



# The EAA Chapter 79 Newsletter

*"All the News That's Fit to Print about Airplanes"*

P.O. Box 11132 Spokane, WA 99211-1132

www.eaa79.org

March 2011

## Chapter Meeting (at new clubhouse):

Friday, March 11, EAA 79 Clubhouse, Felts Field  
Meeting at 7:00 p.m. Doors open at 6:00 p.m.



This month's program:

## Fire Fighting Aircraft, TFR's and Why You Should Avoid Them With Harlow R. 'Bud' McConnaughey, USFS Supervisory Aviation Specialist



Bud will cover several topics related to wildland fire fighting that will equip you to fly safely when wildfire TFRs dot the landscape. Bud will discuss the following topics:

- Aircraft types and uses in wildland firefighting
- Description of aerial fire retardant, composition, and environment considerations
- Fire Traffic Area, what is it, how does it work, communications
- Temporary Flight Restrictions (TFRs) for wildland fires, why do we have them, when do we request them, ordering considerations, ceilings, hours of operation, contact names/numbers/frequencies for entry, and most common intrusions.
- Helpful hints for pilots reporting smoke

There will also be ample time for questions and discussion.

### LAST MONTH'S MEETING

#### FLYING IN A WIRE ENVIRONMENT WITH DAVE HOLMES

Dave gave a great presentation on flying around wires, towers and other stuff. Of particular interest was the history he presented on WWP and how they struggled to sell electricity in the beginning. They even gave away electric appliances to encourage people to sign up for electric service. With such little demand for electricity in 1890, there were not very many wires strung around the country side. Of course, there were not too many airplanes that needed to worry about crashing into them. Today is quite a different story, and all pilots need to be aware of what wire hazards and towers may lie in their flight path.



In this month's issue:

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### UPCOMING EVENTS

Next Chapter Meeting  
Friday, April 8  
Sports Aviation Safety  
"Amateur Built Aircraft"  
With Jean Mpouli, FAAS Team

Saturday, May 14, 8:00 am  
Young Eagles Rally  
EAA 79 Clubhouse

Wednesday, June 1 thru Sunday,  
June 5.

B-17 Aluminum Overcast arrives. Included in weekend activities will be Airport Appreciation Days. The airport will be open to the public. Stearman Fly-bys, static displays of homebuilts, and more.

Saturday, June 11, 8:00 am  
Young Eagles Rally at clubhouse

July 6 thru 10  
Arlington Fly-In

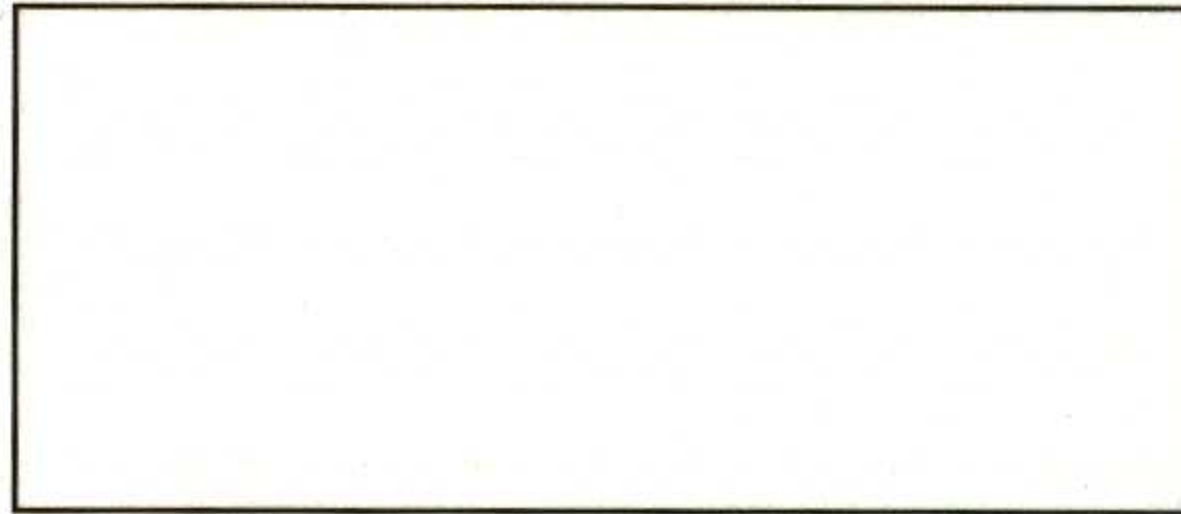
Saturday, July 16, 8:00 am  
Biplane Fly-In  
Felts Field



EAA Chapter 79

P.O. Box 11132 Spokane, WA 99211-1132

E-mail: [news@eaa79.org](mailto:news@eaa79.org)



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### **Chapter Business**

**B-17 IS COMING JUNE 1**

**Clubhouse - We have moved!**

Projects—Bill Abel restoring a 1928 Stinson SR-2, Addison Pemberton getting close on his WACO, John Labbe working on his VP-1. Bob Lambeth finished top overhaul on O-300 in his C-172. Paul Bonasera working on Zenith 750. Neal Powell flying his new RV, Christian Sturm flying his new Super Cub, Matt Strohmeyer making progress on his RV. Don McIntosh flying his Kitfox. Ron Garnes has a new Cherokee.



**Bill Abel**  
**EAA 79**



Greetings all, It's March already and It seems I'm turning the aircraft picture pages on my calendar before I'm ready.

As the weather improves, more people are taking their aircraft out more often or perhaps out for the first time this season. The first issue of Sport Aviation this year addressed safety issues. A newsletter that I get, "Safety Wire," was also focused on safety. The safety concern of the EAA, AOPA and the FAA is currently centered on the flight realm and not maintenance or construction as much.

Before we start the soaring season the club members gather for a 3-4 hour ground school session and a chance to discuss anything safety related to our operation. I was asked at one of these sessions how often we discuss safety on my construction site. My answer: Every Monday at noon! My current project for the Port of Entry US Border folks is EVERY DAY at 9:30. It works on the construction site, and I believe there is something to this effort.

I started to review some statistics and found that there is a great number of factors that can be argued one way or another that skew the outcome of the studies, but the bottom line is General Aviation, Experimental aircraft, Ultra light aircraft, and Glider community all have Safety issues that are the center of attention of the FAA

I flew for years without having to know any regulation about fuel requirements except the IFR requirements. Good judgment sufficed for safe flight. Following a number of fuel starvation incidents we now have paragraphs in FAR Part 91; one for IFR, one for VFR fixed wing, and one for Helicopters, for fuel requirements. Many FAR's result from this kind of lack of judgment.

"Maneuvering at low Altitude" is at the top of today's graphs for fatal accidents. This includes buzzing, turns to final from base leg, aerobatics at low altitudes, flying a low pass over the runway and pulling up into a high speed stall, etc. Fatal accidents are the ones that get the discussions going with the FAA. "Fender Bender" incidents don't get the same attention, some of those are high in training model aircraft as opposed to Beech 99's.

"Fuel Exhaustion" is still on the graph as a contender for a notable percentage of both fatal and non-fatal accidents. This statistic is running somewhat neck and neck with "VFR into IMC" (Instrument Meteorological Conditions—Weather), and "Midair Collision".

Somewhat less is "Inadequate Preflight", "Contaminated Fuel", "Carb Ice".

What I'm trying to point out here is that we have control over these noted items while operating our aircraft and can avoid this and so did those that help create these

statistics.

So, my challenge to everyone is this: Check yourself on safety items.

Can you, sitting alone in your aircraft at the tie down, with no one around to distract or judge you,

1. Perform emergency procedures for: Rough running engine, Engine Out, Fire, Electrical failure. This performance should be a smooth flow in proper sequence with ability to announce each step and what to look for with each action.
2. Recite minimum and maximum oil level for engine operation, tire pressures for your aircraft, visual strut inflation parameters.
3. Call out or write down, all your V-speeds for your aircraft.

Review the Emergency section of your POH to help with this exercise and if you built your own aircraft, read and borrow the applicable information for your own aircraft POH.

We all have the power to keep these statistics in check and lower them. Keep the rule making from adding more items for us to satisfy by staying safe out there.

Bill Abel, Flight Advisor , TC



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## The Ultimate Compliment



We all appreciate it when we receive a compliment regarding the airplane we have built or restored. Some builders get so wrapped up in their projects that the accolades they receive become everything to them. A person only has to attend one of the many fly-ins to witness these proud builders. There they are, standing next to their projects, beaming with pride and anxiously waiting for the next passerby to stroll by and make a favorable comment. Some builders become so consumed that seeking the "best builder" or "best restoration" trophy becomes an obsession.

Once you start showing off your completed project, you begin to recognize the sincere compliments from the token ones. If the guy doling out the praise is the real gabby type, who may have been well suited to have an occupation as a disc jockey, then his favorable comments are probably mostly B.S. Confirmation of this is readily available if you just watch him stroll to the plane parked next to yours and begin to spew out the same insincere droll. You may even feel a little betrayed, thinking that somehow your project touched a special place in his heart. However, if the observer is an old timer, who undoubtedly has flown around the patch a few times, his subtle grunts of approval can mean everything. Typically, he will do his causal walk around, while doing more looking than talking. He probably won't say anything more than "not bad." But these two words can send a warm feeling of accomplishment and approval through your hungry, flattery starved nervous system.

All during a project, the builder's mind is always thinking of the details....the details that will make his project stand out. Top on the list is unquestionably the paint job. Color selection is important. But also the pattern, striping, trim, emblems, etc.—these all work to embellish the final product. I recall once at Arlington, two identical little aluminum sport plane homebuilts parked next to each other. One had a very attractive red paint job handsomely trimmed with black. The other was painted like a zebra. GAWD that thing was ugly! They didn't even look like the same airplane, but yet the air-

frames were identical.

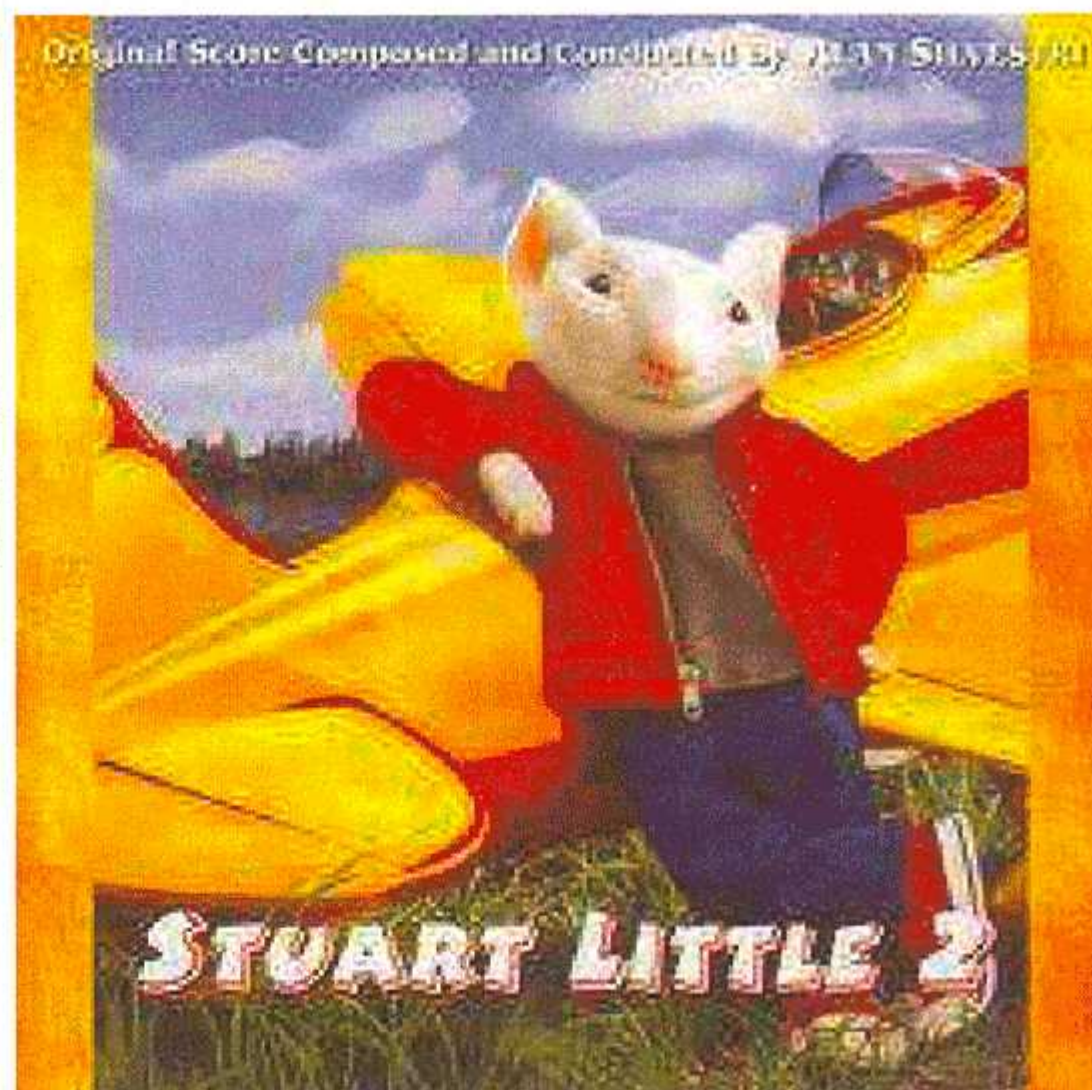
And of course there are other details that define the appearance of a good project, such as interior, beautifully varnished wood, polished metal and an absence of dirt.

When my son was young, we generally read picture books about airplanes at bedtime. This was great for me, since I was always looking at the various paint schemes with the thought in mind, "how would I paint my airplane when the time came?" A lot of these books were filled with great photographs. Others were children's books that often had great artwork of airplanes. I recall one that featured a little mouse that liked to fly model airplanes. Out of all the pictures we looked at, I always found myself returning to the bright yellow and blue scheme used on old military trainers. The wings and sides of the fuselage were adorned with large American stars. Not only was this a nice flashy paint scheme, it had a vein of patriotism associated with it.

One nice thing about EAA is our commitment to turn kids onto the wonder of flight. Many pilots always enjoyed doing this on their own long before the creation of the Young Eagles program. Last summer I hired the sixteen year old kid who lived down the street to mow my lawn every week. One day, after finishing with my lawn, he asked me, "what ever happened to that airplane you were building in your garage?"

"I finished it," I told him. Then I could see his eyes grow bigger and rounder with anticipation. "Would you like to see it?" I asked.

We jumped in my car and headed to the airport. He followed me through the hangar doors until we stopped in front of my little plane. He paused, looked for a minute, and then gave me the ultimate compliment that I have ever received regarding my plane, "WOW, it looks like something Stuart Little would fly!"



## Chapter Member Profile: Larry Tobin



By Marian Heale



Larry Tobin is an expert on Felts Field. He should be. Starting in 1890, Larry's great grandfather homesteaded 160 acres, which encompassed a large portion of what is now EAA Chapter 79's home airport.

Larry was born in Seattle, however, his parents were from the Spokane area, and they returned to Spokane shortly after his birth. He grew up in a home two doors west of the now Knipprath Cellars Winery on Commerce, just west of Fancher and South of Rutter Avenue. The original homestead was close to the river, but that home burned in 1900. The family then built a home at Fancher Way and Mansfield that would remain in the family for 100 years. Larry says the one thing that has never changed about Felts Field is the hand washer in the men's lavatory in the terminal building. Incidentally, there is also one in the women's bathroom, which continually confuses those who have never seen that type of sink.

Larry came from a family of railroaders and flyers. His grandfather and several uncles were pilots, and his father worked for the railroad. Larry's first flight was when he was five years old, on his mother's lap with his Uncle Frank at the controls.

As a young boy, Larry walked the railroad tracks from his home to Orchard Center Elementary School on Buckeye Avenue. At that time, there were numerous airplanes from WWII in various states of repair parked all over Felts Field. Larry said he and friends spent their time playing in and around the airplanes, in and around the Spokane River, and climbing the hills on the North side of the river from Felts. He also swept out hangars in trade for airplane rides. Although he did try a few other lines of work, all Larry ever really wanted to be was an airline pilot.

When Larry was in the fifth grade, his family moved to Pasco. After graduating from Pasco High School, Larry spent three years in the Army Reserves and six months active duty to complete his military

obligation.

Larry began taking flying lessons in Pasco in 1963. In 1964 he obtained his private, commercial and instrument ratings, and in mid-1965 went to work for Flying Tiger Airline where his older brother also worked. While at Flying Tigers, Larry earned his engineer's ticket, qualifying in a CL44, a 4-engine, swing-tail freighter. After six months with Flying Tigers, Larry took a job offered by TWA, thus beginning a 31-year career as an airline pilot. He was 23-years-old, and had a total of 210 hours.

Larry's career with TWA started as a Boeing 727 flight engineer. After two years, at the ripe old age of 25, he checked out as copilot in a Boeing 707. In 1979, Larry achieved the rank of Captain in a Boeing 707. Over the 31 years he flew for TWA, Larry piloted the 707, 727, 747, 757, MD80, DC9, and the 767. He retired in 1997 with 24,000 flying hours.

In 2002, Larry applied for, and was hired by The Collings Foundation. He flew their B-17 and B-24, touring the U.S. for two years, selling rides and keeping the legend of The Flying Fortress alive. Collings has the only flying B-24.

Larry began refurbishing airplanes in 1967 when he bought a J-3 Cub that needed recovering. At this time, he is on his second J-3 Cub which he uses to fly Young Eagles. Larry has also restored five Stearman, including the C3B, the oldest flying Stearman. He purchased the C3B from Skeeter Carlson after two years of negotiations. When the dust settled, Larry had the airplane, and Skeeter had a restored Model A Ford, some monetary consideration, and the promise of trips to Galesburg, Illinois and Blakesburg, Iowa, the two Superbowls of Stearman Fly-Ins. Those trips were taken in 2006.

In 2008, Larry took the C3B on an Epic Mail Flight with Addison Pemberton and the Boeing 40C. After facing all the difficulties of flying 1920's era open cockpit, one-of-a-kind aircraft from New York to San Francisco, Larry lost his engine at 2,000 feet over the Columbia Gorge. He went from 2,000 feet to "In the trees" in 50 seconds. For a guy who told Addison, "I'm dead", he is in very good shape. Seconds after the crash, with Addison circling overhead, Larry said, "I'm OK; I'm getting out." It was evidentially a surprise to both of them. Larry said that is the only time he has ever purchased hull insurance, and the only reason the C3B is now being rebuilt. It will take to the skies again in May.

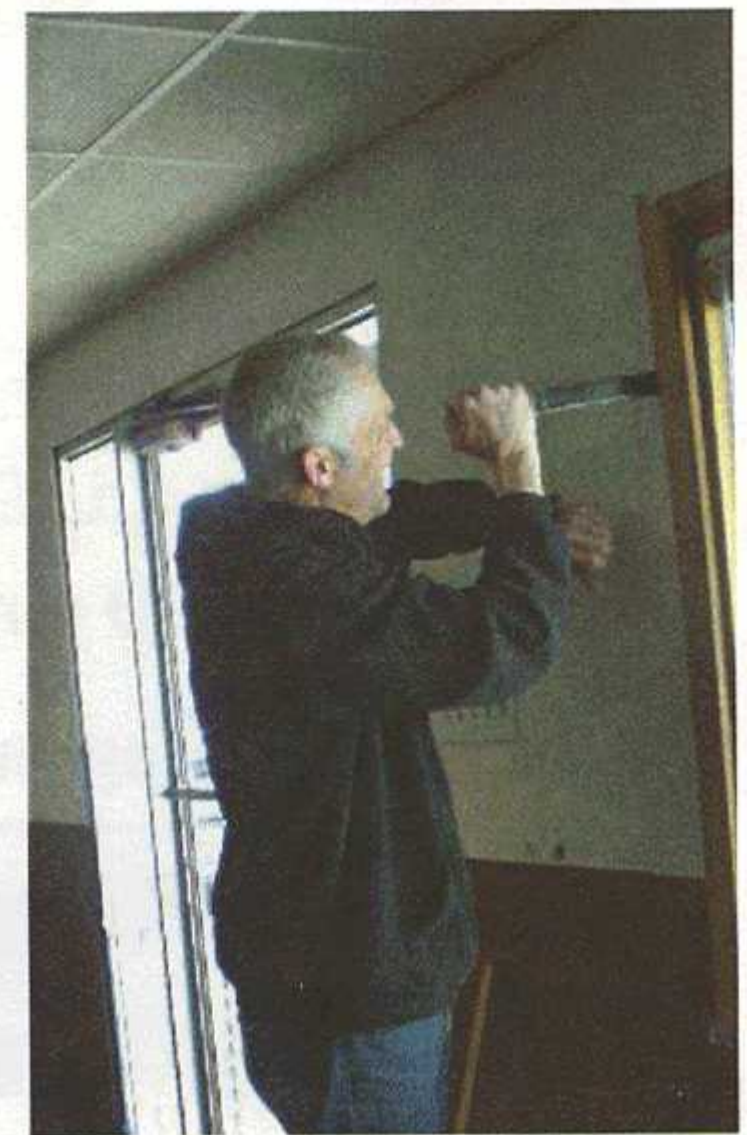
Larry's wife Barbara is not a pilot, but is very comfortable in the air having been a flight attendant for 26 years with TWA. He has three grown children, a son and two daughters. Larry is at his hangar at Felts Field every day from 7:30am to noon working on whatever project he has at the time. His advise to other builders is to get something done every day, even if it is a small thing. That's the only way they ever get finished.

**THE PREZ SAYS**

We are in the new Clubhouse. The great turnout of volunteers on the last Saturday of February helped transport the majority of our equipment and aircraft from the old hangar to the new. **IT WAS A GREAT TEAM EFFORT, & IS GREATLY APPRECIATED.** John Beacher volunteered to man the clubhouse this last Saturday and got us a new member. We are going to be needing more volunteers on Saturdays to tell people about the chapter and allow the maintenance & project personnel to remain focused on their tasks. We have lots of exciting things starting to happen and many tasks remaining as we get settled in our new home. Our first Young Eagles Day will be 14 May 2011. Get with Jamie or Tracy Aitken and volunteer. Chapter 79 is back, bigger, better, & stronger. Hope for an early Spring & a gorgeous summer. See you at the field. (KSFF). Ron Garnes



Walley Ware stopping for a photo op as he is moving a big heavy desk.



Jaimie Aitken and his wife Tracy have been putting in lots of hours painting and fixing up at the clubhouse. The Young Eagles office is turning out awesome.



Ron Garnes hard at work painting the display cabinet that was built by Bill Abel.



Larry Tobin helping out on moving and setting up the new clubhouse.

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