



SPOKANE FLYER

January 2008

2008 Chapter Banquet

Mountain Flying expert highlights Annual Spokane Chapter Event



University aviation professor and mountain/canyon flying expert, Dr. Amy Hoover is the headliner at the 2008 WPA Spokane Chapter annual banquet and benefit auction.

The event is coming up on Saturday, March 1, 2008 at the Mirabeau Park Hotel.

Tickets for the dinner are \$37 and are available from any chapter board member. See page 2 for contact phone numbers.

Don't miss out on this great event!

NEXT CHAPTER MEETING

WEDNESDAY
JANUARY 16, 2008

6:00 P.M.

Marie Callender's Restaurant
2111 N Argonne

Guest Speaker:
Mark Zandhuisen,
First Aid Instructor

*"It's more than just a
Band-Aid."*

It's WPA Membership Renewal Time!

by Blake McKinley

Greetings, my name is, Blake McKinley and I am your 2008 chapter treasurer. One of the first tasks that I need to address is membership.

A couple of years ago the State Board of Directors voted to operate on a calendar year basis so membership dues are due on January 1, 2008, not March like it used to be. If a member pays after January 1st, with the impression that they are renewing based on the March 1st date, their membership will lapse.

So, are you current? If your 2008 dues were not paid by January 1, 2008, your membership is not current! In November, the state sent out a nice WPA post card to remind all of us that it was time to renew our WPA memberships.

If you have already renewed your 2008 membership prior to January 1, 2008, then please disregard this message. If you have not renewed because, like me, you were under the impression that your renewal date was March 1st, then please either go online and renew or download a membership renewal form and mail in your check – online renewal is the preferred method of renewal.

The process to renew online is pretty painless, even I was able to do it!

Here's how:

1. Access our website www.wpaflys.org
2. Click on "Membership" at the top to pull down a menu of options or on the right side of the home page there is a tan colored box that is titled "Join or Renew Online, Today!" – it will take you to step 4.
3. Click on "New Memberships/Renewals"
4. The page "Online Dues Payment" will come up – remember to only click the icons once!
5. Select your chapter affiliation – Spokane
6. Fill out the remaining boxes
7. Once all the boxes are filled out click on "Submit Payment Information"
8. If you want to check or update your member information, on the right side of the home page, click on the green box titled "Update Member Information".

If you have any questions, please email me at blake@spokaneendo.com or call me on my cell at 999-0364.

Why is your membership and participation important? If you have been keeping up with the "User Fee" issue fight that the AOPA has been waging with Congress in Washington DC, you must realize that if we do not do anything our freedoms are in danger. To protect the privileges of flight that we enjoy and benefit from monthly camaraderie and education, it is just as important to be involved on the state and local levels. If you have kept up with WPA president John Dobson's column in our WINGS newsletter you know that regularly our state airports are in danger of being over-regulated (Harvey Airfield) or closed (Blaine Airport – scheduled for closure by the end of 2008). The foundation to effectively promote aviation and fight threats to aviation is through membership!

I encourage you to renew your membership and to get involved at both the chapter and the State level. If you have already renewed, then thanks. If you have joined or rejoined, then welcome!



Join or Renew On-line, Today!



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SPOKANE FLYER

is published 12 times per year by the Washington Pilots Association, Spokane Chapter. We welcome article and photo contributions that may be of interest to pilots in the Spokane area and the Inland Northwest.

Editor

Al Gilson

alcessnapilot@comcast.net

President's Message: Gary White

Reflecting on this past year, I feel fortunate to live in a country where I have the privilege to fly and own an airplane. I fly mostly for pleasure and for training. One of the fun trips this past year was a group flight to the Alvord Desert (S.E. Oregon, see Al Gilson's Article *Alvord Desert Adventure*, Nov. 2007 "Spokane Flyer"). While camping at Alvord, I managed to trip on a tent guy line and do a "face plant" on the desert playa (it's hard, not soft). Being prepared, I rummaged in the back of the airplane and found my "minimalist" first aid kit I also use for backpacking. Fortunately, my injuries were minor, I just looked worse for wear more than anything. Had things been worse, my backpacking first aid kit would have been totally inadequate.



Mark Zandhuisen will be speaking at our January meeting on first aid. Mark is a paramedic who has extensive flight medic experience, and is the current director of the paramedic program at Spokane Community College. Mark will discuss potential injuries that one might expect, what the common person can do to administer first aid, and what you should carry in a first aid kit. I've asked Mark to make a list for a first aid kit for a light airplane, keeping it less than 7 pounds and 1 cubic foot of volume.

I often fly over fairly remote areas as I transit the Columbia Basin or east over Idaho. I know I would be safer and fly more at ease if I carried an adequate kit and knew how to use it. Join us, it should be a great meeting.

CHICKEN WINGS

BY MICHAEL AND STEFAN STRASSER



Through special arrangements with Michael and Stefan Strasser, we are pleased to add the Chicken Wings comic strip to *Spokane Flyer*. For more strips, products, and offers, check out their website at: www.chickenwingscomics.com

Contribute to the SPOKANE FLYER!

Flown somewhere cool and exciting?
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Passenger briefing-It's required

by Susan Parson/FAA

You are probably familiar with the passenger briefings you hear on airliners, and you know that the regulations – (FAR 91.107)— require you to brief your passengers on how to fasten and unfasten seat belts and (if installed) safety harnesses.

That’s clearly important, but have you ever stopped to think about what else a truly “complete” passenger briefing in a GA aircraft should include? Here are few of those items:

Seatbelts: This is the item explicitly required in the regulations, so it is a good place to start your passenger briefing. The first is a duty to brief passengers on how the seat belts work. You cannot legally take off unless each person on board is briefed on how to fasten and unfasten their seat belt and, if installed, shoulder harness. The second requirement is a duty to notify passengers that seat belts must be fastened.

Fire Extinguisher: Fires can, and do, occur in GA airplanes, especially with engine starts— show your passengers where it is located, how to unlatch it from its mount, and how to use it in the unlikely event of a fire. **Exits:** Always include information on the location and operation of doors. **Traffic:** It never hurts to have extra eyes scanning for traffic, so brief your passengers to let you know whenever they spot other aircraft. **Talking:** Let your passengers know that they should not attempt to talk to you (except for traffic point-outs) during the busy takeoff/climb and approach/landing phases of the flight. **Questions?** It is both professional and polite to conclude by giving your passengers an opportunity to ask questions about any part of the flight.



This article was adapted from the FAASafety website. See the full article at: http://www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=14082

SMILE!

You're on the SFF (WebCam) TV Camera

Hidden in an obscure location in the Felts Field terminal building is a tough little workhorse. It’s the Felts Field Airport Camera.

This little unit fearlessly captures all of the action at our busy general aviation

field, taking a snapshot every 5 minutes and posting the image on the internet for the entire world to see.

Northwest Airlines pilot, and WPA Spokane board member, Tom Morris, regularly fires up his laptop in Japan, Korea, or China and clicks on the camera website to get a glimpse of the weather back home.



The camera is mounted in the offices of Inland Helicopters on the third floor of the SFF terminal, giving it a ‘birds-eye’ view of the taxiways, runways, and Fancher Beacon Hill. The view of the hill’s summit gives a good idea of the available ceilings for flight and being able to see some of the sky

shows the type of weather at the field.

The camera was made possible through a partnership with the Washington Pilots Association/Spokane Chapter, Inland Helicopters, and Felts Field Flyers Club LLC. The WPA provided funding for the camera, Inland Helicopter has graciously allowed us to mount the camera in their office and connect it to the internet through their account. Felts Field Flyers hosts the internet web page that holds the image.

Of course, any computer technology is not without a glitch or two. On occasion, the camera gets confused and “freezes up” with a partial image or no image set to the website. A quick ‘house call’ and the unit is reset and back up and running. One recent service interruption occurred when the Inland Helicopters network router that self-destructed. A quick trip to CompUSA (they were having a sale) and the camera was back online.

As this issue was going to press, the camera was being extra finicky resulting in some users not receiving the image unless they hit “reload” or changed the ‘cookie’ privacy level on their web browser. The chapter webmaster is on the case and will hopefully have the issue resolved soon

It’s easy to view the Felts Field camera picture—just point your internet browser to: www.feltsfieldflyers.com and there it is. The image is also available on the Washington State Department of Transportation/Aviation Division website at: www.wsdot.wa.gov/aviation/WebCam/FeltsField.htm. Both sites have associated links to the SFF weather information.

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Spokane Chapter

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Our adopted airport:

Lower Granite Airport Update

There's not much new news regarding the Lower Granite airport (00W). The WPA/Spokane Chapter is the official adopting organization for this field, located along the Snake River in Whitman County.

For those of you who have not visited this strip, it's a 3,400 foot long, gravel strip, in the shadow of Lower Granite Dam, on the shores of the Snake River.

The airport is located in a prime recreational site, with world-class fishing, a full-service campground, restaurant, and marina located adjacent to the runway.

Last May, members of the WPA Spokane chapter built a trail from the north runway threshold to the campground with several steps carved into the slope and a gravel surface to make it an easier stroll to the nearby facilities.

Over the last year or so, the WSDOT Aviation Division has funded some improvements at the airport. The runway was rolled to smooth out the gravel and a layer of "fogging" oil was applied to try to keep the gravel in place. There is still loose gravel on the runway, however most of the large rocks (three or 4 inches in size) have been pushed into the surface.

Lower Granite Airport is operated by the Washington State Department of Transportation under a lease with the US Army Corps of Engineers.



On short final for runway 14 at 00W

The airport was built in the 1960's to support the construction of the nearby Lower Granite Dam and has sister fields at Little Goose Dam and Lower Monumental Dam downstream toward the Tri-Cities.

In the recent Long-Term Air Transportation Study (LATS) performed by the WSDOT, the preliminary findings indicate that, "...the Lower Granite Airport provides access to limited recreational opportunities associated with the adjacent Snake River and could possibly serve a role in responding to emergencies associated with the Lower Granite Lock and Dam." The extended comment period for the study ended on January 4, 2008.

A major evaluation factor in the study is based on the current usage of the field. In its current condition, with the rough gravel surface, the strip doesn't see a lot of traffic. In addition, with the parking area located at the south end of the runway, secure parking for aircraft is not convenient for access to the campground and restaurant.

The Chapter is still committed to Lower Granite Airport and hopefully additional runway improvements can be made.

It is certainly a gateway to fabulous recreation in a beautiful desert and river canyon setting and an incredible asset to the flying community.

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Becky Patterson

1110 W. Park Place
Coeur d'Alene, ID 83814
E-mail: beckyp@regalavn.com

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