



## Spokane Chapter

# SPOKANE FLYER

## NOVEMBER 2009

### NEXT CHAPTER MEETING

WEDNESDAY  
November 18, 2009

6:00 P.M.

Marie Callender's Restaurant  
2111 N Argonne Rd.

Special Guest:

Dr. Chris Taylor  
Asst. Chief Flight Surgeon  
FAA Northwest Mountain Division

"How to stay healthy and keep your  
Airman Medical Certificate"

### Chapter elections coming up in November

WPA/Spokane Chapter Board elections are on tap for our November meeting. Nominations were taken at the October general meeting.

On the ballot for President-Elect is John Townsley; Secretary, Carolyn White; Treasurer, Dave Lucke; and Past President, Tom Morris. Duane Lukan moves from President-elect up to the top spot and Marc Ruggiero retains his position with two years left on his term.

Vying for the two open positions are: Marion Heale, Jim Leighty, Geoff Scott, and Ralph Wilfong.

Terms for Gary White, Jerry Baur, and Al Gilson expire at the end of 2009. Gilson has agreed to stay on the Board in a non-voting, ex-officio, capacity in order to continue producing the newsletter and website.

Please attend the November 18<sup>th</sup> meeting to vote in this election and to show your support for our officers that keep our chapter on the move.

### "Contaminated surfaces" can be tamed by Geoff Scott

Last year, my instructor and I were flying up to Deer Park on a crisp morning that had been moist the night before. Our intention was to go fly "the race track" at DEW and return after a few short and soft-field landings. Imagine our surprise when, upon arriving a few miles south, where we expected to see Deer Park's trademark "A" shape carved into the snowy fields, we could find only a long white patch with three little "marks" trailing a serpentine



near the center line, like fingers on a chalk board. What seemed as a slight mist in Spokane, had fallen as very wet three inches of snow in Deer Park, and we would be "number two" on arrival this day, should we choose to attempt it.

My instructor Dave, wasn't sure the little Cessna could handle it, but I told him I'd rather learn now instead of after getting myself into a situation alone someday in my own aircraft. So, he agreed to let me try that contaminated surface; and we became the second, slightly smaller, set of tracks to touch that runway! Treating it like a soft-field, we landed on our mains first and I held the nose up as long as possible. The reduced tread of our trainers' left wheel allowed a slight sliding to the west with the stiffening right crosswind (Runway 34, winds were 030@10), and I was doing quite a rudder dance to track centerline while slowing, using the friction of the slush and snow itself to slow down.

What a workout! It was a great challenge for a student pilot with a positive outcome, and we would go back and do it two more times to further engrain the brain.

SWA Flight 1248 at Chicago's Midway, however, on December 8, 2005, did not enjoy such a pleasant experience, as we know. Poor braking (tested by a pickup truck), tailwinds, and a failure of the crew to properly account for available runway, all lead to a well-publicized fatal overrun.

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### Felts wiring project wrapping up

by Larry Tobin, Spokane Airport Tenants Association

Here's an update on the rewire job going on at SFF for the last six months.

When the new signs went in two years ago they discovered the 1930 wiring in the ground was not adequate for the new load. This involved digging up the old wire, pouring new vaults, and rewiring the total airport.

By the way, for those confused by the green painted area near the end of runway 3R, this is a traffic divider for taxiing traffic. It is not a run-up area. If you are taxiing SW on Bravo and reach that area, go left around it to go to 3L via Alpha and to the right to go to 3R. The first 500 ft. of 3R is now taxiway Echo and the runway starts beyond the lines. Thanks for your patience during this time and hopefully this is the end of construction on the field for some time.



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**SPOKANE FLYER**

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

**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 Wednesday of every month.

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**President's Message: Tom Morris**

We are entering the fall and winter season and with colder weather upon us it is time to change the oil in your plane to a lighter weight or rely on the multi-viscosity lubricants. Our Deadline for the WPA Scholarship applications has closed, and we have a number of applicants to choose from. We are looking forward to meet and hear from Dr. Chris Taylor from the Seattle office of the FAA. Dr. Taylor's topic at our next general meeting will be of great interest to those trying to keep a FAA Medical in their pocket.



The Annual Benefit Auction has been scheduled for February 27, 2010 the Comfort Inn, (formally the Shilo Inn). Elections are coming up at the next general meeting, nominations are in and the voting for positions will be held at the meeting. There will be a board meeting in December but, as in the past, no general meeting is planned.

The Recreational Aviation Foundation (RAF) has asked to be our program speakers at the January general meeting. They have been very instrumental in keeping and getting back country strips opened and available for our use. Based in Bozeman, Montana, they have started to get more RAF chapters organized in other states. They will be here to tell us more about the organization and what they have been able to accomplish in a rather short time. Please plan to come and hear what we can do to help protect our strips.

Please continue to look for benefit auction items that can be offered at our banquet. As we move into the holiday season, we, the Board of Directors and I wish you the very best. Please donate to those you can help. The harder the times are, the MORE your donations mean.

Happy holidays and safe landings. Tom.

**Mark your calendars for the 2010 banquet**

The 2010 WPA/Spokane Chapter Annual Banquet and Benefit Auction is just around the corner. Mark your calendars for Saturday, February 27, 2010.

We'll be on the top floor of the Comfort Inn/University District for our annual extravaganza. With a breathtaking view of the Spokane skyline, this will be another great event with a sumptuous meal and informative program.

Our keynote speaker is Dave Voetmann, one of the visionaries behind Quest Aircraft and their remarkable Kodiak airplane. We'll get the inside story on the development and construction of this incredible airframe.

Tickets will be available in January. Stay tuned.

**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](http://www.chickenwingscomics.com)



**FOLLOW-UP**

**Instrument approach encounters VFR traffic**

by Rick Harber

In the August 2009 issue of Spokane Flyer, Dave Lucke related a story of an approach into Skagit Regional Airport in Mt. Vernon, WA. He and Blake McKinley were on an instrument approach into the field, and when they broke through the ceiling, they encountered an aircraft in the pattern.

Through some expert airmanship, Dave eluded the Cessna 180, landed safely, and completed his return journey to Spokane. But....who had the right of way? And why was there another aircraft in the pattern when conditions dictated an instrument approach?

On the Seattle Sectional there are a number of airports that are in Class G airspace with Class E beginning at 700' AGL. This means that a VFR pilot could be operating at or below 700' AGL, with one mile visibility and clear of clouds, in an aircraft with no radio, and still be legal.

These airports include: Arlington, WA (AWO), Burlington/Mt. Vernon, WA (BVS), Deer Park, WA (DEW), Ellensburg, WA (ELN), Friday Harbor, WA (FHR), Hermiston, OR (HRI), McMinnville, OR (MMV), Puyallup/Pierce County, WA (PLU), Richland, WA (RLD), and more.

According to Bill Buck of the FAA's Western Service Center, FAA Order 7400.2 requires both communications capabilities to the ground and weather reporting capabilities for a Class E surface Area to be established. Deer Park meets both the communications and weather requirements however, there had previously been no action taken to establish a Class E Surface Area. He reports that Skagit Regional does not have adequate communications and so they cannot establish a Class E Surface Area there.

The real answer is as always: Be alert and be aware. Let's be careful out there!

**General Aviation is the way to go**

by Marc Ruggiero

Helping Mom

At the end of September, I flew down to Twin Falls to help my mother get to Boise for back surgery. I had not flown a long cross country for a long time, and when you have access to a light airplane and the weather is cooperating, it beats taking the airlines and renting a car. She lives in Jackpot, NV, which has a nice strip, but it was to be closed during the time of my visit. So the plan was to fly into KTFW and rent a car (Reader Aviation was great).



What great weather we had at the end of September! I departed on Thursday the 24<sup>th</sup>, going through Baker City, OR. I picked up 15 gallons and completed the trip, keeping to the mountains east of Boise to stay out of their way. The A10s were up, and the Oregon National Guard F15s are stationed temporarily in Boise, so it was busy down there. I just did what the controllers told me to!

Friday the 25<sup>th</sup> we left Jackpot in the car, piled into the plane at Twin Falls, and left for BOI. We landed, parked at Western, and borrowed their crew car for the short trip to the hospital.

The surgery went fine, I stayed in hospital for two days while things took hold, and we departed BOI on Sunday. I loaded the patient into the passenger seat and found out that the seat reclines! I've never had a need to find out, but it was a nice discovery for back comfort. We arrived in TWF with no problems; got the car from Reader Aviation again, and drove down to Jackpot.

I was going to leave on Tuesday but I had been watching a cold front for two days, and it was going to come through on Tuesday. So I left Monday from TWF (6200' density alt) for SFF under beautiful weather, going through the Frank Church wilderness area and very rugged river canyons. Nice arrival at SFF, put the plane away and went home. The next day the front came through and the weather changed dramatically—Jackpot/Twin Falls got snow on Wednesday.

Overall, a great trip with good utility and great scenery, not to mention time with family. I am thankful for being able to fly GA!

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For more info on the seminar, please go to [www.faasafety.gov/wings](http://www.faasafety.gov/wings) and click on events or call us at 509-534-7371.

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**Spokane Chapter**

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**Contaminated Surfaces** continued from page 1

As a result, the FAA released an updated Operators Bulletin; SAFO 06012, basically accounting for contaminated surfaces. For example, the FAA recommends adding 15% to the distances required in your POH.

A pilot should remain diligent and not bring any excess speed into an approach or flare on a contaminated surface. The WRONG numbers add up fast: take your average 68kt approach speed in a basic fixed-wing... that's 113 feet per second. You take any deviation from setup, such as a two knot tail wind, an additional 10 feet above the threshold, a delay of a flare for a SECOND (another 113 feet) and you've already thrown out "the book". Delay that flare for 5 seconds to "soften your landing" (FAA recommends a FIRM touchdown for improved braking action) and you're adding 565 feet to your arrival point. And so on. So, better to "fudge high" (at least 15% greater than listed in your POH) than to say "oh, fudge" as you slide off into a wild-white puff of powder snow, don't you think?

Check out the information online at: [www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/safo/all\\_safos/media/2006/safo06012.pdf](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/all_safos/media/2006/safo06012.pdf).

Winter flying is fun, but landing on contaminated surfaces without some extra TLC can really ruin your day.

(Geoff Scott is a fairly new private pilot and self-admitted weather geek. Contact him at: [geoffscott@aol.com](mailto:geoffscott@aol.com))



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**SFF Tower controllers meet the pilots**

Spokane Felts Field tower controllers Doug Hutton and Celia Johnson were our special guests at the October meeting.



Doug and Celia explained some of the special challenges they have working the ground and airspace around this busy general aviation field.

They praised the pilots at Felts for being a great group to work with, especially during some of the very busy traffic periods. With 300 aircraft based on the field, heavy training traffic, and parallel runways, the two controllers felt that the pilots do a very good job in helping them keep the pattern and ground traffic safe.

It was great putting names and faces to the voices we hear over the radio. Of course, Doug and Celia insisted that pilots in the audience introduced themselves with their name AND aircraft tail number so they also could put faces to the airplanes they see from the tower.