



# SPOKANE FLYER

June 2008

## TFR's - Ignorance is no excuse!!

by John Townsley

In the distant past it was rare for pilots to call FSS and hear the briefer say "there is a fire fighting TFR (Temporary Flight Restriction), 5 nm radius from the surface to 10,000 feet at 35 nm off the XYZ VOR". National Security TFRs were unknown. Even Presidential TFRs (those 30 nm circles that eat airports and spit out unwary pilots) were smaller and largely unknown. Times and Temporary Flight Restrictions (TFRs) have changed. TFRs are a problem pilots must deal with when flying anywhere in the United States.

The number and types of TFRs varies by season. Some types of TFR occur most frequently in different parts of the US or during certain times of the year. In the west wildfire TFRs proliferate during the summer months. During the height of the fire season it is common for pilots to find 25 TFRs or more within a single state. The Atlantic hurricane season runs from June through the end of October. A really large hurricane like Katrina may result in one or more TFRs that cover multiple states, sometimes the entire gulf coast. Airshows, large sporting events, and demonstration parachute jumps which occur during warmer weather may also have TFRs.

Every four years we go to the polls and to elect a President. This year pilots must avoid six or more Presidential TFRs as incumbents, candidates from the two major parties, and potential 3rd party candidates travel around the country.

The trend toward more and larger TFRs was already in motion long before the Muslim zealots brought down the twin towers with two fully loaded commercial jet liners. The trend toward larger and more numerous TFRs is fueled by larger wildfire fires, severe hurricanes, concerns about disaster relief safety, and worries about liability for the Government as well as for individual disaster relief managers. September 11th 2001 instantly catapulted "temporary" flight restrictions into widespread use. Now TFRs are a critical "must consider" in flight planning element for every pilot, for every flight.

Regardless of whether TFRs are short or long term features of the aeronautical airspace, pilots must be aware of them. 14 CFR 91.103 requires that "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight." Information on TFRs is available from many sources. In addition to FSS briefers and DUATS, some avionics download TFR data along with current weather. Several websites publish both textual and graphical TFR information. Refresh rates vary among websites that post TFR information, so pilots should supplement web based information with an official DUATS or FSS briefing! Note that a record of a DUATS or FSS briefing is your strongest defense should you inadvertently violate a TFR, any TFR!



### NEXT CHAPTER MEETING

WEDNESDAY  
JUNE 18, 2008

6:00 P.M.

Marie Callender's Restaurant  
2111 N Argonne Rd.

Guest Presentation:  
LOU SHERRY  
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*"Help us help you."*

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**SPOKANE FLYER**

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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 general meeting featured one of our members, Mr. John Townsley. John presented the topic of Temporary Flight Restrictions – Ins, Outs, & Oops. His program was very informative and the graphics really helped clarify things. John is an excellent presenter and kept things informative, lively and spiked it with good humor. John being an FAA Safety Team member was able to award WINGS credit for the presentation. Those in attendance earned the credit toward their WINGS requirements. Approximately fifty people attended the general meeting and earned credits. Look for more WINGS offerings beginning in October of this year!



The general meeting this month will feature the Civil Air Patrol (CAP). The CAP has been around for many years and served many important functions as the civilian auxiliary of the United States Air Force. The role CAP performs that I have been familiar with for many years is search and rescue. However, since the advent of the Department of Homeland Security, the CAP has assumed other important roles and responsibilities. Lou Sherry, Lt. Col and the Vice Wing Commander will be our guest this month on Wednesday June 18th. Please join us and learn more about the Civil Air Patrol, its missions and operation and even how you might participate.

I would also like to remind the membership that November will be your meeting. The meeting will feature a cavalcade of places to go and things to do with your airplane. So take your cameras this summer, snap those photos and share with the group the fun things you've done during the flying season!

We'll see you at our June meeting and take those pictures this summer.

Plus, if you have great photos and fun stories about where you flew, we'd love to feature them in our newsletter. Al Gilson is always looking for fun things to fill these pages and to put on our website.

Happy flying. Gary.

## 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)



The always popular

# WPA Spokane Chapter Word Search Puzzle

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

- |                |              |
|----------------|--------------|
| AIRFORCEONE    | KSFF         |
| BRIEFING       | NASA         |
| CAMPAIGN       | NOTAM        |
| CHICKENWINGS   | PIREP        |
| CIVILAIRPATROL | PRESIDENTIAL |
| DUATS          | RESTRICTIONS |
| FIRES          | SPOKANE      |
| FLIGHT         | TEMPORARY    |
| FSS            | TFR          |
| KCOE           | WINGS CREDIT |
| KGEG           |              |

Here we go again...The time-consuming, space-filling, and ever-challenging word search puzzle. This month's teaser contains words related to articles in this issue. Maybe someday, a generous member will donate a really big prize for the first person to solve the puzzle. Have fun!

## Spokane tower visit by Jerry Baur



So how many of you guys have taken advantage of the invitation you received last October to visit the new tower at Spokane International Airport (KGEG). Well I did, and I took along a pilot friend of mine from Seattle along with a student pilot. It was easy, I just called up and asked.

The magic number to call is (509) 742-2500 and ask for Dave Adams. Right now it still is a pilot's only thing thanks to our friends at Homeland Security. The gate is intimidating, but it's friendly inside.

So how was it? Well the view is everything they said it was. It was a nice sunny morning and we could easily see a C-17 doing touch and go's at Fairchild Air Force Base to the west. Plus, we could also see all the way to Felts Field (KSFF) in the other direction. It's pretty roomy up there too, bigger than my living room, dining room, and kitchen combined.

And of course we got to watch the Spokane approach radar live and in one color (yellow). We saw the Missoula radar too, but it was boring, only one plane in the air.

Ever wonder what happens when you press the ID button on your transponder. Well thinks to a pilot operating over Coeur d'Alene (KCOE), we now know.

They have a training setup where they might even let you play with the buttons if you ask. We got our tour from former controller and now new FAA training contractor, Bob Norman.

Thanks Bob it was great.

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## Spokane Chapter

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### TFR's-No excuses -from page 1

The National NOTAM Office site posts the most reliable and current TFR information. Most other sites have a delay of 30 minutes or more in posting new TFRs. Some sites have even longer update cycles on weekends, holidays, or after hours.

In the summer of 2007 substantial differences sometimes occurred between TFRs mapped by the National NOTAM Office and maps posted by other vendors. TFR maps posted by some vendors were at times displaced in space from the true location by as much as 2 nm. In addition, two known instances occurred where TFR information shown on flight display devices the cockpit were incorrect. Devices utilized different satellite services. A recent NASA study showed that over 30% of violations occur because pilots did not know of the TFR. The study showed 40% pilot violations had incomplete/dated information or did not accurately locate the TFR.

Several pilots have busted Presidential TFRs because they launched on a local sightseeing flight without checking or tried to cut it too close as they flew by. The image painted on your state-of-the-art avionics by your satellite update subscription can get give you a false sense of security. Remember, ignorance and gadget failure is not a valid excuse when you bust a TFR.

Your best defense is to obtain a briefing before every flight. When you open your flight plan with FSS (you do file a flight plan, don't you) confirm your TFR information. On long flights of over an hour give a PIREP, and while in contact with Flightwatch ask if there are any new TFRs. If on an IFR flight plan you'll probably get advisories about TFRs. ATC is pretty good at directing pilots away from flight restricted areas. ATC may can also clear you to transit some (not all) TFRs... however if they do be sure to confirm they have coordinated with the disaster relief officials in charge. Operational errors do occur. There have been instances where aircraft on IFR flight plans have come uncomfortably close to disaster relief aircraft while transiting TFRs. Know where you are, and know where TFRs are at all times. If you fly with VFR flight following you will get advisories from ATC (including TFR information), subject to workload. Translation: When using VFR flight following it remains your responsibility to know about and avoid TFRs. Regardless of whether you fly VFR or IFR, remember that as PIC you (not the controller) are responsible for avoiding authorized entry into restricted airspace.

TFRs are a fact of life. They exist to keep the aluminum separated. The Air Safety Foundation said it well: "Know before you go!"

### More sources for TFR information before you launch

#### Interagency Airspace Coordination (links to National Notam Office and other TFR sites)

[www.fs.fed.us/r6/fire/aviation/airspace](http://www.fs.fed.us/r6/fire/aviation/airspace) (Updates 'real time' on the Defense Internet Notam Service site, see 1st and 2nd links in the list mid page.)

**AOPA** - [www.aopa.org](http://www.aopa.org) (Via the "Real Time Flight Planner." Check for refresh rate)

**FAA Graphical TFR website, also accessed by the FAA Pilotweb site** - [tfr.faa.gov/tfr2/list.html](http://tfr.faa.gov/tfr2/list.html). (Check for refresh rate)

**AeroPlanner** - [map.aeroplanner.com/mapping/TFR.cfm?list=all](http://map.aeroplanner.com/mapping/TFR.cfm?list=all) (Check for refresh rate)

**National Interagency Fire Information Center** - [airspace.nifc.gov/mapping/nifc/index.cfm](http://airspace.nifc.gov/mapping/nifc/index.cfm). (Check for refresh rate)