



SPOKANE FLYER

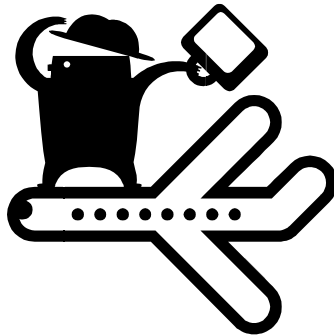


WPA NEWSLETTER

October, 2007

FAA to Pilots: Be Ready for ADS-B by 2020

The [FAA said](#) it wants all aircraft flying in controlled airspace to have satellite-based avionics by 2020, so air traffic controllers can track them using Automatic Dependent Surveillance Broadcast (ADS-B). The agency issued a Notice of Proposed Rulemaking ([PDF](#)) that says the equipment will allow controllers to handle more traffic more safely with less separation. "Aviation must take the big step into the next generation of technology," said Acting FAA Administrator Bobby Sturgell. "It's safer and more accurate. Satellite technology is here to stay." Pilots with ADS-B cockpit displays can see, in real time, their location in relation to other aircraft, bad weather and terrain. In Southwest Alaska, the fatal accident rate for ADS-B-equipped aircraft has dropped by 47 percent, the FAA said. Aircraft that don't fly in controlled airspace will not be required to have ADS-B avionics, the FAA said.



Under a contract awarded to ITT Corp. last month, ground stations for the new system will be brought on line across the country, starting in the East Coast, portions of the Midwest, Alaska and the Gulf of Mexico. Nationwide coverage is expected by 2013. The proposed rule is open to public comment for 90 days, and is scheduled to become final by late 2009. The FAA demonstrated the ADS-B system at EAA AirVenture in Osh-

UPCOMING EVENTS

WED. Oct. 17th

**Spokane Airways
Flight Center**

See pg 3 for directions

"ATC and you"

6:00pm Dinner

\$11.50 by O'Doherty's

Oct. 20th

SAFETY SEMINAR

Deer Park

9:30am

Contact: Dave Lucke

326-2599

See below!

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SAFETY SEMINAR:

THE NEW FAA WINGS PROGRAM AND RUNWAY SAFETY

Runway incursions pose a significant but unnecessary risk for pilots and their passengers. Understanding when and why runway incursions happen is key to preventing them. By studying the various factors involved, this program helps pilots recognize common pitfalls, avoid runway incursions and prevent needless accidents and scares. The program will start with a presentation on the New FAA WINGS program. The runway safety program will follow immediately. "Safe Flying Starts and Ends on the Ground"

WHEN: Saturday, October 20, 9:30 AM

WHERE: Deer Park Airport, (KDEW), Airport administration building located in the southwest corner of the airport.

For more information please visit FAASAFETY.GOV, or

Dave Lucke: DLUCKE@COMCAST.NET

2007 Veteran's Fall Foliage Flight

By Blake McKinley

September 24, 2007

The Spokane Chapter of the Washington Pilots Association held its annual Veteran's Fall Foliage Flight on Saturday September 22nd. Once again Mike Eller did a great job obtaining volunteer pilots and coordinating the event with the VA Hospital. This year the pilots were Jerry Baur, Duane Cocking, Mike Eller, Blake McKinley, and Bob Warner. On the ground, Duane Lukan and Dave Lucke coordinated tables and chairs and most importantly the food!

The pilots and the Veterans met at 8:30. There were a total of twelve 12 passengers, about 10 of the passengers were in wheel chairs and required assistance in order to get loaded into the respective airplanes. The VA sends out a great group of attending staff to load the Veterans into the airplanes. Many of these Veterans are in pretty bad shape and require oxygen constantly or medications regularly. Again the attending staff does a very good job of managing their patient's needs.

The weather was forecast to be broken to overcast, with winds 27 to 30 knots 6,000 to 9,000 feet out of the southwest. We departed about 9:30 as a flight of five. The general route took us from Felts to Bayview, ID on the south end of Lake Pend Oreille, then we flew along the shores of Lake Pend Oreille, turned east to follow the Clark Fork River to Noxon, MT, then we turned north to follow the Bull River up to Bull Lake then on to Troy, MT, next we turned west toward Bonners Ferry, then south to Sandpoint, at Sandpoint we turned west to follow the Pend Oreille River to approximately DIANN intersection, and finally turned south to KSFF. Our group flew between 3,800 and 5,500 feet for the majority of the route and enjoyed an overall smooth flight with some occasional light to moderate turbulence, this was much better than I expected based on the winds aloft forecast. It must not have been too bad as there were no complaints upon landing, only smiles and appreciation expressed by the Veteran's for the opportunity that our chapter provided.

After returning to KSFF, the Veterans were treated to lunch. Since the WPA State BOD fall meeting was being held concurrently, lunch was coordinated to coincide with our chapter event.

For those of you that have not had a chance to fly this route, I highly recommend it. There are a couple of tight turns and potentials for encountering a box-canyon, so study the route carefully before you fly and study the route carefully as you fly it. Overall this is a great low altitude mountain flying experience, and a real service to these individuals that served our country with honor to protect the freedoms that we enjoy!



Airline Lobbying Flying High Again

By Tory Newmyer,
Roll Call Staff

September 24, 2007

For the first time since Sept. 11, 2001, lobbying by the U.S. airline industry is soaring again.

But major carriers are learning that even with K Street as their co-pilot, they can't steer clear of turbulence on Capitol Hill. The biggest commercial airlines are losing the argument that corporate and private planes should do more to cover the cost of a multibillion-dollar revamp of the air traffic control system.

On Friday, the Senate Finance Committee rejected a proposal favored by the airlines to ease their share of the burden for the overhaul by raising taxes on noncommercial flights. The bill now mirrors a House-passed version that airline lobbyists contend is unfair.

Their lack of success so far is not for lack of spending. Top industry players in the first half of this year boosted their lobbying expenses by two-thirds, compared with their average spending since the terrorist attacks, according to a Roll Call analysis of Senate lobbying reports.

The airlines' half-year lobbying tab — \$11.3 million for the top seven airlines and their trade group, the Air Transport Association — is their heftiest ever, and marks the first time since their post-Sept. 11 tailspin that they topped the \$9.5 million six-month high they set before the attacks.

"People have budgets again," one commercial airline lobbyist said. "And we're facing some significant issues on the Hill."

The years since the attacks have been rocky for the industry. Airlines secured a \$5 billion cash infusion from Congress in the weeks after the attacks, but their stocks slid steeply as an already-dire travel slump worsened. United Airlines and US Airways filed for Chapter 11 protection. Laboring under legacy costs and struggling to rebuild capacity, Delta Air Lines and Northwest Airlines followed suit in September 2005.

In recent months, the troubled carriers have clawed their way out of bankruptcy. Most recently, in May, Delta and Northwest emerged from Chapter 11. But signs of a financial turnaround for the industry have been tempered this year by rising fuel costs and a run of bad press from widespread delays and cancellations.

Now, as lawmakers debate a reauthorization of the Federal Aviation Administration, the airlines are having a hard time finding support for their pitch to reshuffle funding for the nation's air traffic infrastructure — a result, several industry sources privately acknowledged, of waning goodwill from frustrated frequent fliers in Congress.

"It's a tough audience for the airlines," one aviation industry lobbyist said. "Members of Congress fly all the time. They know what it's like in the system."

Indeed, though hardly typical of his colleagues, Rep. Bob Filner (D-Calif.) is facing a misdemeanor assault charge and an ethics committee probe for an August scuffle with a Dulles International Airport employee after he grew irritated with a delay in retrieving his luggage.

At issue in the FAA reauthorization is how to pay for replacing outdated radar technology with a satellite-based system called the Next Generation Air Transportation System, or NextGen. Airlines want the FAA to move to a user-based fee system to help shift the cost to corporate fliers. David Castelveter, spokesman for the Air Transport Association, pointed to an FAA report that found commercial airlines make up 66 percent of air traffic but pay for 92 percent of the system. He said corporate planes, meanwhile, account for 16 percent of air traffic but pay only 7 percent.

Airlines are pushing a \$25 per-flight fee for every plane — commercial and non-commercial alike — they say would help balance the funding equation. The measure is included in a version of the bill approved by the Senate Commerce, Science and Transportation Committee but not in those passed by the House and the Senate Finance panel.

Chris Dancy, spokesman for the Aircraft Owners and Pilots Association, said his group is opposing user fees because they could make flying prohibitively expensive for its members. "User fees will kill general aviation," he said. Instead, the group backs increasing fuel taxes to pay for the air traffic update.

So far, those on both sides of the debate agree the commercial airlines are facing cloudy skies.

"The logic is there for the change," Castelveter said. "I can't tell you why Congress does what it does."

TO SPOKANE AIRWAYS FLIGHT CENTER: Take the Gieger offramp and exit towards the airport. Turn left at the first stop and then right at the big airport 'Corporate Park' sign. You will soon see a building ahead on your left that will have 'Flight Center' on it! There is a parking lot just before the intersection for overflow if you can't find parking near the building. See you there!



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Flying The G1000

By Jerry Baur

It was East Coast vacation time again, and again I took advantage of Dunkirk, N.Y.'s rental planes. I made a third trip to New Hampshire, (a later story) and I also got to fly a shiny new 2006 172SP with a Garmin G1000 installed (this story).

This was a planned event, so I prepared myself by watching the Sporty's video on the G1000 about 3 times before I left. I have also flown the plane Felts Aviation used to have with a Garmin 430 3 or 4 times. That wasn't the most thorough preparation around, but it was all I had available. According to the folks at Dunkirk Aviation most people prepare for their first flight by sitting in the cockpit for an hour or two with the plane under external power and the book learning how to use all the functions. I didn't get to do that, but the day I got back from my Flight to NH, I engaged the owner in some serious conversation about buying new airplanes, and the result was he took me over to a remote hanger where there was a shiny new 2007 model that he said he sold about 3 days previous. (His rental plane was out being flown.) We spent about half an hour playing with the knobs, but being in the hanger, the GPS would not lock, so lots of things did not work quite right. But I got a pretty good understanding of the functions not well covered in the Sporty's video for VFR flight. I scheduled a ride for later in the week with an instructor.

My flight plan for this flight was to fly from Dunkirk, N.Y. to Jamestown, N.Y., do a full stop landing, reset the navigation tools for the return flight and fly back to Dunkirk. Dunkirk and Jamestown are 25 miles apart, both are non-towered fields with two runways. I logged all of 0.9 hours for this flight. My instructions for the instructor were, "I think I know what I am doing, let me muddle my way though unless I have a problem". And that is pretty much what happened.

So what's it like? Well for you traditionalists, you won't like it much, but for you techie's like me, its heaven. The first thing you notice is that flipping on the power to check fuel and ATIS is not nearly as convenient in this plane, the computer has to boot before you can read the gages and to set the radio. And the check lists got a little longer. The standby power system has to be checked before the master is turned on, and after the master is turned on you have to wait a minute or so for the pilot's LCD screen to come up so that you have engine instruments. After that it is a usual fuel injected engine start. Then you get to turn on the Avionics switch and wait for a couple more minutes while the rest of the electronics boot. Enter the Altimeter setting, set the radios and navigation tools and its ready to fly.

So what's nice about this thing? Well everything is right in front of you, so no more switches over on the co-pilot's side of the airplane. The altimeter is set using a nice big knob with an easy to see digital readout. The HSI comes up knowing where north is because it uses an electronic compass. The GPS and the radios work exactly like the Garmin 430/530 except that there is only one set of radio knobs, they work the active radio. There are a lot fewer knobs because most of them do multiple functions. So the radio knobs only work the active radio, and the navigation knobs operate only the active navigation function. Because it was a beautiful sunny day, and the flight was way to short, I spent most of my time with my head outside the cockpit, so I did not spend any significant time looking at that huge artificial horizon. The skid indicator under the heading arrow was pretty cool though. And the HSI that replaces the old Gyro Compass was petty cool too, works exactly like the one on my Microsoft Flight simulator.

What's not so nice? Well I found the rolling digits on the airspeed a little disconcerting while landing. I am sure I could get used to this though. I also would like the engine instruments on my side of the panel always. You can force this, but the map goes away when you do. I found not being able to set the frequencies of the standby radio annoying too, but it is possible I just did not know how to pull that off correctly (the instructor didn't know either). I also found that map over on the co-pilots side harder to read then the universal display on top of the radio stack in the model I have been flying to NH. On the other had this display is much bigger, and shows more stuff like Mode S traffic, terrain, lightning, and weather. Once the instructor pointed out the traffic on the screen I could see it, but it was hard to find from the pilot's side. I did not get a