



## Spokane Chapter

# SPOKANE FLYER

## MARCH 2011

### Fire TFR's ignite March program

Find out exactly what to expect, and how to deal with, fire-fighting temporary flight restrictions at the March WPA meeting. Join us at Marie Callender's Restaurant, 6:00 p.m. on Wednesday, March 16<sup>th</sup>.



Bud McConnaughey from the Coeur d'Alene Wildland Fire Center will join us and run through everything you need to know to fly safely during wildfire season.

#### UPCOMING CHAPTER MEETING:

##### March Monthly Meeting

**Fire Fighting Aircraft and TFR's**  
Bud McConnaughey  
Coeur d'Alene Wildland Fire Center

Wednesday, March 16, 2011  
Marie Callenders Restaurant  
2111 N. Argonne-Spokane Valley  
6:00 p.m.

### Felts Field camera is back!

The Felts Field web cam is back online! It took awhile, but thanks to Western Aviation and the Skyway Café, you can now check out the runway and taxiway conditions and get a peek at the skies above Fancher beacon from your personal computer or smart phone.

Just go to:

[www.feltsfieldflyers.com](http://www.feltsfieldflyers.com)



The camera is on the first floor of the terminal building.

### Spokane Tower gets new name

Story by Geoff Beth. Photo courtesy of Alan Birdsell.

The Air Traffic Control tower at Spokane International Airport was officially renamed the Ray Daves Tower and dedicated in a first-of-a-kind event in our country for a



very special man—Ray Daves, a WWII Chief Petty Officer and Purple Heart recipient. Rep. Cathy McMorris-Rodgers (WA-05) spoke at the dedication, made possible by passage of a bill she introduced to the 111th Congress that was signed into law by the president on December 22, 2010.

Said the 90 year-old veteran sailor, and subject of the book "Radioman" by Carol Edgemon Hipperson (St. Martin's Press), "Today I am humbled to be in the presence of this gathering with Representative McMorris-Rodgers, military and government officials, FAA personnel, local dignitaries and my family. Along with the technicians who keep everything up and running and the crews who make it possible for the controllers to do their jobs safely and well. I didn't realize when Tom Torvick, his sister Stephanie, his mother Roberta Yanuszeski, and Liz Larsen began the process to rename the tower, something this monumental would come of their untiring efforts. I thank them for believing in me and the process. How fortunate we are to have made such wonderful new friends during this time. When I began working for the Civil Aeronautics Agency in early 1946, I knew I had found the perfect job. In fact, it became my passion. I couldn't wait to get back to work....even when on vacation," he said.

Proud grand-daughter Angela Boyette says of the honors, "GP smiled bigger than I have seen him smile in a long time. They presented him with a flag that they flew over the tower the day the bill was passed. Way cool! They will have a display just inside the tower with a beautiful plaque and picture. He is mainly just trying to come to terms with his overwhelming feelings," she said. "It brought tears to his eyes to be honored in such a way."

Angela adds, "We hope this brings more awareness to Honor Flight too. We have 150 veterans on a waiting list to go." She requests that donations be sent to: Inland Northwest Honor Flight, 608 W. 2nd, Ste 309, Spokane, WA 99201-4430. Go to: [www.inwhonorflight.org](http://www.inwhonorflight.org) for details.



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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.

**Editor**

Al Gilson 922-4259  
alcessnapilot@comcast.net

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

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**President's Message: Tom Morris**

Those of you that helped out with this year's benefit auction, give yourself a hand! With a few learning events experienced, and the hospitality of the Luxury Box, we celebrated a better than expected fund raiser event. This year's attendance was down due to many conflicting activities over the same weekend. All 73 of us that did attend, enjoyed a great meal catered by the Luxury Box, and a wonderful "Flying the Back Country" program put on by Dr. Amy Hoover.



The auction brought in around \$4,500, which enables us to award the yearly WPA Flying Scholarships. The money raised also benefits the Hutton Settlement Wilderness Within Reach program and the Veteran's Fall Foliage Flight. A big thanks needs to go out to all of those who provided auction items, as well as those who worked to get auction items. Once again, I would ask that you support and use the businesses the support our annual event. I can't list all the companies that donated this year, but there were several that went beyond, to help us out. Western Aviation, Spokane Turbine Center, and Spokane Airways provided numerous items for the flying community. Addison Pemberton and Jeff Hamilton also provided rides to anyone that wished to bid for a Boeing 40C or AT-6 ride. Some of these kind of items are a once in a lifetime opportunity. There were many people and companies that helped out, they all need to be appreciated and thanked for their efforts.

Our March meeting at Marie Callender's will be a Wings Event Program. It will be about fire fighting temporary flight restrictions and how they affect our flying. Please come and enjoy the program. The formal meeting and program starts at 7pm, but of course, if you wish to eat and do some hangar flying, come early and order. As spring approaches, the club activities will get more numerous. The Lower Granite work day is in May, the club picnic is in July, and we are looking at another Boyer Park Fly-in and barbeque this year.

By the way the Felt's Field Web Cam is up and running again. Thanks All! Go out and dust off the wings, use up some airspace, and have a little fun.

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](http://www.chickenwingscomics.com)



## Annual banquet wrap-up

The 2011 WPA/Spokane Chapter banquet held on February 26<sup>th</sup> was a great success. About 75 people attended to hear Dr. Amy Hoover talk about some exciting back country airstrip destinations. She even had some dazzling take-off and landing videos of a few challenging Idaho destinations.

The annual silent auction was also a big hit. Around \$4,500 was raised to support the chapter's scholarships and annual programs.

Speaking of scholarships, the Chapter presented checks to four students this year. Tyler Malett, Terri Watson, Scott Beyer, and Rebekah Harris picked up \$500 each to help continue their flight training.



Tyler Malett and Terri Watson with Dave Lucke and Tom Morris

## West Plains and Airport annexation info meeting and hearing coming up

In February the Spokane City Council held the first of two hearings on proposed West Plains Annexation Zoning and Land Use and Airfields Overlay Zoning and Comprehensive Plan policy.

On Monday, March 14<sup>th</sup> from 5:30- 7:30 staff will be available to answer questions, provided clarifications and gather input to forward to the City Council before the second hearing on April 4<sup>th</sup>. The meeting will be held at the Spokane City Hall Council Chambers at 808 W. Spokane Falls Blvd.

For more information contact: Kathleen Weinand, City Planner at 509 625-6146, or via e-mail at: [kweinand@spokanecity.org](mailto:kweinand@spokanecity.org).

## Guest Editorial

### Aviation taxes or fees

by John Dobson, WPA Past President

Last year in Olympia during the fight over the proposed .05% excise tax there was quite a bit of discussion with legislators about how devastating this tax would be to General Aviation. The word from the pilot community was twofold; we are already paying too much relative to boat and car owners. And, the monies would go to the general fund . . . nothing would go to support General Aviation. During last year's negotiations we "verbally" suggested that a "modest" increase might be acceptable IF 100% of the monies went to GA.

At the general membership meeting in Puyallup, I reviewed the current status of the probability for an excise tax increase against aviation. I believe there is no stomach to fight with aviation this year. In part that is due to last year's overwhelming letter writing and education effort. It is also due to the Tim Eyman Initiative requiring a super majority vote to increase taxes.

The Aviation Coalition will be discussing tactics this week. I have talked to a number of you and need your thoughts. WSDOT has ONE source of funding . . . the 11 cent per gallon fuel tax. That brings in \$3 million per year. Of that amount over 85% is from the sale of Jet-A.

The LATS Study identified \$300 million in needed infrastructure for Washington State airports. Please don't forget the value the Aviation Division bring to the party in terms of land use issues. Based on what we proposed the legislature last year, and the hope that we might insulate ourselves from future tax increases (at least for the next 3 to 5 years), I want to propose an increase in the aircraft registration fee.

For those of us who drive single engine props the dollar amount annually would be \$85. That would be added to the current \$15 registration fee for a total of \$100 annually. Again, 100% of the money MUST go to support the Aviation Division . . . NOT the general fund.

I need your input. Knowing what almost happened to us last year this may be a reasonable approach.

John Dobson, Past President, Washington Pilots Association.  
[john.dobson@membersonlyinc.com](mailto:john.dobson@membersonlyinc.com)



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**Spokane Chapter**

P.O. Box 11911  
Spokane, WA 99211

## Flying Tip of the Month- Porpoising

When a bounced landing is improperly recovered, the airplane may land nose first — setting off a series of motions that imitate the jumps and dives of a porpoise. This problem is usually from improper airplane attitude at touchdown.

The corrective action for a porpoise is the same as for a bounce and depends on the severity of the oscillations. When it is very slight and there is no large change in the airplane’s pitch attitude, a follow-up landing may be executed by applying sufficient power to cushion the subsequent touchdown, and smoothly adjusting the pitch to the proper touchdown attitude.

When a porpoise is severe, the safest procedure is to EXECUTE A GO-AROUND IMMEDIATELY. In a severe porpoise, the airplane’s pitch oscillations can become progressively worse, until the airplane strikes the runway nose first with sufficient force to collapse the nose gear.

Do you want to know more? The *Airplane Flying Handbook* and other FAA manuals are available at: [www.faa.gov/library/manuals](http://www.faa.gov/library/manuals).



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## Old Pasco tower needs to be saved

by Margy Leggett

The old tower at Pasco played a key role in the training of thousands of young pilots at the Pasco Naval Air Station during World War II.

The Port of Pasco commissioners are now trying to decide what to do with the old NAS tower at the Tri-Cities Airport in Pasco.

The commissioners are very open to keeping the tower, however they must make wise decisions regarding the costs to maintain it in a safe manner. They are interested in hearing from the community and IF there is support, there might be an opportunity to restore this landmark.

For information on the concept of saving this historic tower contact: Malin Bergstrom, Bergstrom Aircraft, [www.bergstromaircraft.com](http://www.bergstromaircraft.com) or at 509-547-6271.

