



SPOKANE FLYER

NOVEMBER 2011

Operation "Raincheck" introduced pilots to tower and approach procedures

by Al Gilson

Spokane Approach and the Spokane Tower were the highlights for an "Operation Raincheck" at Spokane International Airport in October. About 60 pilots were treated to a VIP tour of the facility over three evenings early in the month.



Facility Manager, Michele Skomars and Front Line Manager, Mitch Roland lead the visitors through several familiarization segments including a computer traffic reenactment of a foggy night at GEG, where dozens of airliners and cargo planes tried to land at Spokane when the airport was socked in and the CAT III approach was unavailable.

Participants toured the Spokane TRACON and were able to "be an approach controller" in the training room. The controller "trainees" sitting at the radar screen attempted to sort out and direct multiple aircraft on approach while a trainer sat in the other room and "played" the part of pilots trying to land.

The only glitch was a non-functioning elevator to the Spokane International tower cab for the Tuesday night session. A few of the attendees braved the 408 steps to check out the tower operation. The elevator was back in service for the final two nights and those who attended the first "Operation Raincheck," but didn't make the trek upstairs, were given a "rain check" for a personal tower tour at a later date.

Thanks again to the great group at the Spokane TRACON and Tower and they're back for our November meeting.

UPCOMING CHAPTER MEETINGS & ACTIVITIES:

November Chapter Meeting

Program:

**Spokane Approach and
Spokane International Airport
Air Traffic Control Crew**

"Call them. Really! It's no big deal."

PLUS:

Chapter officer nominations for 2012

Wednesday, November 16, 2011, 7 p.m.

(No dinner)

Spokane Airways at KEGG

3910 S. Davison

WINGS Credit Available!!

Biplanes celebrate completion of runway project at GEG

from Todd Woodard, SIA



Spokane International Airport held a ceremony commemorating the completion of the Runway 3/21 Line of Sight Safety Improvement Project on Saturday, October 15, 2011. In celebration of the completion of the \$30 million project, a group of antique Stearman aircraft performed a low approach over the main runway with "smoke-on" and then returned for a photo on the approach end of Runway 21.

The FAA required the project, because the Northeast, or 21 end, of the runway did not meet their design standards. The FAA's standards require that pilots in the cockpit are able to see a minimum of half the length of the runway from any point on the runway to any other point on the runway surface. The issue was corrected by raising the threshold by five feet, two inches to adjust the slope for the first 3,000 feet of the northeast end of the main runway—the Runway 21 end.

Approach procedure changes at GEG

from the FAA

Spokane Approach Control wants to remind airmen that significant changes to multiple instrument approach procedures have been implemented by NOTAM at the Spokane International Airport, WA.

Numerous approach procedures have been changed and two RNAV approaches will not be available until mid-December 2011. Pilots are reminded to check ALL NOTAMS for your departure, arrival and anticipated alternate airports on your route of flight for possible changes that can have an effect on the outcome of your flight.



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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

After seven years of encouraging the State to keep the Snake River Airports open **all year around** have finally achieved our goal. Paul Wolf, Manager of the Washington State Airports notified me that an agreement has been reached with the Corps of Engineers to provide airport usage during the fishing and hunting seasons. More information is posted on the WSDOT website. The only real restriction is there will obviously be no snow removal at these airports. Always take the time to sign the books when using the airport to help justify keeping these airports operational. Many operations go unaccounted for because the airport books are not signed.



Next, it's time for nominations for next year's officers and board members. If you are interested in a club position or know someone who is, contact any officer or board member. More information will be covered in the nomination and election article in this newsletter.

We have yet to receive any flight training scholarship applications for this year. Either we have not done a good job of getting the word out, or interest has fallen off for some reason. Please help get the word out to our aviation students, the deadline for the apps is Dec. 15th.

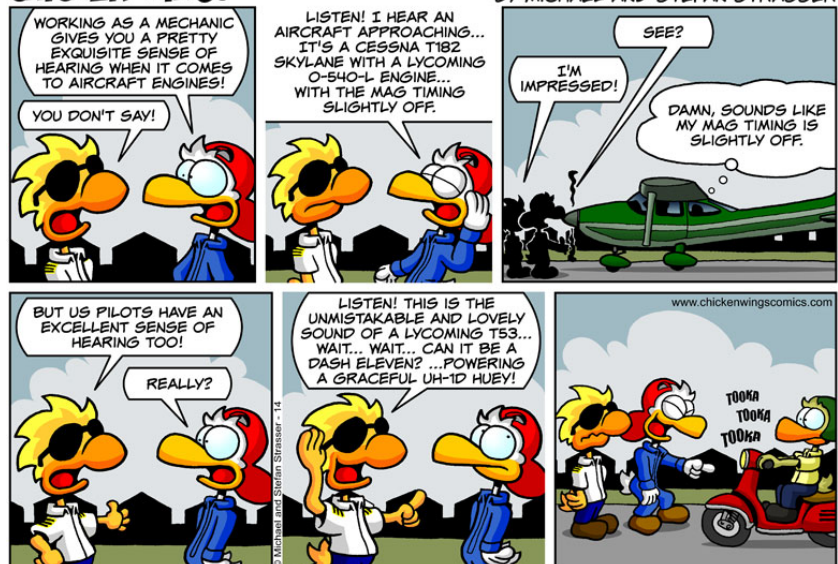
This month our general meeting will be held Nov 16, 7 p.m. at Spokane Airways. Come and meet the people behind the microphones at SIA. It's a WINGS event so sign up on the internet if you want credit.

There is no general meeting scheduled for December due to the holiday season activities. Once again I want to remind all the local WPA members we have a benefit auction coming up. We need to get a committee formed to prepare for this year's event. If you are willing to help on the committee please let me know via email or call 939-4459. I would request that all members support the benefit by either donating an item for auction or writing a check to the WPA auction benefit so our committee members can purchase items on sale for the auction. Contact me to pick up your donated item or check. Thanks for all your help!

Tom

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER





Please consider serving your WPA chapter

by Tom Morris

Election of chapter officers and board members has snuck up on us undetected. We are just a little behind the curve on getting nominations for next years officers. At the Nov 16th meeting we will accept nominations and elect next year's open officer positions.

Positions open for nomination are President Elect, Secretary, Treasurer, and one board member position, which is currently held by Jim Leighty.

There is one nomination in place. Kyle Kinyon has offered to run for Treasurer.

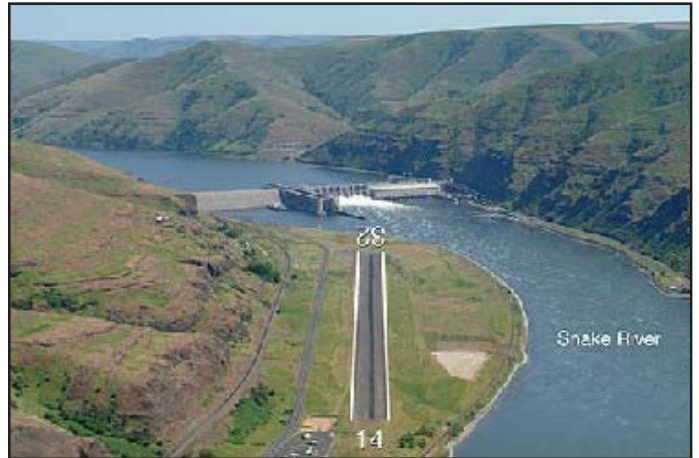
Please consider volunteering for a position and let the committee know of your interest. The board positions are a three-year term. The nomination committee consists of any of your current officers or board members. Thank you for your interest and commitment the future of general aviation. We have been, and are, making a difference.



Airport Update

Snake River airports now open all year

from WSDOT Aviation



Lower Granite airport on the Snake River (00W) is a recreational gem that you can now fly to all year....unless it snows.

Outdoor enthusiasts are getting some air-support that will help them reach their recreation hotspots this winter and next spring.

Washington State Department of Transportation announced that the Lower Monumental, Lower Granite and Little Goose airports along the will remain open year-round.

In past years, these airports have typically closed between October and June. This changed after WSDOT and the United States Army Corps of Engineers (ACOE) weighed a number of factors, including expressed interest from pilots and recreational organizations.

“Keeping these state-operated airports open all year will help support the local economies and allow pilots much greater access to popular winter fishing and hunting activities along the Snake River corridor,” said Paul Wolf, WSDOT airport manager, adding that WSDOT leases the airports from the ACOE. “We were able to keep them open because of flexibility in our lease agreements and the fact that the airports typically don’t see a lot of snow in the winter.”

Nine of the 17 WSDOT-operated airports are currently closed for the winter due to typical snow accumulations on airport runways, lease agreements and state law requirements. And while the Lower Monumental, Lower Granite and Little Goose airports are not scheduled to close, pilots are reminded to plan ahead by reviewing the latest Notices to Airmen and checking WSDOT’s state-operated airports webpage for updated information about airport closures.

“It’s important to note that even though these airports are scheduled to remain open throughout the year, adverse weather can change this very quickly,” Wolf said. “We won’t be conducting snow removal at the Snake River airports, and they will be closed if snow accumulates on the runways.”



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AOPA executive joins Spokane WPA chapter

by Dave Lucke

Please welcome Greg Pecoraro, the Vice President of Airports and State Advocacy at the Aircraft Owners and Pilots Association to our Spokane WPA Chapter.



On my recent visit to the Washington DC area, I visited the AOPA office in Frederick, Maryland. Greg has worked with WPA for the last couple of years on the excise tax challenge. Last year at this time your WPA board had prepared an alternative excise tax bill to present to the legislature which included a substantial increase in aircraft aviation excise tax.

Greg came to John Dobson and me and said, "Wait a minute, Washington already has one of the highest tax structures on GA. Why would you volunteer to increase that?"

We listened to Greg and agreed with his analysis. Greg attended our WPA board retreat last March and contributed much information. I will have more information on AOPA in the next WINGS publication.

The most recent WINGS issue was dropped off at the offices of Senators Patty Murray and Maria Cantwell.

I was also able to get a one hour appointment with our 5th district Congresswoman, Cathy McMorris-Rodgers, where we discussed the LightSquared GPS challenge, other WPA subjects and the new Colville airport project at great length.

It was a great visit.

Watch for enhanced centerline markings at bigger airports

from the FAA

At some airports, mostly the larger commercial service airports, an enhanced taxiway centerline will be used. The enhanced taxiway centerline marking consists



of a parallel line of yellow dashes on either side of the normal taxiway centerline. The taxiway centerlines are enhanced to maximum of 150 feet prior to a runway holding position marking. The purpose of the enhancement is to warn the pilot that he/she is approaching a runway holding position marking and should prepare to stop unless he/she has been cleared onto or across the runway by ATC.

The FAA Safety Team brings this to your attention because many pilots who have been asked recently about the meaning of the Enhanced Centerline Markings do not know what the markings signify. All of the runway markings are shown in Chapter 2 of the Aeronautical Information Manual.

Runway incursions are still at very high levels and General Aviation pilots account for the vast majority of these incursions. For more information contact: Albert Atkins, Office of Runway Safety. (425) 917-6737 or

albert.atkins@faa.gov.



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