



SPOKANE FLYER

December 2007

2007 WPA Spokane Scholarship winners



Judy Cocking presenting a check to Becky Harris.



Tom Morris hands a scholarship award to Andrew White

The 2007 WPA/Spokane Chapter Scholarships were awarded at the November chapter meeting.

Receiving \$500 each toward their aviation studies were Becky Harris, a student at the University of North Dakota/Spokane Falls; Jessica Teal, who is working on her Instrument rating at Interstate Aviation in Pullman; plus Andrew White, a student at Central Washington University working on his CFI.

Becky and Andrew were able to attend the November Chapter meeting to receive their checks.

The Chapter opens up the scholarship application process every Fall.

New signs on the way for Felts Field

New runway and taxiway directional signs are on the way at Felts Field (SFF) in Spokane. And it's a good thing. The Spokane general aviation airport has the dubious honor of being number two on the FAA's list for airports with aircraft incursions across hold short lines.

The FAA inspects airports across the country and, now that the big commercial airports are out of the way, has begun looking at smaller general aviation fields. The results of the latest signage inspection at Felts showed that the airport markings were in need of improvement.

In a collaborative effort between the Spokane Airports staff, the SFF air traffic control crew, tenants of the airport, and the Federal Aviation Administration, ideas for the new signs and markings were hashed out and a consultant proceeded with the design. Plans for the project are about 90% complete and construction is stated to begin in Spring, 2008.

The project includes 45 new standardized, lighted signs directing pilots to and from the runways and taxi lanes with a special emphasis on the hold-short locations.

The job is estimated at \$600,000 with 95% of the dollars coming from the FAA's Airport Improvement Program. The 5% local match comes from the airport.

The project will be constructed in three phases with a goal of minimizing the effect on aircraft operations. Some of the field's electrical system was upgraded a few years back which should help the contractor complete the job in a timely manner.

Project information and drawings are available on the Spokane Airports web site. Check them out at: www.spokaneairports.net/FF_sign.htm.

Pilots who have questions about the project can contact Teresa Foster Eckhard at Spokane Airports. Her number is (509)455-6433.



It's just around the corner!

**WPA Spokane Chapter
2008 Benefit Auction
and Banquet**

**Saturday, March 1st
Mirabeau Park Hotel
Contact any WPA/Spokane
Board Member for your
tickets**

NO DECEMBER MEETING

NEXT CHAPTER MEETING

WEDNESDAY
JANUARY 23, 2007

6:00 P.M.

Marie Callender's Restaurant
2111 N Argonne



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SPOKANE FLYER

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Editor

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Contribute to the SPOKANE FLYER!

Flown somewhere cool and exciting?

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**A message from our incoming Chapter President:
Gary White**

My wife Carolyn and I have been members of the chapter for the past three years. We have both enjoyed the meetings and speakers, the camaraderie between aviation enthusiasts and pilots, and the advocacy of the organization for general aviation and its support of aviation's future with scholarships.



Unless you have been a recent monthly meeting attendee, you likely haven't had much interface with me personally. So I thought a little background might be a convenient means of introducing myself.

I was raised in the Seattle area, the son of a Boeing engineer. My father started his career on the B-29 (1941) and concluded it working on the B-747SP (1976). My reading growing up consisted of "Aviation Week and Space Technology", magazines that my father subscribed to. I spent countless hours watching the air traffic in and out of Renton field, both GA and the first flight of the B-727, B-737 and the first B-747 which landed at Renton for interior fitting in the early 1970s (that's right, a B-747 down and stopped in less than 5000 ft).

Carolyn and I met as undergraduates at the University of Puget Sound. She earned her degree in education, and I earned mine in Biology. After pursuing a pre-med curriculum, I found myself gravitating toward respiratory therapy. I have been a respiratory therapist for thirty years, having taught at the college level for twenty five years. I am also an author of three text books in my field, with a contract for a fourth title (it helps to support my flying addiction).

My first airplane flight was a reward for perfect Sunday school attendance. The teacher was a partner in a Piper Comanche, and took those of us who "made the grade" for a scenic flight around Seattle which I have never forgotten. I always wanted to learn to fly, and after Carolyn and I were married about two years she suggested that I learn to fly. I earned my private certificate in 1981, training out of Olympia. I have since added an instrument rating and have completed the written for my commercial as well as the majority of the flight requirements.

Carolyn and I own a 1969 Aero Commander 100 (Darter), which we keep at Felts Field. Carolyn calls it "The VW bug of the sky". Carolyn earned her private certificate in April, and it's really fun to share our passion for flying together. We have two sons, Andrew (a senior at Central Washington University's Aviation Department) and Austin (senior at University High School).

During my term as president of this group, I hope to add programs with practical "take home" tips and projects. WPA is a great organization, which serves an important role of advocacy, education and social events. Should you have topics you might want presented, or ideas for fly-outs please give me a call or e-mail me. I would enjoy learning from the membership about why the organization is meaningful or special for you.



Colfax welcomes new asphalt

by Tom Morris



Colfax's Port of Whitman Business Center Airport (S94) has recently completed the first phase of its resurfacing project. Included in this phase, the ramp area, aprons, and taxiways, to and from the current hangars facilities, have been paved. Future projects that are planned will provide more transient parking and tiedowns.

If you've landed at Colfax in the past, you'll be pleasantly surprised. The old grassy, bumpy, gravel taxiway has been replaced by smooth asphalt.

Funding for the project came from a grant through the Washington State Department of Transportation/Aviation Division.

For more information on the airport facilities, contact Daryl Fender of Fenders Flying Service at (509) 397-2061.

Legal tips highlight meeting

A group of about 25 members and guests listened intently as aviation attorney, Tom Miller ran through a variety of legal hints and tips for pilots at the November Spokane Chapter meeting.

Miller, a partner in the firm of Conlin, Maloney, and Miller specializes in aviation law and representing pilots in issues with the Federal Aviation Administration.

His top tip, first and foremost, is to exercise the privileges of your certificate in a manner that prevents any action by the FAA in the first place.

In the rare instance that you may have the occasion to hear the infamous phrase, "please call the tower," he advised that you think very carefully about your response.

Miller noted that, "a lot of pilots have hung themselves by speculating on an answer," and he advised to "never shoot from the hip when dealing with the FAA."

Although there is no requirement to "call the tower" when requested, he suggested that the pilot use that opportunity to query the controller as to the reasoning for the call. "Don't offer information. Seek information," he said. Prior to any conversation, it is imperative that the pilot think through his actions to determine if there is some reason for the call.

He is also a strong proponent of the Aviation Safety Reporting System, or "NASA" form. This is a program where pilots can report their possible violation to NASA where the information is used to, analyze, and respond to voluntarily submitted aviation safety incident reports in order to lessen the likelihood of aviation accidents. In essence, if submitted under the rules, the report can be like a "get out of jail free" card for the pilot.

In closing, Miller reminded the pilots in the audience to "never lie, never speculate, fly safe, but keep your record clean."



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Spokane Chapter

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Spokane Valley, WA 99206

Statewide WPA News you can use-Dave Lucke/Eastside VP

One of the most significant accomplishments of the WPA statewide organization, specifically our president, John Dobson, is implementation of the WPA database management system.

Previously each chapter had a membership list, the statewide had a membership list that they tried to keep current, and the WINGS publisher had yet another membership list and they never were the same. Knowing who renewed and paid their dues was a challenge.

This is a huge asset to the chapters. The chapter treasurer can now go on line and view who has paid and who has not. A member is encouraged to renew on line but it's still possible to send your money to the chapter treasurer and they will keep the database current. I would like to encourage all members to renew on line and update the membership information.

There are some "challenges" that we are dealing with. For example, if you don't enter your name EXACTLY like it is in the database, the database will not recognize the name. I got around this by typing in my email and having the database send my default password. The database can do this only if your email address is current.

Also, there currently is no way to renew your GA Flyer subscription with the on line renewal. We are working on that.

Plans are to keep members informed by use of email. We realize that the WINGS magazine is nice but most of what you may read may not deal with urgent challenges that we have.

A really big statewide challenge is land use around airports. WPA has two members on the Long-Term Aviation Study (LATS) advisory board for the Washington State Department of Transportation/Aviation Division. They are Penni Loomis from Deer Park and John Townsley from Okanogan (soon to be a member of our Spokane chapter).

LATS was initiated by the legislature in 2005 to evaluate air transportation issues for commercial and general aviation airports statewide. High-speed rail was also evaluated as part of the study. The first phase of LATS included an assessment of existing airport facilities, air cargo, passengers, and air space capacity for general aviation and commercial airports. The second phase of the study included a market needs assessment and forecast. Both Phases I and II are complete and findings are available for review on our website: www.wsdot.wa.gov/aviation/LATS. Phase III is scheduled for completion by July 1, 2009.

This is much more of a problem on the west side. For example, the City of Shelton allowed a developer to build houses on the approach end of the N/S runway. I am not sure of the details but this type of encroachment is becoming a big problem statewide.

Many of you have read the article in the Spokesman-Review about impact areas around Spokane International Airport and Fairchild Air Force Base. Our own member, Jeff Hamilton, is joining the advisory group to work with local governments on the issue of incompatible activities near our airports.

Merry Christmas,
Dave Lucke
Washington Pilots Association East Side VP

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Jeff Renfrow
Chief Pilot
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