by air in his Citabria. It was time for coffee and a danish, which disappeared quickly, as you would expect.

Around 9:00 we headed for the airport with a lawnmower, weed-whacker, and rakes in hand.

About 9:30 Paul Wolf from the Washington State Department of Transportation/Aviation Division drove by, honked and waved, as he headed for the gate access. In a distance we could hear another airplane making an approach. It was Jerry Baur and Lee in a C172RG. As the 10 o'clock hour neared Gary and Carolyn White drove in and prepared for trail cleaning.

The trail had been sprayed and mowed by the park maintenance. They had also mowed the approach path and the proposed parking area on the park end of the strip. Dead weeds were pulled and the trail raked smooth. Paul Wolf held a safety briefing and told us what was in the plans for the future. Alas, we are making some pretty significant progress. More oil and rolling of the strip are in the plans. Mowing the area and providing more gravel for the path is on the list that the State will provide. Approval to park on the north end of the runway has to be authorized, and should be forthcoming. The windsock was changed and the runway edge reflectors were checked. Tracks (airplane tracks) on the center of the runway are showing evidence of usage, although the books are not being signed. Paul said the evidence of operations is what will determine the funds put into the strip so **PLEASE SIGN THE BOOK**. Paul also said he would put a web usage site up too. For now if you use the strip send him an email of that usage for operational documentation. His email is wolfp@wsdot.wa.gov. It is very important to get the usage numbers to him.

After the work was complete, we headed for the restaurant and had a great lunch with good discussions about ways to improve the strip. Thanks to those who had the time to help with the cleanup, it was a beautiful day and plenty warm. It was nice to finally get a change to meet Paul Wolf, and we are looking forward to working with him for the betterment of the Lower Granite State Airport in the near future.



The Lower Granite work party crew
photos by Carolyn White

NEXT CHAPTER MEETING

WEDNESDAY
JUNE 17, 2009

6:00 P.M.

Marie Callender's Restaurant
2111 N Argonne Rd.

Guest Presentation:

Dr. James Scoggins

Texas A&M University
(retired)

"Weather Conditions and
Information Sources Every
Pilot Should Know!"

ANNUAL WPA/SPOKANE CHAPTER BBQ

WEDNESDAY
JULY 15, 2009

6:00 P.M.

EllerPort Airport
Hosted by Duane and Judy
Cocking



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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: Tom Morris

Summer is here, and in a very short time we will start seeing less daylight each day. So live it UP! Take the time to have some fun. Fly like you've never flown before. Remember Density Altitude when calculating your takeoff and landings.

May's general meeting was very informative. The do's and don'ts associated with crossing our Northern Border.



At our June 17th Chapter meeting we will learn about the weather and how to predict it's affect on our flights just a little better, and what to anticipate. Dr. Scoggins will lead us through the process that can help us make sense of the atmospheric conditions that surround our lives. Once again John Townsley has made this an FAA Wings Event. Check the FAASTeam site for details at www.faaafety.gov. Don't worry if you get a message that the event is "full" when you try to register. We use the FAA site to give us an idea on how many folks might be attending. We've never turned anyone away.

July brings the annual picnic at EllerPort Field, hosted by Duane and Judy Cocking. We look forward to this event every year, and it is a great time to set down and visit with our friends and fellow pilots. Dave Lucke is the Chair (and chief cook) for the event, so please give him a call to see how you can help. I'm sure there will be some things that can be done to help out.

The work party went well at Lower Granite State Airport. The maintenance team at Boyer Park sprayed and mowed around the path to help us out. Paul Wolf from the State DOT Aviation Division was there to advise and inform us about the their plans for the strip.

If you fly in to Lower Granite, please sign the sheet or e-mail the State that you have used the Lower Granite Airport. This is how they determine usage and allocate funds for the airstrip. The more names and tail numbers on the sheet, the more funds that are directed to that facility.

We'll see you at the June chapter meeting and the July EllerPort picnic. Let us know if there are any other items that need to be discussed. Fly safe, and enjoy the summer.

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



Weather is hot topic for June meeting

At the June WPA/Spokane Chapter meeting, Meteorology Professor James Scoggins will discuss weather systems, forecasting and weather information available for flight briefings. Pilot responsibilities to ensure safe flight will also be discussed.

Dr. Scoggins will cover: Weather systems, forecasts, FSS weather briefings, and pilot responsibilities. Scoggins is retired from Texas A&M University and is a weather expert and is responsible for the Jimsphere balloon.

The "Jimsphere" balloon, developed by NASA in the 1960's, remains the standard for obtaining accurate upper level wind data at all U.S. launch ranges. Made of lightweight, radar-reflective materials, it has conical projections which stabilize it so it quickly assumes the speed of the changing wind. (more ...) The Jimsphere wind measurement balloon is made of lightweight radar-reflective materials. The "Jimsphere," although developed in the 1960's, remains the standard at all U.S. missile/launch vehicle ranges for obtaining accurate upper level wind data.



Large missiles and launch vehicles are very sensitive to wind shear, especially as they approach the area of maximum dynamic pressure, typically between 30,000 and 50,000 feet. Prior to every flight today, launch teams analyze a computer-generated flight profile that involves detailed specifications of the wind field through which the vehicle must fly.

In the early 1960s, however, no method existed for making high resolution measurements of the wind profile. At that time NASA was already developing the Saturn launch vehicles for the Apollo lunar landing program and it was essential that NASA also develop a meteorological sensor of superior aerodynamic stability to determine the vertical gradients of the wind before Saturn launches commenced.

The standard smooth-surface weather balloon could not do the job. The reason: the smooth balloon was subject to zigzagging or spiraling as it ascended, due to large air vortices that shed off the surface at various positions; this caused sporadic horizontal motions of the rising balloon that made accurate radar-tracking measurement of the balloon impossible.

After several NASA-sponsored studies failed to provide a suitable method, a NASA engineer came up with an answer. Dr. James R. Scoggins, then director of meteorological studies at Texas A&M University, assigned to the Marshall Space Flight Center, took a simple approach to a complex problem: rather than invent a new system, change the characteristics of the existing system, the smooth surface balloon.

The Jimsphere, now being produced, is a balloon two meters in diameter, made of lightweight, flexible, radar-reflective materials. Ground radar, nav aids or theodolites track position and collect wind data from the balloon at altitudes up to about 10 miles. Jimsphere data was used in the design of the Saturn vehicles, the Space Shuttle and other launch systems. The balloon has supplied pre-launch wind data for all NASA/Air Force ground-based rocket launches from Cape Kennedy, Kennedy Space Center and Vandenberg Air Force Base. Join us in June for an exciting program! You can register on the www.FAASafety.gov web site.

Where's the camera?

Many of you may have noticed that our Felts Field airport camera has been out of service since late May.

Our gracious hosts for the last few years, Inland Helicopters, recently relocated and our camera was no longer connected to the internet in the terminal building.

Mike Scalara of Northwest Biplane Assn. is working on a new location and connection.

Our thanks to Dave and Angelo at Inland for their help and assistance, well beyond the call of duty, for connecting us the past few years. Hopefully, we'll be back on line shortly.

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TSA Backs Off on Badge Requirement

At our May WPA/Spokane Chapter meeting, we heard from Dan Hanson from



**Transportation
Security
Administration**

the US Customs and Border Enforcement along with Jim McDevitt, the US Attorney for Eastern Washington. They gave us some insight on crossing the US/Canada border.

Now there are new procedures for domestic airports with scheduled air service, such as Pullman, Lewiston, Walla Walla, Moses Lake, and others.

Recently, the Transportation Security Administration enacted a new security directive, SD-8G.

The new measure replaced one that was much more restrictive, and would have required transient pilots to undergo separate background checks and acquire security badges for every airport they might visit that also has commercial airline service. Estimates place the number of such airports at around 400, but the TSA has not yet published a list, and the criteria have not yet been made known.

Under terms of SD-8G, transient pilots need not acquire a badge, but are advised to remain close to their aircraft and leave its 'footprint' only for trips to and from the FBO.

The TSA is expected to establish guidelines for self-fueling facilities and emergency situations. Pilots based at airports with airline service will still be required to undergo background checks and get security badges in order to walk unescorted around the airport.

Details remain sketchy.

Pilots are advised to call ahead to airports that have scheduled airline service and assure themselves they are in compliance with the new TSA directive.