



# SPOKANE FLYER

MARCH 2012

## What do you know about the Inland Northwest flying weather?



Photo by Geoff Beth



Flying conditions often change drastically east of the Cascades. In this presentation, Robin will explore the varied weather phenomena east of the Cascade Mountains such as snow, freezing precipitation, and fog. These factors will be examined with special attention to their effects on the aviation community. This presentation was given at the 2012 NW Aviation Conference.

Robin Fox has worked for the National Weather Service for over 20 years with over 12 years of weather forecasting experience in Spokane. She is active in weather outreach events and education. Robin is a Midwest transplant and a meteorology graduate from the University of Wisconsin/Madison.

Join Robin Fox at our March WPA/Spokane General meeting on March 21st. This program is eligible for your WINGS credits. Go to the FAAsteam site to sign up. The meeting starts with dinner at 6pm and the program usually begins around 6:45. There's no requirement to have dinner but it's a great way to meet your fellow pilots and WPA members.

### UPCOMING CHAPTER MEETINGS & ACTIVITIES:

#### **March General Meeting**

Wednesday, March 21, 2012, 6 p.m.  
Longhorn BBQ, 2315 N. Argonne (I-90/Exit 287)

Program:

#### **"Inland Northwest Flying Weather"**

Robin Fox/National Weather Service-Spokane

## Annual Chapter banquet a big success



John Townsley introducing the 2012 scholarship recipients



Chuck Jarecki and John McKenna from the RAF

Well over 100 people attended the 2012 WPA/Spokane Chapter Annual Banquet and Auction in February. John McKenna and Chuck Jarecki from the Recreational Aviation Foundation gave the group some insight on the great work this group is doing to preserve and improve backcountry airstrips and recreational flying in general (see article on page 4).

The annual silent auction was also a big hit, raising nearly \$4,000 for chapter activities such as the Vet and Hutton Settlement fly-outs plus the scholarship fund.

Three \$1,000 aviation scholarships were awarded to area students to help them continue their studies. Laird Young (see note below), Jonathan deJongh, and Pauline Brothers were on hand to receive their awards and a big round of applause for the group.

*Dear WPA Spokane Chapter,*

*My wife and I so enjoyed attending the Benefit Auction and Banquet on Saturday. Thank you for the invitation as we had a lot of fun and enjoyed meeting a number of you, and we appreciated the complimentary dinner. We enjoyed being a part of the banquet and having the opportunity to learn so much about the RAF that we wouldn't have been able to had you just mailed the scholarship. On our way home from the event, my wife and I reflected on the scholarship and the amazing gift that it is. It is helping to facilitate the finishing of my A&P so that I can move on to flight this summer with Moody. This helps us past one more obstacle toward our goal of working in the third world with aviation and nursing to help those in the remote locations of the world where aviation is the lifeline. Thank you for these scholarships that you've put in place, and for your generosity! I'm honored at being chosen as a recipient. Now, I'm back to the Lycoming O-320 that we just finished disassembling this morning - the overhaul continues.*

*Sincerely, Laird Young*



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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.

**Editor** - Al Gilson  
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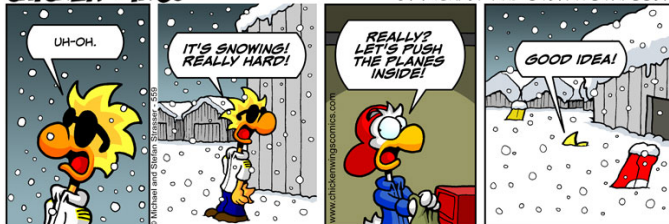
Chapter general meetings are held every 3rd Wednesday except February, August, and December.  
Board meeting are held on the 1st Wednesday each month.

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**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)

**President's Message: Terry Newcomb**

It looks like March is going to roar in like a lion, although a small lion. This has been one of the warmest winters in the Pacific Northwest that I can remember and, unfortunately, I can remember them back to the 1950s.



As fair weather pilots, my brother and I were able to fly as much during this winter as we do in a typical summer. Remarkably, I heard this was the fourth warmest winter on record.

As we say goodbye to February, I want to thank everyone involved in creating and carrying out a very successful banquet. If you have any doubts about the mission of this banquet, you should read the thank-you received from Laird Young. When we see how meaningful it is to the students, it creates a desire to work harder and raise more funds for scholarships.

On another note, I hope you had a chance to attend the Northwest Aviation Conference in Puyallup, WA this year. If not, put it on your schedule for next year; the seminars are informative and the vendor booths are a lot of fun.

Rod Wetherbee and Brandon Kanning at Spencer Aviation hosted an excellent party for the Pacific Northwest Flying Forum. What a great time! If you get a chance, stop by Spencer's at Thun Field and say hello.

Also be sure to check out the Pacific Northwest Flying Forum at [www.pacificnorthwestflying.com](http://www.pacificnorthwestflying.com). Join up because it is free and you can enjoy all the good information and chit-chat online.

Best regards - Terry



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## Technically advanced aircraft present new challenges

by Tom Morris, ATP/CFII



The FAA's definition of TAA aircraft is they are equipped with at least a moving map display, an IFR-approved GPS navigator, and an autopilot. More and more, this equipment is becoming the norm. Using and understanding how the systems work can be a challenge. The challenge falls in the *variations* of Flight Management Systems that are installed in the aircraft.

There are a number of different GPS Systems, and autopilots that are available to control the steering commands requested. As an instructor, we have a good idea how we think the systems should work, but that is not always the case. Knowing the system that is in the plane you are flying is obviously important.

The problem arises in the frequency of usage. Flying the plane 20-30 hrs a month will keep you sharp with the demands of the FMS system you have.

The reality is that those of us that don't fly and use the TAA equipment frequently have a tendency to forget little things about the operational functions of the equipment. This sometimes causes undue confusion and a break in the flow of the desired flight programmed. Having an autopilot to keep the plane headed a direction on altitude really helps, because you can pay attention to the inputs you are programming into the box. Not having an autopilot means more attention will have to be split between flying and programming the box.

**Almost** having a TAA aircraft, (no Autopilot) makes flying IFR, programming the Box, getting clearances even more demanding. With the cost of this equipment, transition to IFR GPS navigation with some kind of moving map is becoming common; having a certified autopilot is not that common in the 2 or 4 place recreational aircraft most of us fly.

The best advice I have to offer is pre-program your GPS system to the extent you can before leaving the ground, make modifications in the air as needed. Those of us without autopilots, but have moving maps still enjoy situational awareness, which makes for a much safer flight.

Being **current and familiar** with programming your GPS while flying IFR is necessity in keeping the plane on track without the help of an autopilot. Have fun, be current, and enjoy the airspace allocated to us.

## MoGas update

### Autofuel now available at Martin Field

Good news for pilots, 91 octane, ethanol-free unleaded auto fuel is now available via 24hrs/self-service at Martin Field (S95) in College Place, WA near Walla Walla. To legally use it your aircraft must either be certified for auto fuel or you need to purchase an STC. If you are unsure whether you already have an auto fuel STC look for the STC paperwork in your aircraft records as well as the entry in both your airframe and engine logbooks.

In case you are wondering, the auto fuel at Martin Field tests negative for ethanol and is filtered as it is pumped to your aircraft. For more information about 91 Octane ethanol-free auto fuel at Martin Field please call David Cheney at Cheney Aviation- 509-522-1847. Additional information will soon be up on [www.MartinAirfield.com](http://www.MartinAirfield.com). Other locations for autofuel at airports in Eastern Washington is Interstate Aviation in Pullman.

For pilots willing to do a little work, autofuel is available at a couple of locations in Spokane. Betts Oil at 3330 E. Riverside has 87 and 91 octane "ethanol-free" autogas. They are open seven days a week. Also, City Services/Valcom has 91 octane clear autogas available Monday through Friday during regular business hours.

As always, confirm the absence of ethanol in all autogas prior to placing the fuel in your aircraft.



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## Recreational Use Statue changes signed into law



Governor Chris Gregoire recently signed HB 2244 into law at the Capital in Olympia.

That's good news for pilots and landowners in Washington state, and kudos for the Recreational Aviation Foundation and Bob Kay in particular for working so hard in making this a reality

HB2244 amends the existing Recreational Use Statute (RUS) to provided liability protection for landowners who grant permission for recreational aviation uses of their property.

## WPA Picture Page



Recent AOPA Air Safety seminar in Spokane



Operation Raincheck at the Spokane Approach Control facility in Spokane



Aviation instructor and humorist Rod Machado getting ready to run headlong into his presentation at the NW Aviation Conference in Puyallup

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**Saturday, March 17, 2012**

9:00am—10:00am

**Using the iPad in Aviation**

This beginning workshop will cover basic iPad operation and showcase apps available to help pilots.

**Monday, March 19, 2012**

4:30pm—5:30pm

**GPS Options**

You want a GPS in your airplane, but do you need the newest devices? See what options are out there.

**Thursday, March 22, 2012**

4:30pm—5:30pm

**Jeppesen Mobile TC vs Foreflight**

This course will discuss the features of both the Jeppesen and Foreflight iPad apps from a pilots perspective.



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