



SPOKANE FLYER

February 2008

UPCOMING CHAPTER EVENTS

NEXT CHAPTER MEETING

WEDNESDAY
FEBRUARY 20, 2008

6:00 P.M.

Marie Callender's Restaurant
2111 N Argonne Rd.

Guest Presentation:
FAIRCHILD AIR FORCE
BASE SURVIVAL SCHOOL

*"Survival...It's more than
Outwit, Outplay, and
Outlast."*

ANNUAL BANQUET

SATURDAY
MARCH 1, 2008

6:00 P.M.

Mirabeau Park Hotel
1100 N. Sullivan Rd.

Guest Presentation:
MOUNTAIN AND
CANYON FLYING

*Dr. Amy Hoover
Central Washington
University*

*Tickets
\$37*

Mountain flying expert to headline annual Spokane Chapter gala on March 1st

Dr. Amy Hoover, mountain/canyon flying expert and aviation professor at Central Washington University in Ellensburg, WA is the featured speaker at the WPA/Spokane Chapter annual banquet in March.

The event will be held at the Mirabeau Park Hotel in the Spokane Valley on Saturday, March 1st at 6:00 p.m. Dinner tickets are \$37 per person.

Along with Dr. Hoover's presentation, the chapter holds its annual benefit silent auction with dozens of aviation-related products and services up for bids. Proceeds from the auction go toward the Spokane WPA Aviation Student Scholarship program.

Each year the Spokane Chapter awards several scholarships to aviation students in the Inland Northwest. The cash awards are used for their ground studies or flight time.

Mountain flying techniques need to be a part of every Pacific Northwest pilot's skill set and Amy Hoover is one of America's top experts. Dr. Amy Hoover started flying in the Idaho back country in the early 1980's while working as a geologist and white water guide on the Middle Fork and Main Salmon Rivers.

In 1992, Amy landed a job as a back country air taxi pilot and in 1993 began teaching mountain flying in the back country. In 1996 Amy collaborated with two other back country flight instructors to form McCall Mountain/Canyon Flying Seminars. For the next several years Amy developed the training curriculum and authored Mountain and Canyon Flying before selling the company in 2001.

Amy then spent five years as director of the Flight Program at Mt. Hood Community College, and in 2003 joined the flight technology faculty at Central Washington University in Ellensburg, Washington. Amy still keeps her hand in flying the Idaho backcountry. She now has time to enjoy exploring and flying in other mountain areas of the west, including the Rocky Mountains of British Columbia and Colorado as well as canyon country in Utah and Arizona, and rugged northern Cascades in Washington.

After spending more than two decades in the rugged terrain of central Idaho studying its rocks and landforms, navigating its rivers, and flying its canyons, Amy has a great awe and deep respect for the Idaho wilderness. "I love sharing the wonder of the area with other pilots", she says, "but we need to realize that a certain responsibility must accompany the privileges we enjoy when flying the backcountry". Those responsibilities should include safe and courteous operations, which has been the focus of her back country instruction for the past decade.

Please join the Spokane Chapter on March 1st for this exciting program and an opportunity to help young, aspiring aviators reach their career goals. For information on tickets, go to the Spokane Chapter website: (www.wpaflys.org/Chapters/Spokane/Spokane.html) or contact chapter president Gary White at (509)891-6473 or gwhite1@earthlink.net. You can also contact any board member listed on page 2.





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Spokane Chapter
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SPOKANE FLYER

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Editor

Al Gilson
alcessnapilot@comcast.net

President's Message: Gary White

Basic Survival Skills

Last month's meeting featured Mark Zandhuisen, EMT-P speaking on first aid and survival. In case you missed the meeting, two book resources he referenced were *Survival Sense for Pilots and Passengers* by Robert Stoffel and Patrick LaValla (out of print but available used on amazon.com), and *Build the Perfect Survival Kit*, by John D. McCann (also available through amazon.com). The meeting had a great turn out and the presentation was informative, entertaining yet practical.



This month, one of the survival instructors from Fairchild Air Force base will go into more depth on how to make the most out of a lousy situation. I posed for the photo in this month's article. How many things can you find wrong or missing? (Answers on page 4 of this newsletter.)

The 336th Training Group (US Air Force Survival School) is known throughout the world as one of the finest of its kind in the world. Over 6500 students complete the 22nd Training Squadrons' combat survival course annually, with the courses lasting seventeen days. Six of the days are spent in the Colville and Kaniksu National Forest all seasons of the year, with the students being dropped with what they can carry in their pockets. These men and women are credited with saving many lives.

Please join us on Wednesday, February 20th and learn from the best! As always, we'll be at Marie Callenders at 6pm for socializing, dinner, and some great survival advice.

Of course, don't forget our annual banquet on March 1st. See page 1.

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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The WPA/Spokane Chapter Word Search Puzzle

B Q K W O O C T A I R L I N E
 U X J I Y H A N G E R T K V O
 L W D P T R U D D E R N A A U
 T A X I W A Y N S O G G S R H
 R E L L E P O R P C N E U C J
 A P N W E P A R O I I N W E L
 L I S G S E I L M T W C C S H
 I P H N I A H O O A A H H S E
 G E A I Y N C W Y B A V P N A
 H R V D L Y E S L R E O E A D
 T S A N L R M X T I K R P L S
 E P T A K E O F F A A A A A E
 E A I L E R O N N K L T U K T
 S L J A E B O E I N G L O P N
 M F K L J F E A Y D I Y I U P

- AILERON PIPER
- AIRLINE PROPELLER
- AIRPORT RADIO
- AOPA RUDDER
- BOEING RUNWAY
- CESSNA SPOKANE
- CHART STALL
- CITABRIA TAILWHEEL
- EAA TAKEOFF
- ELEVATOR TAXIWAY
- ENGINE TOWER
- FELTS TRANSPONDER
- FLAPS ULTRALIGHT
- GPS VOR
- HANGER WING
- HEADSET WPA
- LANDING YOKE
- LYCOMING

Have a little extra time in the cockpit as you wait for your IFR clearance? Here's a fun way to spend a few minutes. Circle the words on the puzzle that are in the list. They can be vertical, horizontal, frontwards, backwards, slanted, top to bottom, bottom to top, whatever. Nope...no prizes. This is a low-budget newsletter. Have fun!

Dealings with Aviation related Companies

By Tom Morris

Rarely do I feel compelled to comment about companies that I have done business with, but the time has come to make a couple of exceptions.

Just over two years ago I was interested in upgrading to an 180hp conversion for my C-172M. I started looking in to what was available and how extensive the warranties were.

I decided to buy the conversion from Penn Yan Aero. Overall, the conversion went on the plane with no surprises. After flying it for just over two years with only 103 hours I had a bad oil analysis. I called Penn Yan and spoke with their representative and was assured that the problem, whatever it was, would get resolved. The two year full warranty had expired by 2-3 months so now I was working on the prorated warranty offered by Penn Yan Aero. After all was said and done, it was learned a main bearing had failed for whatever reason and that I would have to pay for a portion of the repair. I paid for the repair, the engine was returned and is working great. After writing Penn Yan a letter in part to thank them for the prompt service, and relaying a couple of thoughts from "just a recreational pilot's prospective," I considered the repair issue complete. Much to my surprise I was contacted by Penn Yan and found out that they had been working on my problem, and they had decided to pay me back what it had cost to have the engine repaired. This engine was out of full warranty. Penn Yan stepped up and did more for me than what was expected. I made a good decision purchasing my conversion from Penn Yan and will always appreciate the company's policies and customer support.



Another aviation company I would like to acknowledge is Schweiss Door, manufacturers of aircraft hangar doors. I purchased a 12 by 50 foot hydraulic door from Schweiss for my hangar. I received the correct size, but the wrong partial frame door, rather than the full metal frame door that I thought I had ordered. The mistake wasn't caught until I got back from a trip. The door had already been installed, and worked, but was putting stress on the wood trusses that the truss was not made to handle. After contacting Schweiss about the stress problem and sending them pictures of what was happening, they said not to operate the door any more than we had to. In addition, they said that a new door, complete with the upper frame would be sent on the next load shipped to the Northwest. To this day I'm not sure where the miscommunication occurred or how we received the door without the upper frame, but I do know that Schweiss insisted on sending a new door out at their expense, rather than take a chance that the door we had could be modified to work correctly on this style of wood truss.

In my opinion, both of these Companies have demonstrated what it takes to be a leader in the aviation industry. It's nice to be able to work with companies that really care about their product, and support their customers.



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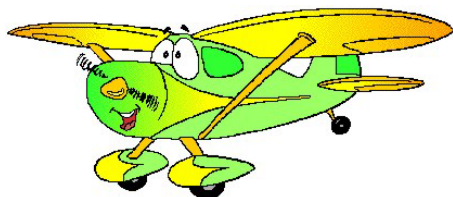
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Spokane Chapter

P.O. Box 11911
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Blake's Buzz



Your chapter board or directors and officers are working hard to assemble this year's Dinner & Benefit Auction, but we need your help. We are seeking items for our silent auction. Procurement of good auction items is an annual challenge. Let your imagination run wild, think of items that you have seen at other auctions you have attended. Auction items do not need to be solely aviation-related and, in fact, a variety of items that would be of interest to a broad spectrum of individuals is important. If you have or can procure any items of interest for our auction, please let us know.

The donations from the benefit auction go toward scholarships for students involved in aviation training, Veterans Fall Foliage benefit flight, Hutton Settlement fly-out for disadvantaged youth, and for aviation safety programs.

Time is short. Please let me know if you have a possible item for donation.

Thanks. Blake McKinley, Treasurer

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What's it like to fly in and out of the airport in the picture?

Find out at the WPA/Spokane Chapter Annual Banquet on Saturday, March 1st.

See and hear Mountain Flying expert Dr. Amy Hoover, and get a taste of mountain and canyon flying. You'll also have a great selection of aviation items to choose from in the silent auction.

Ticket details are on Page 1. We'll see you there!



Our WAAS is your gain!

Garmin is coming to town with their seminar series. Get the latest information from the Garmin reps on WAAS approaches with their GNS 430/530 GPS units, plus Datalink weather, and the GPSMAP 496. Learn the future of glass cockpits.

Plan to attend this event on Thursday, February 21st at 7:00 p.m. The seminar will be held at Western Aviation, 5505 E. Rutter in Spokane (at Felts Field/KSFF).

For more info, call Tanya at (509) 534-7371.

Gary's Survival quiz answers from page 2:

- 1) Poor clothing choices (jeans, T-shirt, athletic shoes). Recommended: wool pants, coat (preferably Gortex™, Ultrex, or other breathable fabric), hat, and gloves. Waterproof or water resistant footwear and wool socks would also improve comfort.
- 2) A bow drill fire starter is rated as "good", but less than ideal especially in damp snowy conditions. Better would be cotton balls impregnated with Vaseline and waterproof matches.
- 3) The kindling is too big. This would work great for a propane torch but not with a bow and drill.
- 4) Is there snow clinging to the branches above? If the fire gets going, will the snow drop down and put it out?