



Spokane Chapter

SPOKANE FLYER

JUNE 2010

CPB highlights program for June

Our guest for the June 16 chapter meeting will be Mr. David A Folsom the Port Director for US Customs and Border Protection in Spokane. While we may not like the imposition of more and tighter restrictions for crossing the border new threats have made change necessary. Mr. Folsom can provide us insight about cross border flights - It's not all bad news. The enforcement side of Customs and Border Protection is also of interest to us. High levels of illegal activity can generate calls for restrictions to general aviation activities. Join us for what we expect will be an interesting presentation.



NEXT CHAPTER MEETING

WEDNESDAY
June 16, 2010

6:00 P.M.

Marie Callendar's Restaurant
2111 N. Argonne Rd. Spokane, WA

Special Program:

David Folsom
US Customs and Border Protection

Looking ahead:

Burgers and dogs hit the grill in July

Keep your schedule open and your appetite ready for the 2010 Spokane Chapter Picnic. This year's gourmet burger extravaganza will be held on Wednesday, July 14th at 6:00 p.m. Once again, we'll be at the Ellerport Airpark at the home of Duane and Judy Cocking, located at 8322 N. Glenarvon Lane.

Rumors are flying that Dave Lucke will be flipping the burgers and dogs. Don't miss out!



Chapter members pitch in to help at the Lower Granite work party



Saturday May 22nd dawned with a gray and drizzly sky. Those wishing to fly in to participate in the 2010 work party were ground bound. Ceilings at KEGG were 400 overcast in mist. Those braving Highway 195 included Marc Ruggerio, Jerry Baur, plus Carolyn and Gary White. The previous night, Tom and Marcia Morris had staked out a camping space and made themselves comfortable in their motor home.

To the delight of the work party, a father/son team from Martin Field, near Walla Walla flew in to provide their assistance. The elder flew his 1941 Taylorcraft while the son and his wife flew in their Cessna 175.

Paul Wolf from the Washington State Department of Transportation (WSDOT) Aviation Division met the crew and provided the mandatory safety briefing. The maintenance crew at Boyer Park had laid down weed barrier fabric and secured most of it with a light layer of gravel. This left the main work detail with completing the coverage of the weed barrier with a heavier layer of gravel. The WSDOT pickup made short work of moving the required gravel, while able bodied men and women manned the shovels. In about an hour and a half, the trail was in great shape.

A second detail was tasked with replacing the wind sock. A new support pole and sock frame has been positioned and is waiting for the WSDOT crew to complete the installation. In the interim, a new sock has been installed and the weeds were beaten into submission with a gas powered line trimmer.

A great time swapping stories, and general hangar flying ensued at the local restaurant over lunch. The work detail was a success. What a gem the state of Washington has in Lower Granite airport. How many state airports are adjacent to a campground, motel, restaurant, boat launch and great fishing?



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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

We've had a lot more rain than we need in the first days of June. When this cool wet weather clears up maybe we will be more motivated to get up and out with some flying activity. If you will be venturing into the mountains beware of wet, possibly muddy runways, maybe some grass that's unattended and overgrown. Look out for low spots that can be affected for a time after the rains end. Maybe at least for a while there will be no sprinklers to dodge on the runways as we often have during the hot dry summer months.



The Boyer Park (Lower Granite 00W) airport work party led by Tom Morris was held May 22. The strip is in good shape. However the ownership/management involving two entities, the Army Corps of Engineers and Washington State Department of Transportation (WSDOT) Aviation Division can make correcting small problems a big issue. It's closed during some of the nicest weather periods and open during the very hot summer when fewer people want to be there. Parking and a guest book are located at the far end of the runway where it would be a long walk to the resort area. There is an area suitable for parking at the near end but it is blocked by a sign restricting vehicle access to the runway. We hope to chip away at these things but don't expect rapid change.

We are looking ahead to the Wilderness Within Reach Fly-Out to Priest Lake with the Hutton Settlement kids. At this writing it looks like August 7 will be the date though 1 or 2 weeks later is a possibility. We will issue an e-mail to the membership when the date is firm. Our experience in the last few years is that we can use all the participation we can get. We have not had a surplus of aircraft.

With a Cavanaugh Bay runway length of 3,100 feet on a sod/dirt surface around mountainous terrain not all of our aircraft will be suitable, and not all pilots will be confident with the mission. This trip calls for a very conservative approach to performance limits. Please be safe out there.

On a "personnel" note, at our June 2nd board meeting, John Townsley's board resignation was accepted. Special thanks go to Jim Leighty who graciously stepped forward and volunteered to take on the responsibility and was appointed to serve the remainder of John's term for the year.

Duane

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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



Back from San Antonio in a Cessna 206

Continued from last month's newsletter by Blake McKinley

Friday morning my weather check showed a complete change in the forecast with all of Oregon, Washington, Northern Idaho and Western Montana obscured with rain or snow. Also from San Antonio to El Paso the winds were 25 knots at our nose. This meant a slow, rough ride with rising terrain toward Tucson. The option of flying part way and then flying commercially was explored. The decision was made to leave 8RC at Boerne and purchase commercial tickets for home, departing Friday afternoon.

Anxious to get 8RC back in the northwest, I immediately began monitoring the weather. As the week progressed the next weekend was shaping up to look good to return to San Antonio and bring 8RC back. About Wednesday, my youngest son Scott asked if he could come with me, I thought what a great opportunity to spend some time with my son and gain a copilot!

Friday April 9th Scott and I departed Spokane on our 6:15 AM Southwest flight to return to San Antonio.

The next morning we woke up to a low overcast ceiling. The overall plan was to fly the Eastern route through Denver. Since I expected a head wind, I decided upon three fuel stops with the intent being to make it at least to Helena by the end of the day. After a flight time of 3.6 hours we touched down at Clayton Municipal Airport. After fueling up, based on the winds and the forecast for thunderstorms in western and southwestern Wyoming, I decided to extend my flight plan another 1.5 hours to Billings, Montana. Albuquerque Center told me that they already had my next flight plan and were expecting a VFR departure and that I would pick up my IFR clearance airborne. Leaving Clayton, after leveling off at 10,000 feet, we began to encounter some turbulence and were granted a climb to 12,000 feet.



Scott at the controls of the Cessna 206

At 12,000 feet the air was smooth once again! After 4.6 hours we landed at Billings. It sure felt good to stretch our legs! We decided that 8.2 hours was enough flying for the day and let the FBO arrange for a hotel!

Sunday April 11th, dawned with overcast skies and a storm moving into the Central Idaho mountains and then on into the Missoula area. We were up at 6:00 AM and a check of the weather found the forecasted conditions to be moderate icing conditions in the clouds and mountain obscuration south of our route and a ceiling, for the most part, between 9,000 and 10,000 feet along and north of our route with conditions expected to deteriorate later that morning.

Scott and I packed our bags and headed to the lobby to grab a quick breakfast. We loaded our things, preflighted 8RC and were airborne at 8:15 MDT. As we progressed I was able to provide several PIREPs and obtain current weather conditions at Helena, Missoula, and Mullan Pass – the weather reports were all favorable. From Missoula to Mullan Pass, I had Scott take the controls, a proud moment indeed to see my son at the controls of 8RC! As we crossed MLP we encountered the northern edge of a light snow shower and then descended to 4,500 feet. From Mullan Pass, we flew to Coeur d'Alene and then Felts Field. At 9:00 we landed on runway 21L at Felts Field, 2.8 hours after departing Billings. It was good to be home.

This return trip was a great opportunity to spend time with my son Scott and to further his interest in aviation, and to see a good share of the good ole United States of America from the unique vantage point that only general aviation allows!

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Spokane Chapter

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A sad note:

On the afternoon of Wednesday, June 2nd, a tragic aircraft accident occurred at Felts Field in Spokane. Peter Hecker, a 29 year-old student pilot was killed when the Robinson R-22 helicopter he was operating crashed on approach to runway 21.

The cause of the accident is unknown and is being investigated by the National Transportation Safety Board.

The WPA/Spokane Chapter Board, our members, and the entire pilot community wish to express our sorrow and sincere condolences to Peter's family along with the team members and owners of Inland Helicopters.

Board changes at S.A.T.A.

The Spokane Airports Tenants Association (SATA) recently elected two new Board members. Skip Davis and Doug Sowder have joined the Board of Directors effective May 30, 2010, replacing Jeff Hamilton and Nancy Holmes. Jeff resigned from the SATA Board because of his appointment to the Spokane Airport Board effective June 1, 2010. Nancy decided to step down from the Board after several years service to allow others to be involved.

Skip has held numerous executive positions in the health care field including serving as Chief Executive Officer of Providence Health Care and Chief Executive Officer of Sacred Heart Medical Center in Spokane. One of Skip's responsibilities included working with MedStar to expand and modernize the operations located at Felts. He is a long term, active pilot with SEL, MEL and Instrument ratings. Over the years he has owned seven aircraft and bases his Bonanza at Felts Field. He believes that working together and advocating for Felts can revitalize this valuable community asset.

Doug is a licensed Professional Engineer and was President of the Riblet Tramway Company in Spokane until 2004. He currently owns and operates Tram Support, Inc., a small company providing engineering services and parts for ski lifts. An active member of local and national engineering organizations, Doug ran the Mathcounts program for junior high and middle school students from 1985 through 2006. Doug learned to fly at Mifflin Aircraft, Felts Field, in 1967. He has flown competition aerobatics since 1993 and will be representing the U.S.A. at the World Advanced Aerobatic Championships in Radom, Poland in August of this year. Doug currently hangars a 1955 Cessna 180, a Pitts S-2B, and an Extra 300L at Felts Field in Spokane. He is Vice President of the International Aerobatic Club, a division of EAA.

Skip has agreed to serve as President of SATA and Doug has agreed to serve as Vice President. Other SATA Board members include Larry Tobin, Mike Scalera and Dave Lucke.



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