



## Spokane Chapter

# SPOKANE FLYER

## MARCH 2010

### March meeting features Spokane Turbine Center and back country decision making

The next WPA/Spokane Chapter meeting will be held at Spokane Turbine Center on Felts Field.

Spokane Turbine Center specializes in training pilots to operate the Quest Kodiak aircraft, with an emphasis on Third-World missionary flying.



Spokane Turbine Center is unique in the fact that, not only do they operate the first Kodiak production aircraft, but they also have a full-motion Kodiak simulator. The team also trains students in airframe and powerplant maintenance for the aircraft.

Spokane Turbine Center is located on Felts Field at 5627 E. Rutter Ave. in Spokane. The meeting is at 6:30



p.m. on Wednesday, March 17<sup>th</sup>. This is not a dinner meeting so make sure you grab a bite beforehand. WINGS credit is available for this program.

#### NEXT CHAPTER MEETING

WEDNESDAY  
March 17, 2010

6:30 P.M.

Spokane Turbine Center  
5627 E. Rutter, Spokane, WA

Special Program:

Jeff Turcotte and STC Staff  
"Back Country Decision Making"

### Felts FBO shutting down

Felts Field Aviation will reportedly close its doors at the end of March. Operators of the Fixed Base Operation were unable to come to agreement with the Spokane Airport Board on terms of a new lease agreement. Felts Field Aviation's lease expired during 2009 and they have been negotiating with airport staff since.

Felts Field Aviation currently has the aviation fuel sales concession on the field and there has been some concern by pilots and aircraft owners on the availability of AvGas and JetA fuel when the FBO closes.



"The Airport is committed to providing itinerant and local-based pilots with access to fuel and the over 50 aircraft tie downs," said Todd Woodard, Spokane Airports spokesman. "We consider these items as essential services and integral parts of the airfield's infrastructure.

Beginning next week, we will begin advertising for a private sector contractor to administer these limited services on an interim basis," he said. "We have also begun the process of formulating a plan to determine a long-term solution for providing a level of FBO services that tenants and itinerant pilots expect and deserve. This process may include a review of Felts Field's Minimum Operating Standards," Woodard said.

Just last week workers were in the process of dismantling the repair hanger at the east end of the Felts Field Aviation complex. The structure was constructed by the FBO on leased land from the airport and the owners opted to remove the building, and return the site to its previous state rather than have the structure revert to the airport.

According to an article in the Spokesman Review, Felts Field Aviation began operations as an FBO in 1976.

In 2009 Spokane Airports put out a Request for Proposals for a new Fixed Base Operator at Felts Field but there were no applicants. The Airport management is planning to issue a revised request shortly.



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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**

Our February 27th annual banquet and fundraiser was an unqualified success. Dave Voetmann wowed the audience with his stories of missionary flying in Africa and the beginnings of the Quest Kodiak program. Along with Dave were presentations by Cecil Bedford of Moody Aviation and Jeff Turcotte from Spokane Turbine Center.



Our thanks to the businesses and individuals who contributed auction items. I can say without benefit of all the numbers that we are showing about a thousand dollars higher than last year. Considering the economic climate, and some of the changes we had to make in planning we have to conclude we did very well indeed. And, thanks to everyone that purchased items from our auction. Your generosity makes our scholarship program, Veterans Flight, Hutton Settlement flight, and other items possible. This year we awarded five scholarships totalling \$2,500. Look on page 3 for their photo.

With an event like this things don't just fall into place. It requires action on the part of people. In this case we owe a really big debt of gratitude to Suzi Scalera. Suzie volunteered early on to do the leg work for contacting people, especially regular contributors. She did that and more and put a lot of energy into it. We also commend her husband Mike for his time and support assisting her in making rounds. Marian Heale also lended a hand when we needed some extra effort.

Thanks to Jerry Baur for his work putting together the computer auction system and then manning the desk during the event. That took a commitment of time and his special skills. Beyond that he has packaged the program for our use in the future and made recommendations for improvements.

We thank Tom Morris and Gary White for their work in arranging facilities along with Geoff Beth for the background music.

Naturally, I can't mention every contributor nor rate them in order of effort. Thanks to all who helped.



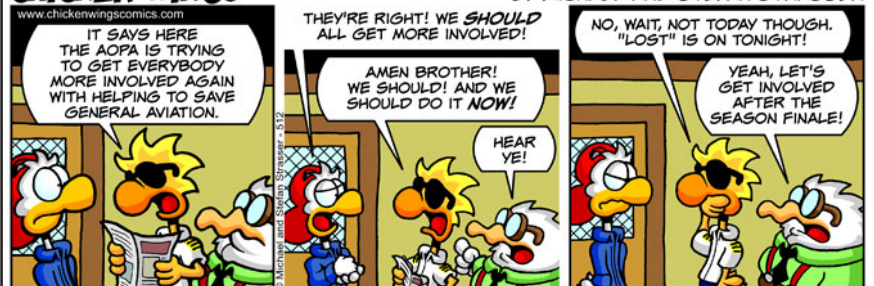
Jerry Baur



Marian & Suzie

**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)



**DESTINATIONS**

**Tillamook Oregon Air Museum and Air Show**

by Geoff Beth

The giant Tillamook Air Show is trying to second-guess Mother Nature this year, moving from the iffy September weather to its new date, July 31<sup>st</sup>. It's the "Northwest Classics," formerly known as "Planes, Trains & Automobiles." Christian Gurling, curator for the museum, thinks a date in the middle of summer will offer up a better chance for some of that elusive Oregon coast gorgeous weather. Teaming up the best the of the museum's static displays, a plethora of vintage war birds, and recreated classics, including B-29 liberators, P-38 Lightnings, "Tangerine", the T-6, P-51s, Corsairs, and Christian's personal favorite, the only flying Nakagima "Oscar" in the world, you'll find this event teaming with hot rods, cycles and aircraft. "And they aren't going to be just sitting there," Christian says. "What fun would that be, to just have them all sitting out there? We fly these things too! It's a must see, and also great deal, at just five dollars with proceeds going to Special Olympics."



As a special offer to WPA pilots, if you fly-in, you'll get preferential treatment and the primo parking spot right in front of the sky scraper-sized hangar door. So make sure your machine is nice and clean. Since all the aircraft will be outside, you can look forward to seeing all 1,072 feet *inside* the old blimp hangar (the largest surviving freestanding wooden structure in the world) packed wall to wall with the hot-rods and speedsters. Competitions, displays, demonstrations, food, drink, more! Christian took time to speak with the WPA Spokane Flyer and the in-depth interview pod-cast has been posted on [www.av8news.net](http://www.av8news.net) so you can hear more about what it's like to be curator of one of the largest fleets of "flying history" remaining in the Northwest skies today. "History housing history" is the way Gurling describes it. Check out the interview and mark the date for a grand getaway of historical proportions. Any questions? Go to: [www.tillamookair.com](http://www.tillamookair.com), or contact by e-mail at: [cgurling@tillmaookair.com](mailto:cgurling@tillmaookair.com).

**Membership renewal update**

Over 60 of our Spokane WPA members have already renewed their membership, either through the statewide on-line renewal system or by sending funds to the local chapter. Special thanks to those that have already renewed.

If you have not renewed your membership, please do so either on-line or by sending a check for \$31 to the Spokane WPA. The address is on page 2.

Renew today at the [www.wpafllys.org](http://www.wpafllys.org) website.

**Meet our scholarship winners**



Our 2010 Student Scholarship winners joined us at the February annual banquet. They are (in no particular order): Tyler Mallett, Moody Aviation; Brandon Lowe, SCC Aviation Maintenance (Moody Aviation); Donald Merriam, Moody Aviation; Scott Sikkenga, SCC Aviation Maintenance (Moody Aviation next step); and Klaas Christiaan Kroneman, Moody Aviation.

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**Spokane Chapter**

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**Excise Tax Update**

by Ryan Zulauf President Washington Airport Management Association

Over the past several weeks, several aviation groups (WPA, WAMA, PNBA, WAA, WSPA, WASAR, etc) have formed into a group called the Washington Aviation Coalition. The first main task was try to defeat the excise tax. The fact that the Governors’s latest budget didn’t have the excise tax in it shows that the Coalition has had some success this week, but it’s been tough going. One of the things that has gone well is all of the members of the various groups contacting their Legislators via e-mail, phone and personal visits.

Please feel free to share your comments on the aircraft excise tax with your Legislator. Call their toll-free, hot line at (800)562-6000. Hurry, the session ends in just a few days.

**Gizmos and gadgets**

by John Townsley

Got a new auto pilot or GPS? NASA has some tidbits from pilots who launched with the intent of learning new instruments and flight management systems in the air.

Situational awareness is a great term. For a pilot it means knowing where we are, understanding what our plane is doing, being aware of what’s going on around us that might affect our flight, and anticipating changes or conditions that might soon become our new reality. ASRS reports suggest it’s pretty easy to get sucked into our gadgets as we punch buttons or try to figure out why the gizmo did X when we thought it would do Y.

In a nutshell, ASRS reports indicate we need to do a better job of maintaining our situational awareness. For those of us with a bit of high tech in the cockpit ASRS Callback #356 offers the following suggestions: Understand how advanced systems execute commands before using these systems in flight. Resist the urge to extensively troubleshoot automation that is not working as expected.

At the core of situational awareness is knowing where we are and what the airplane is doing. One pilot shooting a practice instrument approach thought he was at airport A, when in fact he was over airport B. His button pushing sequence didn’t elicit the course and track he expected so he focused on figuring out ‘how come.’ Unfortunately, Airport B had sky diving ops in progress. He bumbled to within ½ mile of the drop. He wasn’t under the hood (technically) so no safety pilot was aboard. Obviously his head wasn’t out of the cockpit.

Sometimes we fall into the gadget trap because we have a newly installed box. What’s it take to become comfortable with new stuff? Sometimes it’s just a matter of reading the manual. Sometimes concentrated study, a conversation with a CFI knowledgeable about the gadgets, and some on-the-ground practice is necessary.

Be safe, keep your head out of the cockpit, and be the master of your gadgetry. The smoking hole you avoid may be your own.



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