



**UPCOMING CHAPTER
MEETINGS & ACTIVITIES:**

**“Up, Up & Away
in My Beautiful Balloon”**

Hot Air Balloon Flying
Requirements

**November Chapter Meeting
Spokane Valley Longhorn BBQ**

Thursday, November 15th
6:00pm Dinner
7:00pm Presentation Starts

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FAA Safety

Minard Thompson

**December Chapter Meeting
Spokane Valley Longhorn BBQ**

Thursday, December 13th
6:00pm Dinner
7:00pm Presentation Starts

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Don't forget to keep up to date on
your membership dues!

Winter Weather Safety

The following winter checklist from the AOPA Air Safety Foundation is by no means all inclusive, but meant to get you thinking about winter operations. Winter flying has unique hazards that need to be addressed and mitigated through deliberate risk assessment. Don't be left out in the cold - be prepared.

FLIGHT PLANNING

Briefing - During your preflight briefing, pay particular attention to the possibility of in-flight icing, and be sure to check for icing airmets and pilot reports along your route of flight. A caveat, though: Pilot reports are great “real-world” information, but remember that weather often changes rapidly in the winter. Look at the big picture: One “good” pIREP doesn't necessarily mean it's safe to go.

Flight Plans—It's always smart to file a flight plan for cross-country trips, but it's particularly important in the more challenging survival conditions of winter. The best way to survive is to be found, and that means having someone looking for you. If you fly in remote areas, carry a good survival kit as well.

Eyewitness reports—The information you need doesn't always come in an official report. For example: Have taxiways at your destination airport been plowed since last night's blizzard? Sometimes it's best to pick up the phone and talk to someone at the scene.

AIRPORT OPERATIONS

Airport Diagrams—It's easy to get lost at snow-covered airports when runway and taxiway markings are hidden.

Taxiing—Taxi at a slower pace when surface areas are covered in snow or slush, and use brakes sparingly to avoid sliding across icy patches. Use the throttle and rudder to control speed and direction. As you advance the throttle for runup, look outside to be sure that you're not sliding on ice. Also, be careful if snow or ice is obscuring the edges of paved areas. It's easy to let a main wheel drop off the edge, and it may take a great deal of effort to get it back on a paved surface.

Braking action reports—At towered airports, pay attention to braking action reports. If conditions are reported as good or fair you're probably OK for taxi, takeoff and landing, but allow for extra distance for all operations. If the report is poor or nil, you may want to rethink your entire flight, or, if airborne, divert to another airport. Even light crosswinds will complicate landings.

PREFLIGHT

Gloves, hats, and boots—Preflight will take longer in cold weather, and it's easier to do a thorough job if you're warm and comfortable. Good winter gear may also help ensure survival in the event of an off-airport landing.

Engine Preheat—Be kind to your engine: Have it preheated before starting, particularly when the outside temperature is below 25 degrees Fahrenheit. One thing to remember: Wind chill only applies to living things. Your engine will be no more difficult to start on a cold day with a 30-knot gale than it is when winds are calm (though a warm engine will cool down faster when exposed to wind)

Ice removal - If there's snow or ice on the aircraft, it must be completely removed before flight. Visually inspect the top of each wing and the tail, then touch them to verify they're ice-free. Snow may look light and fluffy, but don't count on it blowing off during taxi or takeoff. Remove all snow (and any ice it was hiding) during preflight.

Engine start—In cold weather, piston engines can be temperamental, to say the least. If it's really cold, delay any preflight items that draws current from the battery (radios, electric flaps, etc.) until after the engine's started. Cold start procedures vary, but generally avoid pumping the throttle during start attempts, as it can lead to an engine fire.

With a little planning, winter flying can be safe and enjoyable!



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HAVE INTEREST IN BEING PART OF THE BOARD?
Contact Terry and let him know! We'd love your help!

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.

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Chapter general meetings are held every 3rd Wednesday except February, August, and December.
Board meetings 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

PRESIDENTS MESSAGE:

TERRY NEWCOMB

I hope everyone has a nice Thanksgiving! In an effort to avoid the holiday schedule, we have decided to move our November meeting to Thursday night November 15th. It will be at the Longhorn BBQ on Argonne, with dinner at 6PM and meeting at 7PM. Dan Marvicsin will discuss Hot Air Balloon Piloting and it will be a wings event. This year we decided to have a December meeting, and again to avoid the holiday schedule, the meeting will be Thursday night December 13th at the Longhorn, usual times and we will hear from Minard Thompson with the FAA Safety Team. It will also be a wings credit program, hope to see you there. Al Gilson was the only one to guess the picture in October's message correctly, so I owe him five bucks. You must have to really be an "old timer" to identify "Northtown", taken around 1976.



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Closure of Spokane business raises

By Charlie Archer
WPA Editor

Spokane Airways announced at the last WPA meeting that they will be closing their doors the end of December, ending a long tradition of supporting General Aviation through out the Inland Northwest. There are few in the region that haven't had some interaction with Airways and many owe their aviation careers to the pilots and instructors that have worked there over the years.

Having been someone who's aviation career started at Airways, I have witnessed the people who have begun as private pilot students and now not only own their own aircraft (increasing our General Aviation population) but also support General Aviation by using aircraft for their business or flying aircraft for business owners who realize the value of corporate aircraft. My question is what will happen as one more entry point into the world of flying is closed?

I'm lucky to work for an individual who values aviation and who has made sure that the driving force behind all his employees is the preservation and growth of General Aviation in the Inland Northwest. We understand that a flight school is a necessity and we are going to open one in December to transition the instructors and pilots to a new home, but what else is needed? I welcome your input. Please email me with suggestions, comments or concerns.

Lets keep aviation in reach of everyone!

-Charlie

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Search and Rescue Volunteer Opportunity Coming to Spokane

from Tom Peterson/WSDOT Aviation

A WSDOT New Volunteer Orientation Course is scheduled for Saturday, December 15th at Felts Field in Spokane Valley, WA. This one day course introduces the new volunteer to the legal and operational framework of the Aviation Emergency Services program in our state. The WSDOT orientation course is a State pre-requisite for all other WSDOT Aviation's air and ground crew training.

If you are interested, please consider submitting an application. Please note that a valid 1st aid/CPR/AED card is required.

It has been several years since WSDOT has offered any emergency services courses on the east side of the state. Typically WSDOT offers several courses a year at various western Washington locations. If there is a minimum of 10 persons who indicate they are "interested" by completing an application and sending it to WSDOT the State may consider doing other volunteer emergency worker training in eastern Washington.

Those interested must first apply to be a volunteer by submitting a WSDOT Volunteer Application along with copies of a FEMA ICS-100 and IS-700 course completion certificates, and a current First Aid/CPR/AED card. Also include a signed WSDOT non-disclosure agreement. You must be at least 18 years of age to apply.

WSDOT processes your application by conducting a background check through the Washington State Patrol and reviewing the information.

To learn more, contact Tom Peterson at WSDOT Aviation. He can be reached at 360-705-7442 or petert@wsdot.wa.gov.

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