



# SPOKANE FLYER

September 2008

## NEXT CHAPTER MEETING

WEDNESDAY  
SEPTEMBER 17, 2008

6:00 P.M.

Marie Callender's Restaurant  
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Guest Presentation:  
CFI PANEL

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## The quest for Oshkosh

by Marian Heale

It all started with a great idea, spawned at "The House of Truth", otherwise known as Keith Antcliff's hanger at Felts Field, during the very long winter of 2008. The great idea was to make sure that Dave Lucke, Keith Antcliff and Marian Heale had the opportunity to go to Oshkosh in July, 2008, to cheer on Addison Pemberton and his amazing accomplishment of restoring a 1928 Boeing 40C to flying status. Addison's plan was to take the airplane to Oshkosh for AirVenture 2008, then on to Blakesburg, Broadhead and then to New York and San Francisco on the original transcontinental airmail route.



Keith Antcliff & Marion Heale in Boyceville, WI

So, plans were made, the airplane, a Bonanza A-36, was prepared, and the team launched just past dawn on Saturday, July 26<sup>th</sup> from Felts Field, in a quest for Oshkosh.

The first stop was Miles City, Montana, where co-adventurer Marian Heale prepared a gourmet luncheon of sandwiches and bottled water. Departing Miles City, it was 36KB heavy at 96 degrees Fahrenheit on the runway.

The next stop was Fargo, North Dakota. And, incidentally, Fargo has one of the nicest, best equipped FBO's that our intrepid adventurers had ever encountered, Fargo Jet Center.

The next stop in our adventure was 3T3, Boyceville, Wisconsin. The runway is in downtown Boyceville, with a campground, showers, flight planning lounge, Cenex Store, and a bar with great cheeseburgers and beer – all within short walking distance. We camped out at the airport, and Dave, earplugs intact, was the only one who didn't notice the train coming through our tent. Well, OK, next to the campground, but it sounded like it came through the tent. Keith's idea was to make our assault on Oshkosh early Sunday morning, thereby avoiding a busy arrival time.

Sunday we departed very early AM for the town of Ripon, where we attempted to get in the conga line of planes following the railroad tracks to Fisk. Unfortunately, we were following the wrong railroad tracks - a very easy thing to do. Soon, we got on the correct railroad tracks, and proceeded to Fisk and right downwind for landing on runway 27 – the green dot. As Dave said, we had our flight awareness and airplane avoidance wired tight!

Keith made a precision landing on the green dot, and an immediate left turn into the grass, as directed by controllers; whereupon all camping gear and luggage shifted to the other side of the airplane, burying Marian. We had arrived at Oshkosh for AirVenture 2008, the largest pilot gathering in the world.

36KB was secured in the grassy area of the North 40, and camp was established. The week was filled with pilot and airplane stuff, with the three adventurers choosing activities that matched their particular interests.

Oshkosh truly features many things of interest for all pilots – more than can be enjoyed in one week. The Oshkosh experience cannot be explained in words alone. One must experience it by going. According to Dave Lucke: Muslims go to Mecca; Catholics go to Rome; bikers go to Sturgis, and pilots go to Oshkosh.



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**SPOKANE FLYER**

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**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.

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**President's Message: Gary White**

It's been a busy month of flying activities! On Saturday August 16th, four aircraft participated in the fly-out to the Bird Aviation Museum and Invention Center near Sandpoint, Idaho. Larry Haugen departed independently from Mead with his guests, while Blake McKinley, his son Scott, and Jerry Richardson met Carolyn and I at Felts Field. All together we had one Cessna 182, one Cessna 206, a Piper PA22-108 and our Aero Commander 100.



The Bird Museum Fly-Out group

It was one of those perfect mornings, no clouds, cool with smooth air. We all landed, and were greeted by museum staff that assisted us with parking. The museum was wonderful as always. Dr. Bird has a great collection of aircraft and automobiles of similar vintage all of which are airworthy or road worthy and not just museum pieces. I toured Blake McKinley, Jerry Richardson and Carolyn through the medical portion of the museum, detailing the history of how Dr. Bird developed the first practical positive pressure ventilator. We were able to see the progress on a Beechcraft Staggerwing under restoration. After patronizing the gift shop, we departed about 12:30 for the short flight home. The Bird's were wonderful, gracious hosts.

Saturday August 23rd was the Wilderness Within Reach Hutton Settlement fly-out to Cavanaugh Bay on Priest Lake. Blake McKinley and Duane Lukan organized this year's fly-out with the Hutton Settlement. We also had four aircraft and pilots participating in this event. Mike Eller, Joe Eppler, Dave Lucke and I all provided the airborne transport for the kids and the chaperones. The weather was more cooperative than the previous week (temperatures about 10 degrees lower), but the weather was just as good with just a few high cirrus clouds moving in.

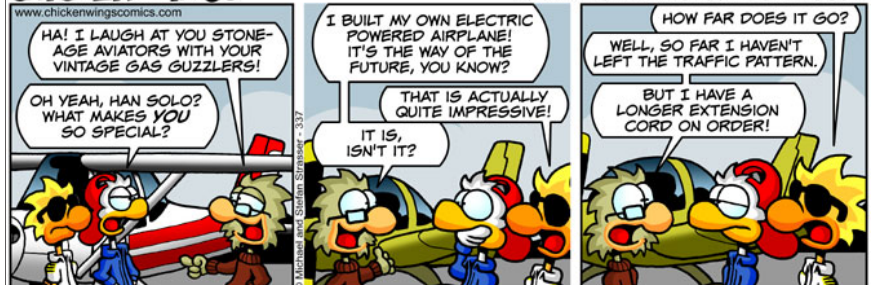
Once on the ground at Cavanaugh Bay, Reid Ziegler met our party at the dock with his ski boat, tubes and all the gear. Using the ski boat, he took the kids and staff around the peninsula to their family home.

The kids had a ball! They were pulled by the ski boat on tubes, they kayaked, and they used the paddle boat and swam. It was great to see so many smiles at once. The WPA members enjoyed the wonderful weather, swapped stories, and enjoyed the Ziegler's hospitality. On the trip home, my passenger was a fourth grader named Courtney. Once set up in cruise, I had Courtney move her seat up and fly some of the way home. She could barely see over the glare shield, but had a grin from ear to ear. I wish I had thrown in my camera. Many thanks are due to Blake, Duane, Reid and Patty Ziegler, Mike, Joe Eppler and Dave Lucke for helping make it such a special day for such a great bunch of kids.

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BY MICHAEL AND STEFAN STRASSER



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AS THE PROPELLER TURNS:

"ESGR"

It's not another aviation gadget

by Bill Jackman-Spokane Fire Department

ESGR isn't the latest new gadget for your instrument panel-it stands for Employer Support for the Guard and Reserve. I recently had the distinct pleasure of taking part in this program with our local Air National Guard unit at Fairchild AFB. It's basically an opportunity for employers to observe what your employee does at his other job with the Air National Guard.

Our military is comprised of an all-volunteer force and almost all of the reservist have other full time jobs that require total cooperation from their employers. The program is a all day event that involves a detailed briefing about the Washington Air National Guard. Followed by the opportunity to fly in a KC-135 on an actual refueling mission.

First, some background about our local "Ace of Spades" squadron, which was the second Air National Guard unit formed in the United States. Originally based out of Felts Field in the 1920's they first flew biplanes as an observation unit. Today they fly KC-135's that are about fifty years old! Consider this: if their 1920's biplanes were still used fifty years later, they wouldn't have been replaced until the 1970's.

The KC-135 they fly has had many up grades over the years and the two major improvements have been the glass cockpit and the new turbofan engines. The original aircraft was under powered by fuel-hungry turbojets.

Our up-graded, but old tanker showed its age with obvious signs of wear. There were even nuclear blast curtains retained as a reminder of the cold war. Overall, there was no doubt in my mind that these aircraft must be replaced. There is only so much you can do with new paint and polish.



The KC-135 flight deck

I also learned that the pre-flight check takes about two hours. About 98% of their flying is done on instruments. The flight crew consists of two pilots and the boom operator. The Navigator was eliminated with the new glass cockpit. Cockpit crew coordination was obvious and well practiced.

Our flight took us off the Oregon Coast where we orbited on station for a flight of F-15's from the Oregon National Guard. What amazed me about the refueling operation was the fact that the tanker was in a constant turn during the entire operation.

On the trip back to Fairchild, I was allowed to sit in the jump seat between the two pilots.

This once in a lifetime experience caused me to reflect back to the first time I set foot in a KC-135 some 25 years ago. I was teaching a class at the base hospital and was given a special tour of two KC-135's. The first one was used by the regular air force. From the outside it looked newer but on the inside it was dirty and reminded me of any bachelor's apartment. The Guard tanker was an older model and showed its age, but on the inside it was spotless and so clean you could have eaten off the floor. I asked my tour guide why the difference? He said "the regular air force guys have to be here, whereas the reservists are here because they want to be here." It showed in their work then as it did on this ESGR day some 25 years later.

Our military reservists have earned my profound thanks and unconditional support.

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## Spokane Chapter

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## On vacation with the Garmin G1000 by Jerry Baur

I just got back from almost 3 weeks in Pennsylvania. As is typical in the east at this time of year there have been lines of thunderstorms moving across the North East from the Mississippi River to the coast.

That doesn't mean I didn't get to fly however. I managed to get myself signed off to fly a Garmin G1000 equipped plane. For those of you that have looked into this you know they don't just hand you the keys to a G1000 plane, they require some serious training first. So I started last year after my first instruction flight by buying and reading the manual over the winter. About three weeks before I went I called up the FBO to schedule a check ride in a new plane, and discovered they did not currently have one. Bummer!

Well luck was with me, by the time I got there they had a shiny new one with about thirty hours on it, and they let me take my check ride in it. My study paid off as they signed me off as ready to fly when it was done. The fact that I got my check ride in at all was luck as I think we had at least one thunderstorm every day and most days 3 or 4 for the first two weeks. When my planned flight to Ithica, NY did not work out, I scheduled the plane for two consecutive days to help make sure I could fly the plane by myself. One thing about flying a G1000 equipped plane with an instructor is that you cannot keep his hands off the buttons, and there is really no way to learn the system unless you can press the buttons yourself.

My plan was to fly to Olean, NY, about 50 miles away. The book is one thing, reality something else, so I needed to make sure I had the radio operation and GPS operation down pat before I took off. I probably spent 10-15 minutes getting the process down before I was ready to go.

When I finally got it off the ground it was like being a student pilot again. You know, that kind of lonely uneasy feeling you have when the instructor is not there to tell you what to do next. It was clear and sunny at Dunkirk, but I was under the 4000-4500 broken ceiling before I had gone 10 miles. My plan was to do

flight following so I had Buffalo Approach already dialed in on

COM2. I pressed the button and called. I did not get a reply and, while I could hear Buffalo approach, I was also still hearing the traffic from COM1. It seems I failed my first test. So I troubleshoot and flew for a while, not an easy feat when you need to spend most of the time looking for traffic and trying to stay on course. The buttons and indicators worked as advertised and seemed to agree. Eventually I noticed that the light under the COM1/COM2 button (transmit on both) seemed to be ON. When I pressed that button the light went out and things seemed normal, although by this time I was out of Buffalo's airspace. (Software Bug??)

So I just flew on by myself, the clouds were big, black and ugly at 4000-4500 feet but no rain was visible anywhere. The NEXRAD display in the plane was clear too. So onward to Olean, and sure enough it appeared right where the GPS said it would be. After landing, I stopped and pushed a bunch of buttons to make sure everything was setup for the flight to Jamestown some 40 miles away. Eventually I got everything ready to go and taxied to the end of the runway and took off.

My landing in Jamestown was uneventful almost straight into the wind. I pulled onto the taxiway and punched a few more buttons to get ready for the 25 mile flight to Dunkirk.

We took off into a nice sunny sky. I checked my watch and decided I had lots of time before I had to have the plane back. So I deviated about 40 degrees to the left of my course to Dunkirk which, by a strange coincidence, put me over my house. I did a nice circle of my house and took a couple of pictures of good old North East, PA with my house in the foreground. I then flew the 30 miles back to Dunkirk right along the shores of Lake Erie. There were a couple of planes in the pattern at Dunkirk. I managed to fit myself in and do a nice landing with 2.1 hours on the meter and a smile on my face.

