



# SPOKANE FLYER

October 2008

## NEXT CHAPTER MEETING

WEDNESDAY  
OCTOBER 15, 2008

6:00 P.M.

Spokane Airways  
3910 S. Davidson  
Spokane  
International Airport.

Guest Presentation:

**Spokane area Tower and  
Approach Controllers**

"Meet the voices  
inside your radio!"

## 2008 WPA/ Spokane Student Scholarships

The application process for \$500 scholarships is now open for flight training students and aviation academic students, (including A&P students).

Download and fill out one of the applications (or both, if taking academics and flight training) and submit by November 1, 2008.

Go to the Chapter website at: <http://www.wpaflys.org/Chapters/Spokane/school.html>

## Boeing 40 flies into the Spokane WPA 2009 Banquet

by Tom Morris, Chapter President-Elect



Addison Pemberton in his Felts hanger with the Boeing 40

You've seen it in *Flying*, plus the AOPA and the EAA magazines. Now hear the story from the guy that did it!

Mark your calendars for February 28, 2009 and the Annual Spokane WPA banquet.

Addison Pemberton has graciously offered to be our speaker and fill us in on his 2008, Boeing-40 flying adventures. His personal recount of this history-making event will certainly be an exciting tale.

Due to the special program, many people have already started asking about tickets for the banquet. WPA Chapters throughout the state are asking about tables being set up and sold for their chapters. As in the past, there are a limited number of tickets available. There are about 120 seats available. Prices and meal selection will be firmed up when the tickets go on sale in late November.

Watch for more information about the WPA Scholarship Benefit Auction in Spokane, on February 28th by watching future issues of this newsletter and, of course, our website at: <http://www.wpaflys.org/Chapters/Spokane/Spokane.html>.

Don't miss out! Stay tuned for more details as they become available. It'll be a great program.



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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**

Al Gilson  
alcessnapilot@comcast.net

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.

**Join or Renew On-line, Today!**

**Go to: [wpaflys.org](http://wpaflys.org)**

**President's Message: Gary White**

At the time of this newsletter's publication, the Veteran's Fall Foliage Flight will have already passed. Six aircraft and pilots committed to this event and the veterans were flown on Saturday September 27th. I'll write more in next month's newsletter about the event.

This month's meeting is the meeting with the Spokane TRACON aircraft controllers. The controllers will discuss the ins and outs of navigating the Class C airspace in and around Spokane International and Fairchild Air Force Base.

The venue will be at Spokane Airways, and Dick Chastek has agreed to host the event again this year. Dinner will be provided by the chapter. It has always been an informative event, and each year I always learn something new. Please join us at 6:00 p.m. on Wednesday

October 15th. We'll be in Spokane Airways at Spokane International Airport on the GA side-3910 S Davison Blvd. Call (509) 747-2017 if you get lost.

November will be our aviation cavalcade. So far, I've been contacted by two individuals with photos of summer trips by air. I'll be contributing as well.

So ... if you went somewhere fun this flying season and want to share, send your pictures to me (digital or prints), and I'll create a PowerPoint of fun and interesting places to go and do with your airplane! You may e-mail digital submissions to me at [gcwhite1@earthlink.net](mailto:gcwhite1@earthlink.net). Without your help and support, it could be a short meeting. So dig through your archives and send me your photos!

November is also our annual elections. We have one board of director's position open and the treasurer's position open. One of our members has agreed to serve as president-elect (president for the 2010 term). If you would like to serve in the capacity of any open position, please contact one of the board of director's and we would be happy to place your name on the ballot. The organization is only as strong as its members.

Consider serving for a term and giving a little back to the organization that is helping to promote and protect general aviation in Washington State.

Thanks. And, happy flying. Gary



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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](http://www.chickenwingscomics.com)



**Another Canadian Adventure...and a free checklist!** by Blake McKinley

Several months ago when my wife and I were invited by some friends to join them in Fairmont Hot Springs, BC (CYCZ) for a couple of days of golf, we jumped at the chance! Then the question was, what protocols do we need to pay attention to?

Thank goodness for our editor, Al Gilson, who a couple of months ago wrote an article outlining the research he did in order to get into Canada and home again. Based on his article and some additional research that I did, I assembled a check-list to organize all of the details! The checklist can be found on page 4 and you can download it on our chapter website.

First of all in the General Items section, all the lines are pretty self-explanatory. I went to the AOPA website and printed off the ICAO flight plan form. I ordered my aircraft decal for \$27.50, and obtained a Radio Station License, granted none of the people I have talked to that have gone into Canada have ever been asked for this document, but I figured that it would be just my luck if I didn't have it!

Getting into Canada. I obtained the necessary charts for the trip and realized after studying the Canadian charts that there are differences in the information provided on their charts when compared to ours. For instance, if there is not a specific radio frequency listed, the frequency you use is 126.7, this also happens to be the general frequency that is used by pilots to give updated position reports to FSS and the frequency that is to be monitored while flying in Canada.

I called Canadian FSS to file my flight plan from Cranbrook to Fairmont, they happened to give me the local phone number for Canadian FSS. This ended up being beneficial because I later found out that when in Canada, the (866) WXBRIEF phone number can not be accessed from a US cell phone (this is true in the USA for Canadians using a Canadian cell phone to call (800)

WXBRIEF). Finally, I called CANPASS to arrange for Canadian Customs at Cranbrook. The asked me several question and I gave them my estimated time of arrival (the only catch was that the 2 hour minimum time has to account for any time zone changes). Upon crossing the border I tuned in 126.7 and announced my position and continued on our way to Cranbrook.

After landing at Cranbrook, the FSS at Cranbrook canceled my flight plan and informed me that he had not heard that Customs was on the field and suggested that I call them. I kept the engine running and called CANPASS, they asked me if any of the information had changed from what I had given them earlier, it had not, they gave me a Customs number which I wrote down for my records. Once recorded, I radioed Cranbrook FSS and requested permission to taxi for take-off. Since my flight from Cranbrook to Fairmont was more than 25 nm, I had previously filed a separate flight plan with Canadian FSS from Cranbrook to Fairmont. Understanding that there was a possibility that Canadian Customs would not be on the field, I had set it to activate at my arrival time at Cranbrook (Canadian flight plans activate automatically at the departure time you give them). After departing Cranbrook, we flew along the west slope of the Canadian Rockies and landed in Fairmont to enjoy a couple of days of golfing!

Returning to America, I had already printed off form #178 from the US Customs and Border Protection website, so it was a simple matter of filling it out the morning of our departure on Saturday morning. This would prove to be the easiest part of entering the America. Next I called Canadian FSS and obtained my pre-flight briefing and filed my flight plan. Then I called Vancouver Centre to obtain our transborder squawk code. Finally, I called US Customs at Felts Field only to find out that they are not open on the weekends. No problem-I called US Customs at Spokane International only to find out that they are the same outfit and are not open on weekends either! So I accessed the "Private Flyers Guide" on the US Customs and Border Protection website and went to Appendix I to look up the after-hours phone number that I had obviously missed. Well what I found was the fine print, stating that, if you are intending to arrive after hours, on the weekend or on a holiday then they needed to be contacted by 1400 of the business day that preceded. Oops! Fortunately, I discovered (in the same hand book) that the US Customs Port of Entry at Porthill is open on Saturday and they have a grass landing strip there which is Eckhart International (1s1). So I called Canadian FSS again and re-filed my flight plan, contacted Vancouver Centre and finally contacted the Porthill Port of Entry to schedule my inspection.

If you would like a copy of this check-list on page 4 you can access our website to download it or just send an email to me and I will be happy to email it to you. [blake@spokaneendo.com](mailto:blake@spokaneendo.com)



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**See Blake's Checklist on page 4**



**Spokane Chapter**  
 P.O. Box 11911  
 Spokane, WA 99211

### Blake's Canadian Checklist



<u>Canadian Border Check List</u> 9/24/2008	
General Items	
<input type="checkbox"/>	Passport (s)
<input type="checkbox"/>	Pilot Certificate & Medical Certificate
<input type="checkbox"/>	Proof of Insurance (\$500,000 Minimum for aircraft 2301-5000 lbs.)
<input type="checkbox"/>	ICAO Flight Plan Form
<input type="checkbox"/>	Current US Customs Aircraft Decal (Place just behind pilot's door)
<input type="checkbox"/>	Airworthiness Certificate
<input type="checkbox"/>	Registration of Aircraft
<input type="checkbox"/>	Radio Station License
<input type="checkbox"/>	Operator's Handbook
<input type="checkbox"/>	Weight and Balance
Into Canada	
<input type="checkbox"/>	Select the FBO or facility to be used at the Canadian Airport of Entry
<input type="checkbox"/>	Preflight briefing and file flight plan (800) WXBRIEF (request the local FSS Phone Number)
<input type="checkbox"/>	Call CANPASS (888) 226-7277 (≥2 hrs <48 hrs) to arrange Canadian Customs (this is based on your arrival time for that time zone)
<input type="checkbox"/>	Obtain cross-border transponder code from US FSS when you activate your flight plan
<input type="checkbox"/>	Upon arrival at Port of Entry Cx flight plan with twr, FSS, or call FSS (866) WXBRIEF (use the local FSS phone # if this call does not go through on your American cell phone)
<input type="checkbox"/>	Remain in aircraft until given permission to deplane
<input type="checkbox"/>	Have passport (s) ready
Into America	
<input type="checkbox"/>	Fill out Customs Form #178
<input type="checkbox"/>	Preflight briefing and file flight plan with Canadian FSS (866) WXBRIEF (use the local FSS phone # if this call does not go through on your American cell phone)
<input type="checkbox"/>	Call Vancouver Center for cross-border transponder code (888) 987-2633
<input type="checkbox"/>	Call US Customs at US Port of Entry w/ local ETA (KSFF 509-353-2833). NOTE: ≥1 hr <23 hrs prior to arrival. For after hours, weekends, and holidays call by 1400 of last business day prior. There is a +15 min arrival window, update ETA via ATC or FSS, they will relay to Customs. (See Private Flyers Guide Appendix I for Customs phone numbers)
<input type="checkbox"/>	NOTE: Canadian Flight Plans activate automatically at the designated departure time.
<input type="checkbox"/>	Upon arrival remain in aircraft until given permission to deplane
<input type="checkbox"/>	Present Passport (s), aircraft registration, and Customs Form #178

### State WPA Prez visits Lower Granite

by Tom Morris, Chapter President-Elect

Washington Pilots Association President John Dobson, accompanied by John Townsley and Tom Morris from the Spokane Chapter flew to Lower Granite State Airport (00W) to see and learn what



the Airport means to the pilots on the east side of the state. Dobson checked out the runway surface and the park facilities. Pictures were taken and ideas discussed. The surface rolling fog oil application improvements were noted, however the large gravel pieces still pose probable prop damage if pilots are not careful.

Overall, the airport is way ahead of were it was a year ago. The WPA Spokane Chapter would like to thank John Sibold and the WSDOT for their work and interest to improve the airport. Dobson was in Spokane for a WPA State Board meeting.

### Spokane Airport Tenants meeting coming up

The Spokane Airport Tenants Association (SATA) would like to invite all SATA members to the Fall Membership Meeting on Saturday, October 11, 2008.

There is an informative agenda and — back by popular demand — David's Pizza!

The Pizza and salad starts at 4:00 p.m. Business meeting at 4:20 Located at Jeff Hamilton's Hangar (Hangar 67) at Felts.

For info on SATA contact Jeff Hamilton at: [jthamilton@comcast.net](mailto:jthamilton@comcast.net)

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