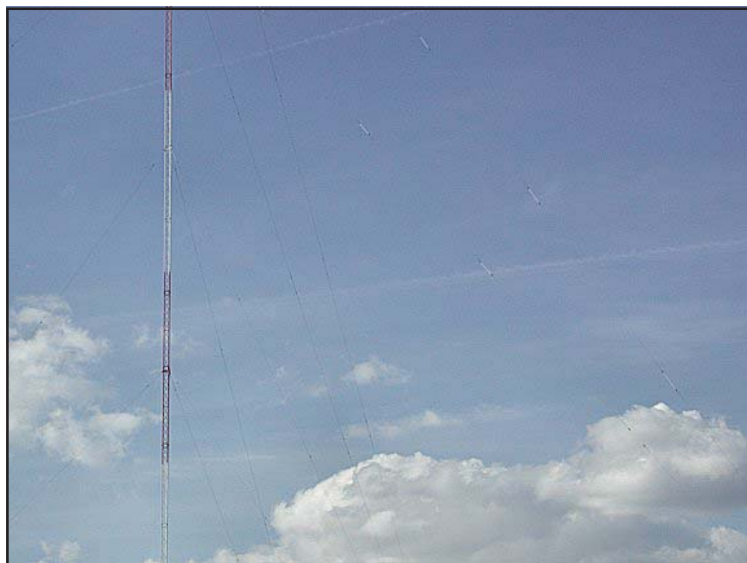




SPOKANE FLYER

OCTOBER 2010

Our October Program: Flying in the "wire" environment



Can you see the guy wires that support this tower in the photo? Imagine you're traveling at 100+ knots.

UPCOMING CHAPTER MEETINGS:

October Monthly Meeting

Dave Holmes-Avista
 "Flying in the Wire Environment"
 Wednesday, October 20th
 Marie Callendars Restaurant, 2111 N. Argonne
 6:30 p.m.

- - - - -

November Monthly Meeting

Spokane Tracon and Tower Crew
 Chapter Elections
 Wednesday, November 17th
 Spokane Airways
 3910 S. Davison Rd., Spokane
 7:00 p.m. (No dinner)

2011 Membership Renewal time is here

It's time once again to renew your WPA membership.

You can do so either on-line at www.wpaflys.org, or by sending a check for \$31 to the Spokane WPA. When you renew, please include an email address as we will be using email more to communicate with members.

Thanks for renewing early and supporting the WPA.

In the Inland Northwest there are a variety of "wires" that we, as pilots, need to keep a lookout for. It could be the guy wires from a local broadcast station tower on Krell Hill on Spokane's south side. Or the power lines that cross the Snake and Columbia Rivers.

While we have a number of tall broadcast towers in the Spokane area and eastern Washington, we need to look at other destinations such as the midwest where 2,000 foot broadcast towers, with their associated support cables, are more common, although, one unique "wire environment" exists in Washington State, just to the east of Arlington, where an entire canyon is blocked with antenna wires that communicate with the US Navy submarine fleet.

Joining us at our October meeting is David Holmes from the Avista Corporation. Dave will define, then discuss, flight within "the wire environment". Are wires just a low level hazard? Where can we expect wires (or towers)? How can we recognize the "wire environment" during flight

planning and in the cockpit? If we hit a wire, what are our chances of survival? What can pilots do to protect against a wire strike?

Dave Holmes is a Montana native and electrical engineering graduate from Montana State University. He is currently responsible for managing renewable energy research and development for Avista in Spokane. David began his career at Avista 33 years ago as a design engineer and has since held numerous engineering and operational management positions including their start-up companies, Avista Advantage, and Avista Laboratories. Holmes has three grown children and is a licensed Professional Engineer in the states of Washington and Idaho. Holmes is also a member of the Spokane Airport Board. He has been flying for 28 years and holds an instrument rating. Most of his recent flying is in formation over Spokane in his 1942 Stearman Biplane (see page 4).

Chapter elections in November!

Nominations are now being accepted for the Spokane Chapter Board of Directors. There are a couple of open slots that need to be filled. Now is your chance to take an active role in the chapter and help promote aviation in the Spokane and surrounding area. If you'd like to be a part of the organization, please contact any of the board members listed on page two of this newsletter.

Board member elections will be held during the November general meeting.



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Spokane Chapter
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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 Wednesday of every month.

Join or Renew On-line, Today!

Go to: wpaflys.org

President's Message: Duane Lukan

We can chalk up another success with the Veteran's Fall Foliage Flight of September 18. Going in it seemed that every aspect had us on edge. With a week to go we had two airplanes and nearly twenty passengers signed up. In the end we had nine planes but seating still looked tight. Then the weather became iffy as we got closer to the date. And the morning of the big day started out with rain. It really didn't look good. Before departure the pilots huddled around a chart with Chief Pilot Tom Morris and worked out an alternate route. That route would avoid the mountains and provide adequate cloud clearance but still provide an interesting visual experience. Finally it was only after assigning passengers to aircraft that we were sure there would be adequate seating. Some passengers were light enough to be accommodated in seats that would otherwise have gone empty due to weight limitations.



Some veterans were accompanied by family members. No doubt the ability to share the experience with loved ones means a lot and would be a great morale booster. It was obvious by the chatter in the aftermath that the experience was very positive for the participants just as it has been in past years. We received many sincere thanks. After the event I fielded many questions about aviation in general and the planes in particular. This is an educational as well as pleasant experience. A big thanks goes out to those who volunteered their time and resources for this event.

Coming up we have Dave Holmes from Avista with a presentation for our regular meeting on October 20th. It's all about not flying into wires. Obviously Avista has an interest in that, but it ought to pale in comparison to our own. A wire strike strikes me as extremely risky and like running out of fuel is quite inexcusable. Plan on joining us.

For November we are planning a meeting at Spokane Airways at Spokane International instead of at Marie Callendar's. Approach Control personnel will talk about traffic control from their perspective, give us hints on how to work the system efficiently as pilots, and answer questions. We are looking at a 7 PM starting time. Make sure you grab dinner beforehand as there won't be food available.

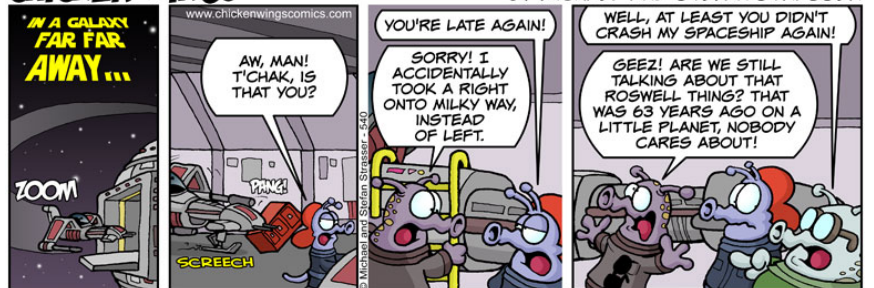
There will be no monthly meeting in December.

Thanks for the support especially in the Hutton and Veterans flights and we hope to see you at upcoming events.

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



Pilot Report

WPA Spokane Chapter Annual Vets Flight by Geoff Beth



We never know what the flying weather will be like on the third weekend of September for the annual WPA Veteran's "Fall Foliage" flight. As I awoke at 3AM to make the drive up from Clarkston to pick up Dave and the SAI 172, the radar peppered with cauliflower patches of green & orange along our normal route up the Idaho/Montana border. Outside the rain pounded between nearly continuous deafening claps of thunder. "We're not going flying today," I thought.

Looking again, however, I noticed a clearing line rapidly crossing the L/C Valley and confirmed it with a glance at the Satellite loop. There was... a chance... we'd have a window after all. In the 4 a.m. darkness, I chased the back end across the Palouse, catching up with the deluge again at Rosalia. If the GO/NO-GO was going to be a last minute call between all of us, at least I'd be there to be GONE or NOT-GONE.

The windshield was still lightly beading as we flared on Runway 3L at Felts and saw the group of veterans already assembled. Pam Wicks of the V.A. had brought an eager group of guests this year; one route or another, we would not let them down!

Agreeing conditions were looking better west, we chose the River route. Low ceilings kept our initial leg to 3,800'. Working just out of Class C airspace presented some unique ATC challenges with controllers watching a string of aircraft pass across their sector. This marked the first time I was honored to fly the tour as P.I.C. and it would also become my first "formation" flight. How exciting it was when ATC asked us kindly to switch off transponders of the non-leading aircraft. We would be handled as "one" aircraft.

Our guests found it equally exciting, with constant radio-chatter between the aircraft, maintaining separation and pointing out interests along the Spokane River, Long Lake, Nine-Mile, Seven Bays, and down the mighty Columbia all the way to Grand Coulee. Twenty-two passengers in nine aircraft for 212nm, make just a tad over 4,000 passenger-miles flown. Returning to town, ceilings greeted us at 1,400', we were very thankful Mother Nature had given us such a perfectly timed window of opportunity before the radar would again light up for the day. Carolyn had "Hangar Lunch" set up for the vets, stories and friendships were exchanged. Bonus: even our "ground support," Chris Wetherell of the GEG ARFF (an aspiring student himself), got to tag along for the ride. Special thanks go to Barry Huck and Tanya Marsh of Western Aviation for their hospitality.

By the way.....nobody even cared that we hadn't seen a spot of fall foliage along the entire route.



Pilots gather at Western Aviation in the annual tribute to our area's wonderful veterans.... Pictured, are: Tom Morris, Paul Vietzke, Jerry Baur, Jeff Renfrow, Mel Fitzpatrick, Larry Howard, Gary White, Geoff Beth, Dave DuFour, and Bob Warner (not shown: Carolyn White – Ground support)

MORE PHOTOS POSTED AT: <http://picasaweb.google.com/geoff945/2010VetsFlight#>



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Spokane Chapter

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Spokane pilots pick up national award

Four Spokane pilots swept the national flying competition awards for “Four-Ship” formation flying and the Aerobatic competitions during the 2010 Annual National Stearman Fly-in.

In the competition, the four pilots flying their Stearman biplane aircraft were Jeff Hamilton, Dave Holmes, Larry Tobin, and James Love. The group demonstrated several maneuvers including fingertip, diamond, and echelon formations. The pilots were judged on their ability to join, team symmetry, the audience reaction, and the pilots’ skills in changing positions. The Felts’ team was one of four that competed for the award. The four yellow and blue biplanes, are a fairly common sight in the skies over Spokane.



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Pilot Report

Boyer Park Picnic by Tom Morris

The weather on Saturday, September 25th was beautiful with temperatures in the low 80’s, no wind, and blue skies. Thirteen people attended our event. John and Dave Whitelaw from Electric City, plus Gary and Carolyn White flew in and tested the strip.



Terry Newcomb and his wife Carol brought friends from Germany which, needless to say, traveled the farthest to eat Brats and Burgers with us. Representatives from the EAA Chapter at Martin Field in Walla Walla drove down to learn more about the strip and hoped to have a future EAA Fly-in at Lower Granite.

They were planning the Fly-in for Oct 9th only to learn, unless something changes soon, the strip will close along with the other State strips, on October 1. The strip is in good shape, the trail however is grown over with the goathead weed. We have been told not to spray for the weed; the State said they would take care of it. If you use the trail be SURE and **remove** the goathead seed pods from your shoes, this is not a weed you want to get started at home.

Everyone that attended had a great time. The Whites’ and Marcia and I were the only ones that had been there before, so the newcomers explored the park, marina, store and hotel facilities. Most started leaving around 4 p.m. and said goodbye to new friends. It is an event worth considering for next years’ calendar of events.