



SPOKANE FLYER

November 2008

Proposed zoning changes near Felts Field could bring increased residential density in airport overlay zone

The City of Spokane Valley is considering changes to the zoning code that could allow increased residential development in the vicinity of Felts Field within the Airport Overlay (AO) Zone.

The City Council has directed their staff and the City Planning Commission to look at alternatives to existing zoning regulations in response to inquiries regarding the limitations on dwelling unit developments allowed per lot within the AO zone.

A public hearing was held by the Planning Commission on October 23rd where members of the community, including representatives of the Spokane WPA Chapter and the Spokane Airports Tenants Association, commented on the proposal.

Chapter Treasurer, Blake McKinley, delivered a letter on behalf of the WPA which stated: "To allow an increase in the allowable residential density within the airport overlay zone is not a reasonable land use. The consequences of such a move would be to potentially increase the risk of future noise, operational, and liability issues which potentially puts the viability of Felts Field at risk. Furthermore, with the volume of flight operations occurring annually at Felts Field, it seems incomprehensible to consider a move to allow an increase in population density under the airport overlay zone. Consequently, the Washington Pilots Association – Spokane Chapter, respectfully requests that the Commission delay its decision on this matter to allow time for comprehensive and collaborative research and input." It is not clear how many future homes are being discussed or proposed within the existing surrounding neighborhood.

As the issue seemed to warrant additional study, the Commission decided that the hearing will be continued at the Thursday, December 11th Planning Commission meeting. The meeting is at 6:00 p.m. at City Hall, 11707 E. Sprague.

For an overview of the proposal, the options presented, and staff recommendations, go to the City website at: www.spokanevalley.org then click on "Planning Commission" then "October 23 Agenda" then "CTA 04-08."

The WPA/Spokane Chapter is waiting for input from the Spokane Airport Board and WSDOT-Aviation Division on this issue and it's possible impact to Felts Field operations.



NEXT CHAPTER MEETING

WEDNESDAY
NOVEMBER 19, 2008

6:00 P.M.

Marie Callender's Restaurant
2111 N Argonne Rd.

Special Presentation:
Gary's Cavalcade of our
summer destinations

-or-

"How some of our members
spent their summer flying
vacations."

PLUS

Chapter Officer Elections

Planes and pearls will highlight February WPA banquet and auction



The 2009 WPA/Spokane Chapter gala banquet and benefit auction is bigger and better for 2009. Mark your calendars now for Saturday, February 28th.

Addison Pemberton will provide us with his "pearls of wisdom" as he tells the story of the Boeing 40 restoration and cross-country flights.

Plus, surprise your significant other as you place your winning bid on these exquisite pearl necklaces and earrings. This fine jewelry comes with certificates of appraisal from an accredited gemological laboratory to ensure their authenticity.

Tickets will be on sale soon for this great event. Watch for details in our next issue, or on the WPA website at: <http://www.wpaflys.org/Chapters/Spokane/Spokane.html>.





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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.

Editor

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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 Thursday of every month.

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President's Message: Gary White

Mr. Kevin Thomas from the Spokane TRACON was our guest for October's meeting discussing the ins and outs of flying in Spokane's class "C" airspace. He provided a great overview of the geographical limits and altitude limits that make up the airspace. He also described the minimum equipment required and how, often with a simple phone call, aircraft can be accommodated that don't have the minimum equipment. He also offered suggestions as to help both controllers and pilots communicate better with one another over the airwaves. Phrases like "with Tango" when transitioning to Felts Field save time and radio bandwidth when things get busy. Thomas also offered the contacts to arrange for a tour of the new tower and TRACON facility. Perhaps watch for it for a future meeting with WINGS credit.

This month's meeting will be a full one. First off, it's election time for the chapter's officers. We still are looking for someone willing to serve as treasurer, a board position, and the candidate for president elect would like some competition. The Spokane chapter of the Washington Pilot's Association is a congenial group with common goals and interests. Consider serving in one of these offices.

I'm posting a mystery photo for my message this month. If you want to learn about where it was taken, or what's special about the photo, join us this month. This month will also be a flying "Cavalcade" of places members have visited this summer by air. There will be lots of photos and descriptions of fun places to fly and fun places that are accessible by light aircraft. So far, three members are contributing to the event. If you've been to someplace special this summer and want to share, e-mail the photos to me or send me a copy and I'll send them into the PowerPoint for this month's meeting.



See you there,

Gary

Can you ID Gary's Mystery Destination?

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



WPA/Spokane Chapter Word Search Puzzle

It's back! The famous WPA word search puzzle. This month's theme is air traffic control. Find all 24 words and rest in the satisfaction that you can compete with the best. Yep, you guessed it - still no prizes.

R D B C K E P O L S E D I L G
 Y A Y L V F A P Y E M D Q N P
 C H D E A P P R O A C H I O B
 N R E A D B A C K T W W L N O
 E Q N R R B V E C T O R V O R
 U E C A P S R I A L V F I C T
 Q C O N T R O L L E R V C A R
 E S C C A O I O T C D P T R Y
 R O D E P G F G E E Z E O T M
 F L I G H T P L A N U G R J C
 I N O T H C T A W T H G I L F
 E T G G Q D T O W E R S Q Z S
 Q U I U U E R U T R A P E D S
 N L M H R B E B C U G K N D M
 F B R O X B G K Q B A B A Z A

- | | |
|-----------------|---------------|
| AIRSPACE | GLIDESLOPE |
| AIRWAY | IFR |
| APPROACH | LIGHTGUN |
| CLEARANCE | RADAR |
| CONTROLLER | READBACK |
| DEPARTURE | SEATTLECENTER |
| FAA | TOWER |
| FLIGHTFOLLOWING | TRACON |
| FLIGHTPLAN | VECTOR |
| FLIGHTWATCH | VFR |
| FREQUENCY | VICTOR |
| FSS | VOR |

Are you briefing your passengers?

You are probably familiar with the passenger briefings you hear on airliners. What should you, as a private pilot, discuss with your passengers (pilots and non-pilots alike), before taxi and takeoff?



Here are some tips from the FAA Team website:

Think SAFETY.

Seats Belts-They must be fastened during taxi, takeoff, and landing. Shoulder Harnesses (if equipped) must be fastened during takeoff and landing. And let's be realistic, belts should ALWAYS be worn during flight. Plus, don't forget to instruct your passengers on how to operate them properly. The regulations, (Title 14 of the Code of Federal Regulations (14 CFR) 91.107), require you to brief your passengers on how to fasten and unfasten seat belts and (if installed) safety harnesses. Also "S" is for Seat position and to make sure it is locked in place.

A is for Air Vents: All environmental controls, and Action in case of discomfort. Explain to your passengers where they can adjust the vents, to let you know if they are too cold or hot, and to make sure to tell you if they are uncomfortable in any way. You should point out the location of the "sick-sacks" so they can locate them quickly.

E stands for Fire Extinguisher: Where is it? How and when to use it.

E means Exits, Emergency Evacuation, Emergency Survival Kit, and Equipment (such as supplemental oxygen) that they might need to use during the flight.

T is for Traffic and Talking. Explain to your passengers that spotting other airplanes and letting the pilot know where they are is one thing they can do to help out during the flight. As for talking, you should explain that you need to monitor the radio and when they hear something they should stop their conversation. Also explain the 'sterile cockpit' concept on takeoff and landing.

Y = Your Questions. Encourage your passengers to ask questions on anything and everything.

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Upcoming Safe Pilot Seminars

"Seeing and Being Seen; Vision and the Aviation Environment"

Dr. Michael Crognale from the University of Nevada in Reno explains how our vision really works when we are flying.

There are three opportunities to catch this seminar: Tuesday, November 11th in Lewiston; Wednesday, November 12th in Sandpoint; or Thursday, November 13th in Coeur d'Alene.

"Is your aircraft airworthy and safe?"

A&P Jim Faustina shows what a pilot must know to keep his or her airplane in the air and safe to fly.

Catch this seminar in Pasco at Columbia Basin College (next to KPSC), on Saturday, November 22nd.

Register for these seminars at: www.faasafety.gov



Spokane Chapter

P.O. Box 11911
Spokane, WA 99211

Celebrate dedication and a lifetime of good work

by John Townsley

We all know who the Wright Brothers were. In 1903 Orville and Wilbur Wright accomplished a feat at Kill Devil Hills, North Carolina that changed the world. Kids read about the Wright Brothers in high school texts. Their iconic flying machine was recreated with astounding attention to detail to celebrate the centennial of their accomplishment. Many pilots might even recognize a photo of these self taught engineers who invented the world's first heavier than air flying machine.

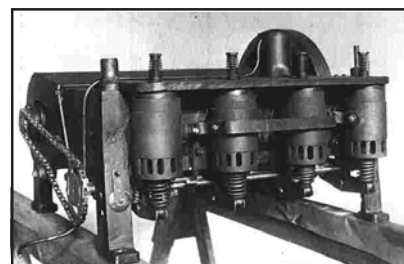
Who was Charles E. (Charlie) Taylor? Charlie was the man who made the Wright Brother's feat possible. The world's first A&P, Charlie designed, built, tested, and maintained the engine that powered the Wright Brother's flyer. Charlie also fabricated many parts for the Wright Flyer. He made major repairs to components, and did what mechanics do (and do well!)... Charlie kept the Wright Flyer flying. Like the Wright Brothers, Charlie's contributions to aviation were substantial and significant.

Do you know a deserving mechanic or a pilot who has devoted a lifetime to aviation?

On August 11, 2003, the FAA created the Wright Brothers Master Pilot Award. Application requirements are described in FAA/FS-I-8700-2

(www.faa.gov/content/MasterPilot/MPA.pdf).

The Wright Brothers Master Pilot Award recognizes U.S. pilots who have 50 years or more of flight experience. Deserving pilots can be nominated by anyone. Pilots who have lost their medical or who have not had a current flight review may be considered for the award. Of the 1,246 pilots nationwide honored with this award, just 31 are from Washington. Just one pilot from Spokane has received the award.



The FAA created the Charles Taylor Master Mechanic Award on March 17, 1993. This prestigious award honors mechanics who have devoted their working lives to keeping our aircraft airworthy and safe. Anyone can nominate a deserving mechanic for this prestigious award. Application requirements are listed in AC 65-26C (http://www.faa.gov/safety/awards/charles_taylor/). The most recent roster of mechanics who have received this award lists just 1,301 persons nationwide. Only 14 recipients of the Charles Taylor Master Mechanic Award are from Washington. Just one mechanic from Spokane has been recognized.

We should recognize and honor deserving mechanics and pilots who have devoted their working lives to aviation. Talk with a FAAS Team representative or with Brent Morrow, the FAA Safety Team Program Manager to get the ball rolling. We stand on the shoulders of the men and women who have gone before us. Let's celebrate their achievements and thank them for their good works.

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