



SPOKANE FLYER

MAY 2010

WPA Political Action

by Les Flue, President WPA Yakima Valley Chapter

Thanks to the efforts of a lot of people, and the strong support of many Senators from both sides of the aisle, the aircraft excise tax proposals were defeated this round. Next legislative session the deficit is projected to be about \$5 billion - twice as large as what we saw this year. And we still have about \$400,000,000 of deferred maintenance on airport pavements on Washington's public use airports for which the State has no money to address.

Looking to the future, should we (the aviation community) be thinking of how we would like to see the maintenance backlog addressed? Should we propose a solution that could be viewed as "our" share of solving the looming deficit? Or should we say "Whew! We dodged that bullet!" - and hope the excise tax proposed by the Joint Legislative Audit and Review Committee (JLARC) and brought forward in the House this legislative session doesn't reappear next January?

What do people think? What would be the best strategy?

Should aviation interests:

Relax, because the topic of raising the excise tax (and putting the tax revenues in the General Fund) will never surface again. Propose a reduction of the sales tax on fuel (which now goes to the General Fund), and try to get a corresponding increase in fuel tax or excise tax that would be deposited in the aeronautics account. Propose an increase in the aviation gas tax to be used for the aeronautics account, and propose no changes in the sales tax on fuel. Propose a small annual excise tax increase (such as .1%) that would be deposited to the aeronautics account. Propose a fixed schedule of excise taxes based on aircraft category, class, or some other classification. Propose some other tax or fee that would go to the aeronautics account.

Or should we propose something else??? What do you suggest?

Keep the conversation going

by Al Gilson

It was a rough legislative season in Olympia with lawmakers grappling with extremely difficult expenditure and revenue decisions during unprecedented economic conditions. While the 2010 session may be over, the development of the next biennial state budget is underway for consideration by the legislature beginning in January.

Now is a good time to stay in contact with your state senators and representatives. During the off-season, they may have more time to chat about aviation issues in more detail without the distractions and pressure of being in session.

"Weather, Radar, Internet, Briefers, What's Passing Through, and YOU!"



Go, or no go? What's the weather going to be like-at home, and your destination?

This program was re-scheduled from April due to a small communications snafu.

Weather is the number one concern for any pilot, and the people that help us determine if flying conditions will allow for a safe flight are the meteorologists of the National Weather Service.

Ron Miller with the National Weather Service joins us at the next Spokane WPA Chapter meeting with the inside story on how they forecast the weather now and the next generation forecasting technology. Ron will discuss NextGen weather and reporting services. This will also be an FAA Wings event. You will be able to sign up 'online' for it so watch for it at www.faasafety.gov!

Join us at Marie Callendar's on Wednesday, May 19 at 6:00 p.m. for this exciting look into the future of weather forecasting.

NEXT CHAPTER MEETING

WEDNESDAY
May 19, 2010

6:00 P.M.

Marie Callendar's Restaurant
2111 N. Argonne Rd. Spokane, WA

Special Program:

Ron Miller
National Weather Service



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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

We had our visit to the Spokane International Airport fire and rescue facility on April 10. It was dynamic and educational. We met the people and learned about fire fighting and rescue/extrication capabilities. They can even assist with lifting disabled aircraft with minimum damage to clear a runway. We had an impressive demonstration of large firefighting apparatus with nozzles controlled from the cab to put large amounts of water right where it is needed and do it quickly. We were instructed in the use of hand held extinguishers and given the opportunity to practice on a fuel oil fire. Part of the lesson is to avoid turning your back on the fire as soon as it is out. It could flare up again. Like so many things it's easy to forget unless you practice it. Their final word of advice to pilots is to declare your emergency early to give them time to respond. We came away with the idea that if you face a landing with a questionable outcome this would be a good place to do it.



We had a glitch at our April general meeting resulting from an error in communication about dates. The Weather Service presentation will be made at our upcoming May general meeting.

At the April meeting John Townsley and Blake McKinley filled us in on how the proposed annual excise tax on aircraft was defeated. The aviation community came together to explain to key Senators in Olympia why this huge tax increase was not in the best interest of Washington. Special thanks to our WPA members who wrote, called, and e-mailed their Senators and Representatives on this issue. Kudos also go to those Legislators who stepped in and supported us.

We have acquired an enclosed trailer for storage and transportation of our tables and chairs. This will protect these items and reduce the work involved in moving them to where they are needed. The trailer is loaded and ready for use. Thank you Dave Lucke for handling that acquisition.

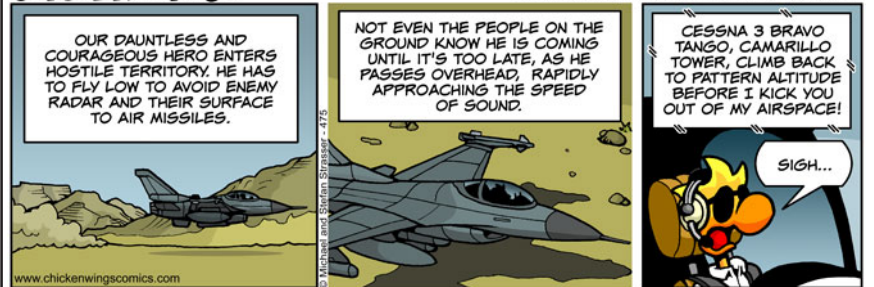
Tom Morris is planning an outing to St John, WA for the United States Sprint Boat Association races on August 28, (a motoring, not flying outing). You can get information and view photos at: www.ussbaracing.com and www.webbsslough.com. It promises to be wet, wild, fast and no doubt noisy. We will plan on getting a list of interested members at the May general meeting and/or you can e-mail Tom directly. Tickets will be in the range of \$17.

Remember the work party at the Lower Granite airstrip at Boyer Park May 22 and we'll see you at our May general meeting.

Duane

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



Take off to Davenport by Margie Hall



We invite Spokane Flyers to take a trip to the Davenport Airport in neighboring Lincoln County. Approximately a 20 to 25 minutes from Spokane, the trip promises spectacularly views, from wheat country to the rugged scablands or the 130-mile-long Lake Roosevelt.

When you are ready to land, the Davenport Airport has the benefit of being within walking distance of downtown. Davenport swells with activity during the summer months, thanks to its proximity to the Lake Roosevelt National Recreation Area, and you will find yourself sharing the sidewalks with boaters, fishermen, bird watchers, golfers, back roads bicyclists and windshield sightseers. Restaurants, shopping, and the Lincoln County Historical Museum are all within a 10-minute walk from the airport. If you don't care to walk, the airport provides pilots with an onsite courtesy car. You can also do your flight planning and take a break in the new pilot lounge on the field.

To learn more about the airport and its amenities please call Steve Goemmel at (509) 725-4352.

Lower Granite work party by Tom Morris

The Lower Granite Airport work party is planned for Saturday May 22, starting at 10:00 a.m. Paul Wolf of the state Aviation Division will be there to help and check on maintenance needs. Paul said we would be able to fly in provided he gets the strip checked and OK'ed for use before the work day.

We will need rakes and weed control hand tools. I'll bring a weedeater. We will be in space 17, the first spot just above the store. Bring sun protection cloths and sun screen. We plan to eat at the store at noon, or you can bring a lunch. Don't forget to bring some fluids to drink.



A true cross-country!

by Blake McKinley

This past year, a close friend of mine relocated to the San Antonio area, so we changed our Spring Break plans from going to the Oregon coast to going to Texas.

The morning of March 27th finally came and our flight plan was filed for Ogden, Utah. My wife Dana, sons Paul and Scott, and I loaded our gear into the back of our Cessna 206, climbed in and fired her up.

We received our IFR clearance to depart and after leveling off at 13,000 feet, we activated our oxygen system. Passing Grangeville, the views of the Wallowa Mountains were stunning. After about 3.5 hours, we landed on runway 34 at Ogden-Hinckley Airport.

We taxied to Ogden Jet Service and I placed my fuel order, then checked the weather. I filed my IFR flight plan for the leg from Ogden-Hinckley Airport to the Albuquerque area, and then we ate our lunch. We received our taxi clearance and IFR clearance to depart via the Emont One Departure which afforded us an extraordinary view of Great Salt Lake.

After 3.8 hours we were on the ground at Albuquerque and ready to stop for the day. The last thirty minutes into Albuquerque International was turbulent, windy and gusty.

March 28th greeted us with CAVU conditions! During my preflight, I discovered that the fuel order had not been filled correctly – a good reason not to become complacent in a preflight routine! Soon we were lined up on runway 08 and advancing the throttle to launch off on our third and final leg into Boerne Stage Airfield near San Antonio. After leveling off at our cruise altitude we were all pleased that the ride was as smooth as silk. After 3.7 hours we entered a left pattern to land.

On Wednesday March 31st, I took a really good look at the weather forecast along our route and into Spokane to begin to weigh the options of a departure day and decide upon a western route via Tucson or an eastern route via Denver. The weather was shaping up nicely for a Friday departure and Saturday arrival in Spokane, and following a western route would work.

Coming up next month in part two.....our return trip.

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Spokane Chapter

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Airport Board has new member

On Tuesday, April 20, the Spokane County Board of Commissioners appointed Jeff Hamilton to a three-year term on the Spokane Airports Board beginning June 1, 2010. The background and experience that Jeff brings to the board will be instrumental in the future development and success of Spokane International and Felts Field Airports.

Jeff hangs his aircraft at Felts Field and was instrumental in the formation of the Spokane Airports Tenants Association (SATA) and a member of that organization's Board

As a result of the appointment, the SATA Board will accept Jeff's resignation effective May 31, 2010. Doug Sowder agreed to fill Jeff's seat on the Board.

Where's the fire!

by Geoff Beth



Last month's Airport Rescue and Firefighting (ARFF) program was a big success for all who attended. We were treated to an in-depth demonstration of the Airport Fire & Rescue's, equipment, response protocol & training. EMT Chris Wetherall and Lt. Tim Livley really spoke from experience as the capacity crowd viewed the presentation about ARFF and its services available at Spokane International Airport.

Then the group was taken on a tour of the facilities and allowed to climb into the two 70,000+ lb pumper trucks. Boasting 3,000 gallons of water, and 400 gallons of foam, and able to pump at 15 cubic feet per second, chances are good they have the capability to quickly extinguish any fire you may be unfortunate enough to encounter on the ground at GEG.

One of the trucks is even equipped with a missile-looking penetration hose that can be directed into a burning fuselage and disperses water in a 360 degree arc within the aircraft before entry into the wreckage.

Then the guests were treated to a "training course" on the proper way to use a fire extinguisher. Just remember the Acronym, PASS: 1. Pull The Pin, 2. Aim 3. Squeeze the trigger and 4. "Sweep" the fire" from the windy side and at the base to the back until extinguished. And NEVER "turn your back" to the flame. One by one we doused a burning 10 square foot pan containing two types of fuel mixture.

A complete video shot by Geoff is posted on at: news.geoffscott.info with a link there to a complete photo album of the day. The WPA-Spokane Chapter would graciously like to thank the men and women of the Fire and Rescue services at Spokane International.



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