



# SPOKANE FLYER

**MAY 2011**

## Maintenance procedures on tap for May WPA meeting topic

Please join us on Wednesday, May 18th, as we welcome Dr. Jean F. Mpouli from the FAASTeam. Dr. Mpouli will talk about aircraft owner maintenance and provide a basic awareness of the risk factors associated with failing to follow procedures. This is an important topic for any airplane owner or pilot who wants to understand more about maintaining the airplanes they fly.

Dr. Mpouli brings with him a wealth of knowledge and experience. He is an Airworthiness Aviation Safety Inspector/FAASTeam Program Manager for Puget Sound and Northern Idaho. He has 16 years with the FAA and 23 years of local and international aviation experience.

### UPCOMING CHAPTER MEETINGS & ACTIVITIES:

#### May Monthly Meeting

*Maintenance Procedures*  
*Dr. Jean F. Mpouli,*  
*FAA Airworthiness Safety Inspector*

Wednesday, May 18, 2011  
 Marie Callenders Restaurant  
 2111 N. Argonne-Spokane Valley  
 6 p.m.

#### Lower Granite Airport Work Party

Saturday, May 21  
 10 a.m.

#### Felts Field General Aviation Day

Saturday, June 4  
 9 a.m. - 3 p.m.

## Flying across or near the Canadian border

Procedures and tips for flying across or near the Canadian border were presented to area pilots by Capt. Brian Webb, Air



Interdiction Officer with the Customs and Border Protection, Office of Air and Marine in Bellingham. Capt. Webb provided an overview of the Air and Marine activities, including a few interesting videos and photos of cross-border smuggling incidents.

Most importantly, however, he went over a few tips for pilots when the fly over or near the Canada/USA border. He prefaced his talk by noting that the border between the two countries is unique with the lack of an Air Defense Identification Zone (ADIZ), and the fact that there is no “at the border inspection” of aircraft. An inbound airplane can cross the border and possibly travel quite a distance before landing at an Airport of Entry such as Spokane International Airport or Felts Field. In fact, depending on the range of the airplane, it’s possible that the first airport the plane lands at could be in California, Nevada, or other states further south.

Webb pointed out some of the border crossing rules such as activating a cross-border flight plan, squawking a discrete border crossing transponder code, maintain two-way communications, and adhering to all US and Canadian Customs regulations.

He also had some comments about flying near the Canadian border—specifically advising that all pilots file a Flight Plan when flying within 15 miles of the international line. “If we observe you flying south near the Canada border, and didn’t see you heading north previously, we might be curious as to what you’re doing,” Webb said. “When we can check the information and find a flight plan on file, we can be on our way looking for other aircraft.” Capt. Webb said that it’s possible that they may follow a suspicious aircraft to its destination, land, and ask the pilot and occupants a few questions just to make sure that there are no concerns.

Over 100 pilots attended the early April session at East Valley High School in Spokane and kept Capt. Webb busy with a multitude of questions.



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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 February August and December. Board meeting are held on the 1st Wednesday of every month.

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**President's Message: Tom Morris**

Ron Cattons' presentation made our meeting in April. His stories of past flying adventures mixed with a hint of humor entertained us all for the evening. I received a number of emails expressing their enjoyment of his bigger than life experiences. My thanks go out to Ron for taking the time to share some of his stories with us.



Our May program features Dr. Jean Mpouli, FAASTeam Program Manager from the FAA Northwest Mountain Region. He'll visit with us on some aircraft owner issues. Join us at Marie Callender's on May 18.

The Lower Granite Work Party is May 21<sup>st</sup>. Marc and I are driving down Friday the 20<sup>th</sup> and plan to stay until Sunday. We will be camping in spot 30. Remember to call and reserve a campsite or hotel room if you plan to spend a night over the workday weekend. Their phone number at Boyer Park Marina is 509-397-3208. We did receive an email that said we were able to fly in for the workday. Work starts at 10 a.m. Bring sun protection, yard tools and something to drink. We will plan to have lunch at the Marina Restaurant.

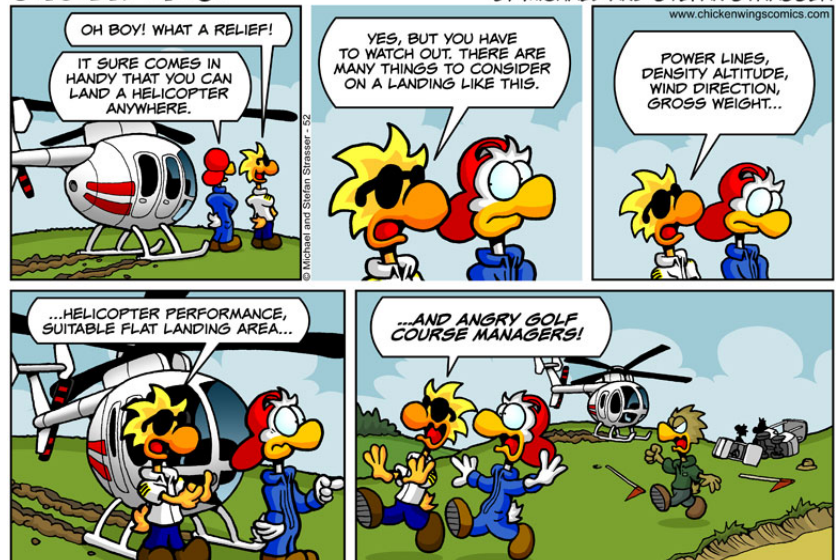
Marian Heale is your information contact for the Poker Run being hosted by the combined Deer Park, Colville and Spokane chapter WPA Clubs.

Remember the EAA sponsored Aviation Day held at Felts Field is on June 4<sup>th</sup>. See the Aluminum Overcast B-17 in person, and join in on the fun. The EAA will be giving Young Eagles rides for those who wish to sign up for a ride. We hope to see you there! May, will hopefully bring better flying weather, so let's be ready.

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)



Dave Lucke

## WPA State President Washington Legislative Review

Well, the legislature is almost done with their bi-annual budget session. And it's a very good thing. This session legislation to have a 1% excise tax on GA aircraft was introduced into the House Ways and Means Committee. It was introduced very late in the session and Kevin Parker did not think it was going to go anywhere. Kevin is our 6th district state representative. In any case this challenge is not dead and I am sure that there will be other attempts to tax those evil rich pilots.

WPA, along with NBAA, AOPA and other business and pilot organizations have formed the Washington Aviation Coalition. Through this organization we have been very effective in educating our lawmakers of the fact that this legislation would have negative effects on the income to the State.

The legislature is on a big money hunt. The idea of cutbacks in state spending is simply "appalling". Few people realize that GA motor fuel is the only motor fuel subject to sales tax in the state of Washington. This tax generates about \$40 million dollars that all goes into the general fund, that black hole without any accountability. Not one cent of the sales tax goes to the aviation division. If the excise tax becomes law, several of those higher value aircraft would leave the state and take the fuel sales with them.

Legislation was also introduced to increase the B&O tax on professional services. Already, professionals like doctors are paying the highest B&O tax rate on their gross revenue without regard to whether they made any money or not.

Other states are in difficult financial situations also. Washington's is far from the worst. States like Illinois, New York and California have grossly underfunded pension liabilities that they are not addressing. It will be interesting when their bond ratings go to "junk" status.

Remember during the 1st Bush administration a 10% excise tax was levied on luxury boats? What happened to that boat business in the US? It disappeared along with the jobs, infrastructure and taxes paid by the business, employees and the real estate tax. The same could also happen to the already struggling GA industry. It is very important to write your legislators. They have staff that listens to the pulse of the voters, and most pilots vote.

### Lower Granite work party

The Spokane Chapter of the WPA is planning a work party at Lower Granite State Airport May 21<sup>st</sup>. at 10 a.m. Path clean up and mowing grass around the segmented circle will be some of the chores. A windsock pole may be upgraded this year as well.

Come down and join the work party group. Bring liquids and yard tools. We have lunch at the resort store around noon.



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### Recreational Aviation Foundation needs your help

By John McKenna, RAF president



Every once in a while we all have an opportunity to make a difference relative to the kinds of places we enjoy going. The United States Forest Service, which is home

to many of the airstrips that we call special, has been going thru a multi-year process of redefining the rules that they operate under. The Recreational Aviation Foundation along with AOPA has attended all of the meetings held in Washington D.C. In addition, your RAF and its volunteers have attended numerous state and regional meetings on the subject.

Our effort was twofold—first to be a positive contributor to the process, and second to raise awareness that aviation has a legitimate place at the table. We believe we have done both of those.

It is now your opportunity to assist in putting some frosting on the cake. We are confident that our collective voices will tell this agency that we as aviators are interested and responsible parties to the discussion.

Please take a few moments to review the draft rule at <http://theraf.org/news/2011/act-now> and submit your comments.

Time is short. The USFS is now accepting public comments on the draft RULE and they must be received by May 16, 2011.



**Spokane Chapter**  
 P.O. Box 11911  
 Spokane, WA 99211

## West Plains Zoning Changes By Tom Morris

Working with County Planners on the West Plains Zoning changes has been fulfilling. With John Townsley's help and knowledge of airport overlays, and some reference to Part 77 of the FARs, I wrote several comments to Mr. Robert Brock and attended a teleconference meeting at the Public Works Building about changing the max building height requirements of the Light Industrial Zone in the West Plains. This change would affect Fairchild AFB and Spokane International Airport. The initial proposal was to raise the max building height from 40 to 150 feet. After much discussion and comments from representatives of the State, FAFB and SIA and input from the local WPA, county planners were convinced that a 150-foot limit would not be in the best interest of the airports in the West Plains area. It was suggested then by county planners that a 60-foot max height would be workable for planned buildings in that area. All representatives in attendance, and by phone agreed that a 60 foot max would be acceptable as long as future planning for the area included the requirements set forth by FAR Part 77 and adherence to Washington State RCW for the protection of airport operational land.

This type of input and discussion is another reason why it is important to be part of an organization that looks out for the best interest of airports. You don't have to be the front line messenger, but it is important that the messenger have numerous memberships voicing an opinion. Join us in being heard, become or renew your WPA membership. It is Important!



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## Felts Field Web Cam

The Felts Field web cam is back online. Go to [www.wpaflys.org](http://www.wpaflys.org), click on the Spokane Chapter tab, then click the Felts Web Cam link.



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