

SPOKANE FLYER

October 2012

WASHINGTON PILOTS ASSOCIATION



Spokane Chapter

UPCOMING CHAPTER MEETINGS & ACTIVITIES:

Spokane Airport ATC Team
"The Virtues of Flight Following"

October Chapter Meeting

Wednesday, October 17th, 6pm

Spokane Airways Hangar
3910 S Davison Blvd
Spokane International Airport

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Dr. Ronan Murphy

"Proper Health for longevity in flying"

November Chapter Meeting

Wednesday, November 14th, 6pm

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Don't forget to keep up to date on your membership dues! If you have questions contact Donna Childs at cloud_jockey@msn.com

Aviation isn't just about airplanes!

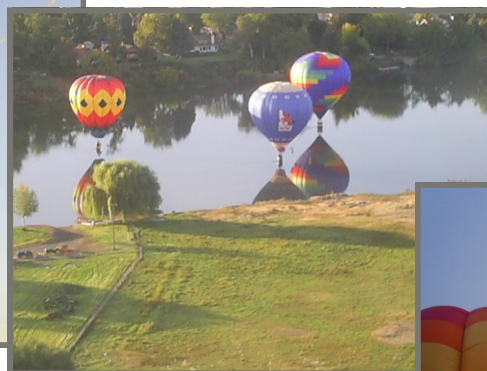
By Tom Morris

Up, Up and away she went! With a gleaming smile as the sun came up over the eastern horizon, a smile that said wow this is cool, a smile deserving of a retired dental hygienist. As Marcia made her ascent into the beautiful morning sky, I wondered why we haven't done this before. It took the prodding of a good friend and his wife, who was thoughtful enough to invite us down to the Great Prosser Hot Air Balloon Rally. Dan and JoAnn Marvicson asked if we would like to come down and camp for the Rally. We were asked later if we would be willing to help CREW for the balloon, setting up, chasing, recovery and teardown. The answer without hesitation was yes. We were up at 5:30AM moving toward the launch site. The pilot, Bob Gilmore went to the pilot meeting as we started laying down the tarps to spread the giant balloon canopy on. Next the basket was lifted out of the trailer and placed on its side to ready it for the installation of the burners. Two 15 gallon propane tanks are in the basket, with a very small amount of gear and instrumentation. A fan was used to inflate the balloon about 2/3's of the way and then the burner puts the finishing hot air into the canopy to stand the basket up, and ready it for flight.

Saturday we watched as 25 balloons took their sponsors into the air. It was breathtaking. Most moved eastward as the slight breezes started to show themselves. The chase was on, you never really know where you will need to be until you get that call, "we are staying on the ground, come and get us". There is more control than I had imagined, if a spot does not look good, just move on to another, which may be just across the road, tracks or field. If the wind becomes an issue, on the ground sooner is always better than later.

Marcia's ride came on Sunday, she didn't know she was getting to go until about a minute before launch. Our new friend Bob, turned to us and said let's go. I declined to another gal from Seattle who was hoping for a chance to ride. Marcia's flight was about an hour. They reached about 500 feet above the ground as they drifted east. Descending to about 100 feet started their return from about two miles away, back to the airport where they had earlier departed. I think it might be something worth thinking about. But it is not

something you can do on your own, a small crew is needed.





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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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PRESIDENTS MESSAGE:

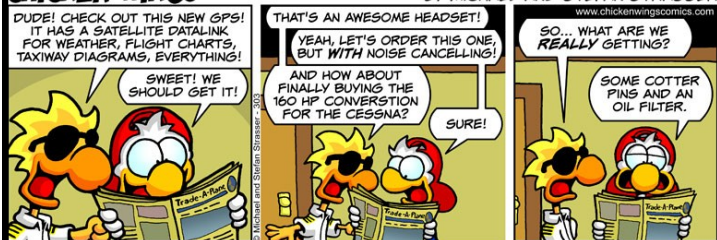
TERRY NEWCOMB

What a great summer and fall this year. The plants in our yard are the largest they have ever been, thanks to the mild winter and nice weather (not to mention the hundreds of pounds of fertilizer I spread around). For those of you wondering about the prop problem mentioned last month, we DID get a new prop, and thanks to the crew at Aircraft Solutions at GEG, we are up and flying! The turn around time was unbelievable and the airplane looks and feels brand new. Thanks to everyone who helped! Our veterans "Fall Foliage Flight" is scheduled for Saturday October 6, 2012 at Felts Field. It's always a lot of fun and the veterans are very thankful to the pilots for the opportunity to see the fall colors from the air. If you would like to be involved, just give us a call. We would love to have the help and it is a rewarding experience for everyone. Our next membership meeting is scheduled for Wednesday October 17th at 7 PM at the Spokane Airways Hanger located at GEG. The crew from the Spokane Tower will speak to us on the virtues of flight following, or as Michelle Skomars so eloquently says it, "free life insurance". They'll also talk to us about Bravo, Charlie, and Delta airspace. Everyone is welcome and there will be "Wings Credit" available, hope to see you there! Hey, the first person to email me and identify the picture I took from the cockpit I will send five bucks! Sorry, board members and family excluded.
Fly safe, Terry Newcomb.



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

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Pilots use of Pearson and

Vista Challenged

By Dave Lucke
WPA State President

Paul Speer, WPA member in the Vancouver area has furnished an excellent background article on the FAA proposal to create an airspace "box" around Pearson Airfield that would seriously limit access to the airport. Blake McKinley, WPA Legislative Director wrote letters, (under my signature), in support of Paul's position that the existing airspace management system has worked for years and only minor "tweaking" was suggested to maintain Pearson as a viable General Aviation airport. Please review the information Paul and Blake furnished in this issue of WINGS.

With respect to VISTA Field, Tim Arntzen, Executive Director, Port of Kennewick, has decided to spend \$225,000 dollars of taxpayer money to "quantify what it would cost to create a viable or vital, self-sustaining airport". Well Tim, VISTA was a vital self-sustaining airport until you decided that The Port didn't want to be in the airport business.

The City of Kennewick commissioned Belt-Collins to evaluate economic alternatives for VISTA field in 2009. In 2010 JUB Engineers furnished the Port of Kennewick with alternatives for VISTA field and a master plan for continued operation of the airport. These studies all cost money but nothing like \$225,000.

In March of 2010 the Port of Kennewick commissioners unanimously decided to implement the master plan for continued operations at VISTA field as outlined in the master plan furnished by JUB Engineers.

Interested parties including Mike Shannon and Carl Cadwell have furnished proposals and attempted to open a dialog with staff and management at The Port and have been stonewalled.

The master plan does call for a \$16.5 million dollar private sector investment in a new FBO at VISTA Field. We all know that is pretty unrealistic in today's economic environment. What is realistic is building new hangars and attracting pilots to base aircraft at VISTA and purchase fuel from The Port.

I use VISTA Field about three times a month during the construction season. On one of my recent visits, three jets landed within 45 minutes. All were greeted by the van from Pacific Cataract and Laser Institute, an ice chest was loaded on the plane and the aircraft departed.

The Port has made no investment in the airport in several years. Last year there were pavement improvements scheduled that were to be funded through the WSDOT/Aviation Div. The proposals came in slightly higher than the engineers estimate but The Port decided not to award the contract even though WSDOT/Aviation said they would support the additional funds.

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Pilots use of Pearson and Vista Challenged
(Continued from page 3)

All a reasonable individual has to do is compare the management of VISTA field to the management of the Richland Airport. Scott Keller is Executive Director of the Port of Benton, operator of the Richland and Prosser Airports. Just drive by and look at the economic activity on and around these airports. Scott has impressed me as an exceptionally astute businessman that has "Stewardship of the Public Assets" as the first order of business in operating these taxpayer owned properties. Richland is busting at the seams with airplanes. Many are at Richland because the Port of Kennewick ran them off.

Wouldn't it be a brilliant move if somehow the Port of Benton could acquire VISTA Field ?? The taxpaying public and aviation community could certainly benefit.

Dave Lucke
 State President
 Washington Pilots Association

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