



SPOKANE FLYER

JUNE 2012

Second Annual Felts Field Neighbor Day - Another big hit with the crowds

The Experimental Aircraft Association B-17, "Aluminum Overcast" again highlighted the second annual Felts Field Neighbor Day on June 2nd. Thousands of aviation enthusiasts, area residents, and children streamed onto the tarmac at KSFF to enjoy a great aviation experience.

The early morning rainy skies abruptly cleared at 9 a.m. when the gates opened, allowing the B-17 and biplane rides to climb into the air with their eager passengers. Dozens of aircraft, including the Boeing 40C, were on display along the flight line and attendees were treated to a number of fly-bys with vintage aircraft along with the usual Saturday general aviation traffic at the busy airport.

Spokane areas Fixed Base Operators, maintenance firms, avionics companies, medical helicopter transport providers, and more filled the EAA/WPA Event Center providing information for pilots and the crowd. Media crews were on hand to capture the highlights of the event for their news broadcasts later that evening.

The day was topped off with a special banquet dinner featuring aviation and space travel pioneer, Burt Rutan who mesmerized the crowd with stories of his long career.

The success of this event certainly shows that the Spokane citizens and community support aviation and Felts Field.



"Aluminum Overcast" at sunset in Spokane-Photo by Nicole Varnell



Biplane rides were a big hit



Future pilot trying out his "wings"

UPCOMING CHAPTER MEETINGS & ACTIVITIES:

Spokane Chapter June General Meeting

Wednesday, June 20, 2012, 6 p.m.
Longhorn BBQ, 2315 N. Argonne (I-90/Exit 287)

Program:

Aeronautical Decision Making
Minard Thompson
FAA Safety Team

Annual Chapter Picnic

Wednesday, July 18, 2012-6pm
Judy and Duane Cockings Hangar
Ellerpark Airport (WN54)
8233 N. Glenarvon Rd., Newman Lake, WA

Test your "Aeronautical Decision-Making" skills at interactive seminar in June

FAA Safety Team Manager, Minard Thompson, comes to the WPA with an interactive seminar about "Aeronautical Decision Making."

In this seminar, with no records kept, or hands raised, you will be able to demonstrate your personal knowledge of ADM and answer some real life ADM situational questions. Are you willing to challenge yourself? Come on out and take the "electronic test" on a few sample ADM problems that you could run into the next time you fly.

The seminar is on Wednesday, June 20th at the Longhorn BBQ in the Spokane Valley. Dinner is at 6 p.m., or just come to the seminar which starts about 6:45 p.m.

FAA "Wings" Credit is available for this seminar.



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SPOKANE FLYER

is published 12 times per year by the Washington Pilots Association, Spokane Chapter. We always welcome articles and photo contributions that may be of interest to pilots in the Spokane area and the Inland Northwest. Please submit articles in Microsoft Word and photos in the JPEG format for best results. General story ideas are also welcome.

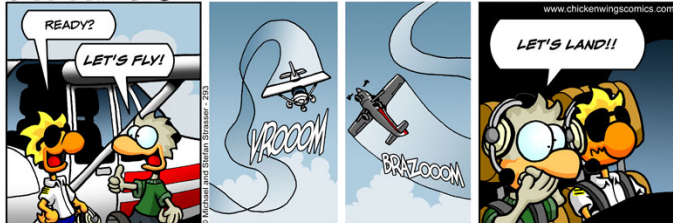
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Chapter general meetings are held every 3rd Wednesday except February, August, and December.
Board meetings are held on the 1st Wednesday each month.

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CHICKEN WINGS



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

President's Message: Terry Newcomb

We have a busy summer scheduled lined up. I hope you attended the June 2nd Neighbor Days at Felts Field and stopped by our booth in the EAA hanger.



For our June general meeting, Minard Thompson, with the FAA Safety Team, will speak to us on Aeronautical Decision Making on June 20th at the Longhorn BBQ restaurant in the Spokane Valley. Wings credit will be available. Minard will again bring his special "clickers" to the meeting to test our knowledge. Last time he divided the room into "Cougars" and "Huskies" to keep track of the team scores. Much to the delight of our newsletter editor, his Cougar team put those Huskies to shame.

We have our annual BBQ at the Cocking's home in Ellerport July 18th, with Dave Lucke as Master Chef. In the fall, we have the Fairchild Survival School Leaders speaking to us about surviving a crash in the back country. The Spokane International ATC will speak in October about the activities at GEG. You are welcome to join us for all these great activities. Check out our website at www.wpaflys.org Spokane Chapter. Hope to see you there!

Fly safe and best regards,
Terry Newcomb



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Cups slurped up-bag sales lag by Tom Morris



Duane Lukan, Jim Leighty plus Mo and Q "man" the WPA coffee booth at Felts Neighbor Day

4 Seasons Coffee by the cup, and Krispy Kreme Doughnut holes were a hit at the Felts Field Neighbor Days held Saturday June 2. The bags of Coffee however, ready for sale, were not the hit we had hoped. Donations for the cups of coffee and doughnut holes reached around \$500. We still have roughly 80 bags of coffee to sell. The bags will be brought to the next few meetings to sell at a reduced price to clear our inventory. This will be a great opportunity to buy 4 Seasons Coffee at our wholesale prices.

Our WPA booth worked out well, and we had a lot of support and help from our members. We are looking forward to the next opportunity to use the booth and provide coffee and pastries for event goers.

Runway safety meetings set for Spokane International Airport and Felts Field

Do you have concerns about runway safety at Spokane International Airport or Felts Field? If so, the Runway Safety Action Team wants to hear from you. Please attend the Runway Safety Action Team meetings to express your concerns. The GEG meeting Tuesday, June 19th at 10 a.m. in the Spokane Control Tower conference room at 8314 W. Electric Ave. The Felts Field meeting is scheduled for 1 p.m., Wednesday, June 20th at Moody Aviation, 6719 E. Rutter.

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Lower Granite airport clean-up



Chapter member volunteers gathered at Lower Granite airport for the annual trail clean-up and wind sock replacement on May 19th. Paul Wolf from the state Aviation Division was on hand to coordinate the work.



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Runway incursion case study-Pay attention out there

by Larry Peterson, CAP Bellingham Composite Squadron Safety Officer

According to the FAA, there are **three runway incursions every day** in the United States. A runway incursion is defined as any occurrence at an airport involving the incorrect presence of an aircraft, vehicle or person on the protected area of a surface designated for the landing and takeoff of aircraft.

Here is a NASA Callback report written by a TOWER operator, and deals with a runway incursion in which the Controller asked a Pilot if he would accept an intersection takeoff. Perhaps the Controllers' inquiry, which included either the word "depart" or "departure", predisposed the pilot to think in terms of being "cleared for departure." What would you have thought in this case?

"I was working the Local Control position and had Air Carrier Y holding in position (for wake turbulence) on Runway 10 at the full length. I asked the Cessna 210 Aircraft if he could depart from Intersection Zulu on Runway 10 to facilitate spacing requirements. The Cessna 210 stated that he could and I issued taxi instructions to "Taxi to Runway 10 at Zulu." (NOTE: The Cessna was never told to "Line up and wait" or given a takeoff clearance.) "I issued Air Carrier Y a takeoff clearance on Runway 10 from the full length then observed the Cessna taxi onto Runway 10 at Intersection Zulu (in front of Air Carrier Y)."



"At that moment, I told Air Carrier Y to cancel his takeoff clearance and hold his position. I then told the Cessna to taxi off the runway and call the Tower for possible pilot deviation. Although I was not required to issue hold short instructions to the Cessna, in hindsight such a clearance would have contributed greatly to preventing this from happening."

In this incident, a Tower Controller spotted a runway incursion between a Cessna 210 and an Air Carrier just in time to avoid a close encounter between them on the same runway:

LESSON? The clearance to "taxi to" a given runway at a particular intersection has the same restriction as a clearance given to "taxi to" the approach end or "full length" of a runway; that is, the pilot must hold short of the runway until cleared to "line up and wait" or is "cleared for takeoff." The absence of "hold short" instructions should never be construed as clearance to proceed onto the departure runway. So, to be sure you don't meet your fellow aviators when you least expect/want or need it, PAY ATTENTION OUT THERE. Were you cleared to be there? Or cleared to take off? Or just cleared to taxi there and hold?

Safety FIRST, it is not just a slogan anymore. It is life-saving.

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