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**RSVP for Dinner  
by 1/2/2009**  
[www.wpa-paine.org](http://www.wpa-paine.org)  
or call  
**425-388-5125 ext 6**

**Please note the change in  
e-mail address for the  
Newsletter Editor**

**Next Newsletter deadline:  
January 18th**

**[Editor@wpa-paine.org](mailto:Editor@wpa-paine.org)**

**submission specs available on  
our web site**

## President's Message *by Les Smith*

And so a New Year is upon us. I hope the holidays are all that you and yours wish for.

With the New Year comes the opportunity for resolutions. Sometimes they reflect a determination to stay the course held with a resolution from last year. Sometimes they offer the opportunity to "turn the page". Either way – I want to ask a favor. Would you add one resolution for me and all your fellow pilots? Please make a pledge to give your volunteer support to the WPA this year. There are lots of ways each of us can tap into the talents and skills we have and apply them to the success of the Chapter.

Like the Social aspects of membership? Volunteer to be a sponsor and contact a new member to make sure they know of upcoming meetings and events. Join a Saturday morning Flyout. Help organize an overnight Flyout to a favorite Pacific Northwest destination.

Prefer the Outreach aspects? Join in as a volunteer for General Aviation Day, which promises new opportunities this year. Help out with Toys for Tots. Got a friend or acquaintance that loves to go for rides? Utilize AOPA's Project Pilot to get them into the left seat.

How about Education? Do you enjoy sharing what you know? Our Aviation Academy is a proven method of planting the spark of a lifelong hobby or vocation in a young person. Make a suggestion for a topic for one of our Owner Maintenance Seminars. Help support organizing an IFR refresher next fall.

Finally - and maybe most importantly - Advocacy. I don't want to circle the wagons, but there are entirely too many factors at work presenting challenges to the freedoms we enjoy in the sky. Each and every one of us are soldiers on this front. Write letters, call or visit your state and national representative.

Any or all of these may be outside your comfort zone. Just remember that moving yourself beyond your comfort zone carries some risk, but offers great reward. Think back to the time you looked to the skies and said, "I want to be up there!" It took some effort. It took some risk. But boy oh boy - hasn't it paid off in spades?!

Happy New year, everyone!



## Jan 9th General Meeting and Program: PAE Aiport update

Dave Waggoner will give his yearly update of what's new at the airport and what's coming in 2009



Back to Sno Isle Skill Center, remember RSVP needed for dinner. Who is really coming to PAE and how is it going to affect us? Bring your questions.

# Christmas Party Review

## 2008 Award Winners

From Left to Right

Sponsor of the Year - Russ Keyes

Sparkplug of the Year - Steve Waterman

Pilot of the Year - Les Smith



After working in the bitter cold hangar, Grandpa reads a story about the night before Christmas to his grand daughter.

Thanks to Grandpa (Dick Kinnier) and Grand Daughter (Jan Kinnier) for sharing their story, written by Jerry Miller.

This year's party filled the banquet room at Shawn O'Donell's Irish Pub and Restuarant. Great food, Great door prizes, Great Entertainment and Great company!



## Thank you to our Door Prize Donors:

- Wine 101, The Gathering Place
- Regal Air
- Crown Aviation
- National Aviation Supply Inc. @ BFI
- Castle and Cooke Aviation
- Northwest Aviation Center
- Jay Spenser, Author, see book review pg 3
- Dave & Kelly Van Horn
- Private Quarters Comfort, MyPrivateQuarters.com

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## Big Thanks to the First Great Elf!

There would not have been a party without the First Great Elf!



2009

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## Flew to Magee, Idaho (S77) over the 4th of July weekend in my Cherokee 180.

by Mark Henninger,

Magee is a backcountry strip in the Idaho panhandle about 23 miles East of Coeur D' Alene. Although not located in a Wilderness area, it is remote enough to have a feeling of "getting away from it all". There are a couple of Forest Service Roads that border the airport but even on a holiday weekend the traffic was light. The strip is grass (more like tall weeds) and is in reasonably good condition (a few small loose rocks here and there). It is cut a couple times a year but is not watered. The runway length is reported as 2450 x 150 with a displaced threshold of 300 ft. for Runway 18. The runway is basically flat.

When I was there you could go about 150 ft. passed the displaced threshold markers for takeoff. Anything beyond that and you'd be in the mud. There are 7 tiedowns on the airport with chains. Four are at the Southeast end and three are on the West side by a large tree close to the center of the runway. There is room for additional airplanes just past the runway edges. By the large tree there are two picnic tables, a fire pit, an outhouse and a water outlet. If you plan on camping this is the spot you want to tie down. Besides providing shade the tree is a convenient place to hang your food. I was told that bears frequent the area occasionally but I didn't see any while I was there. There are quite a few deer in the area and they like to hang around the runway.

One morning there were a dew deer grazing just West of the runway 18 threshold. A guy in a Supercub was coming into land. I called him on the radio and told him about the deer just west of the runway. Right when he started to flare the deer got spooked and bolted right for the airplane. From my vantage point I thought they were going to collide. The pilot saw the deer just before he touched down and popped the airplane back up in the air. The deer turned and headed back the other direction after it's close encounter. I asked the pilot if he thought there would have been a collision if he hadn't popped the plane up a few feet. He said he wasn't sure but it would have been close.

There are a couple of hiking trails near the airport if you want to get a little exercise. One is only about a 1/4 mile South of the airport (trail 700). It's a relatively short loop (maybe a mile and a half or so) and goes up a couple hundred feet. There's another trail (trail 325) about mile South off of Forest Service Road 422. It goes to Lamb and Boundary Peaks. You gain most of your elevation on the first mile or so of the trail (almost 1500 ft). After that is pretty much levels out. You can also get some nice views of the valley from just walking along the Forest Service Roads particularly going South on FS Road 422. The creek that runs through this valley is on the East side of the airport. Just following the creek a little ways is a nice way to spend some time. Oh, and make sure you bring some bug repellent. The mosquitoes were pretty bad at times while I was there.

Overall Magee is a nice and relatively easy backcountry strip to fly in to and surprisingly doesn't get a whole lot of traffic. There are no major obstacles on approach. The valley is wider to the North so unless the winds dictates otherwise most people land on 18 and takeoff on 36. Elevation is 3002 ft. so be cautious of density altitude. As with most backcountry strips it's best to plan for morning/early evening departures and arrivals.




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### The Airplane: How Ideas Gave Us Wings (Hardcover) by Jay Spenser: Excerpt of review from Amazon.com

I picked up Jay Spenser's "The Airplane: How Ideas Gave Us Wings" at the airport (how appropriate), and I haven't been able to put it down. Fans of James Burke's "Connections" will find much to like about Spenser's approach. Rather than setting out a chronological history of flight, Spenser explores the history of the airplane's component parts: fuselage, wings, empennage (tail assembly), controls, flight deck, landing gear, propulsion system, cabin comforts and system integration. The book is a bit redundant in spots, but that's to be expected given the overlapping nature of some of the discoveries involved—it's a small price to pay for a refreshing approach to the oft-examined history of flight.

Spenser explains all sorts of interesting things, like why biplanes looked the way they did (it has to do with the Australian invention of the box kite), why the Fokker DVII fighter was the only airplane to be specifically mentioned in the Treaty of Versailles that ended World War I, why jets have swept wings, why flaps are used to increase the size of an aircraft's wing on landing, and how the pioneers of aviation learned by trial and error (sometimes fatal error) to design and build aircraft that can each carry hundreds of people across continents.

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## News Briefs

### GA Hit With Flurry of Burdensome Security Regulations

This latest set of security regulations comes from the Bureau of Customs and Border Protection (CBP) and elevates requirements for private aircraft entering or departing the United States to a level similar to those of commercial airliners. The rule requires private aircraft operators or their designees to electronically transmit advance notice and passenger/crew manifest information through CBP's Electronic Advance Passenger Information System, or eAPIS, no later than 60 minutes before departing a U.S. airport for a foreign location or departing a foreign airport for a U.S. destination. Flights would be authorized to proceed only after vetting passenger and crew manifests through the terrorist watch list. CBP did however, act on EAA comments to permit departure and arrival manifests to be submitted at the same time and with no limit on how far in advance they may be submitted, allowing some flexibility for operations to remote areas

The CBP rule also ignores the contention of hundreds of NPRM commenters including EAA; the rule does little to increase security for private aircraft operators because passengers aboard private aircraft generally have an established relationship with the pilot. In response, CBP writes: *The purpose of this rule is to increase U.S. national security as well as that of private aircraft operators. As such, it is entirely possible that the family members, friends, acquaintances and employers who may travel as passengers on private aircraft are in fact on the "No-Fly" list unbeknownst to the pilot, which will affect whether CBP grants, denies, or restricts landing rights to the aircraft. Because the advance screening will allow for the identification of individuals on the "No-Fly" list and as such will prevent these individuals from gaining access to U.S. airspace, the rule will in fact increase security for private aircraft operators. As previously stated, CBP believes that the passenger manifest information allows CBP and other law enforcement officials to better identify the travel plans of individuals on the "No-Fly" list. The final rule addresses the threat to national security presented by private aircraft or any of its occupants, whether or not the operator of the aircraft has a personal relationship with any or all passengers.*

Go to [www.EAA.org](http://www.EAA.org) for more information

#### Editors note:

**Do you really understand the implications of this statement taken from the above: "*As such, it is entirely possible that the family members, friends, acquaintances and employers who may travel as passengers on private aircraft are in fact on the "No-Fly" list unbeknownst to the pilot,"... "will prevent these individuals from gaining access to U.S. airspace"*? When we launch from Paine Field, are we not flying in US airspace? This is beyond border crossing. Remember the news briefs in December's newsletter about increasing security on private aircraft with gross weight of 12,500 pounds and above? If CBP and Homeland Security are true to their intentions, we will without doubt be next. Can you imagine filing a manifest an hour before your flight and waiting for approval every time you fly? Now is the time to make our voice heard.**



May all the beauty  
of this lovely season  
be yours to enjoy.

Mukilteo Chamber of Commerce  
P.O. Box 545  
Mukilteo, WA 98275



**Gil Lund, Chief Engineer for the Greenland Expedition, will talk about his three summers spent on the Greenland Icecap devising the best way to recover the “Lost Squadron”.**



Several brand new B-17s and P-38s had ditched on the Greenland icecap on a delivery flight to the UK during WWII. Norman Vaughn, the legendary dog-sled explorer, had immediately gone back to the site to recover a Norden bombsight left behind. Many decades later a team decided to find and recover the aircraft using information provided by Norman. However, they discovered that over the course of years, the aircraft were now buried under several hundred feet of snow and ice. So they needed some innovative way to dig down and recover the aircraft during the very short Greenland summer.

Gil Lund, President, Lund Engineering. Hamilton Engineering was the leading authority on underground tunneling. As a Senior Engineer at the firm, with experience in Arctic condition from his native Norway, Gil was asked to fly to Greenland and help the team devise a way to first dig down and verify that the aircraft had been found. And then to find a way to quickly and efficiently, within the very few weeks available during the Greenland summer, to reach and excavate the aircraft. After the normal adventures you could expect during such harsh conditions, Gil was successful in reaching and raising “Glacier Girl



### **RSVP early**

**We have limited seating and expect an attendance that will put us to capacity.**

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## **March 13th, 2009, program The Flying Heritage Collection at Paine Field**

Adrian Hunt, Director of the Flying Heritage Collection, will give an overview of the collection



**Sno-Isle Vocational Skill Center  
 9001 Airport Road  
 Everett, WA 98201  
 Catered dinner (\$10) at 7 P.M.,  
 Meeting at 7:45 P.M.,  
 Program at 8:00 P.M.  
*RSVP required for Dinner*  
**PAE Airport Update**  
**Jan 9th, 2009****

**The Paine Flyer**  
**Snohomish County Airport Paine Field**  
**3220 100th Street SW**  
**Everett, WA 98204**  
**ADDRESS SERVICE REQUESTED**

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Feb 6th General Meeting, Excavating Glacier Girl from the Greenland Icecap  
 Feb 12th Board Meeting  
 March 12th Board Meeting  
 March 13th The Flying Heritage Collection  
 April 9th Board Meeting  
 April 10th Flight Test Stories  
 May 1st Autolandings

**CLASSIFIED ADS** free to WPA members  
 adds will run for 2 months unless otherwise requested

**For Rent:** Heated Hangar Space at Arlington Airport. Up to a medium twin (Piper Navajo size.) Price variable to size of airplane. 172/Cherokee \$300.00 – Small Twin \$400.00. Medium Twin \$500.00.  
 Dave Wheeler Northwest Aviation Center, LLC (425) 238-7696

**West Condo Hangar available for lease.** Hangar #30-3 is 45' wide x 35' deep with a 45' x 13' motorized door and bright metal halide lighting. \$695.00 month. Contact: Roger Collins (206) 679-9484

**Beautiful LOW TIME 1977 Cessna 182 Skylane.** This 182 has only 1536 hours Total time with only 142 hours since complete top overhaul. The 182 has every bell and whistle and has a fully loaded avionics package including 2 ea. KX 155's and a S-Tec 60 autopilot coupled to a KLN 89B GPS. It also has new paint and interior. My uncle has given up flying and wants to sell it for \$ 110,000. Call me at 360-659-4323 or e-mail at [skyranchpilot@yahoo.com](mailto:skyranchpilot@yahoo.com) for spec sheet.

Blue Skies, Gregg Ortega

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**Aircraft for Sale**

**Sweet, Sweet deal!** 1977 Commander 112TCA Turbo, 1574 TT, 617 SMOH Hartzell Tri Blade (13TT) Collins digital Nav/Coms w/GS, ADF, Century I autopilot, Audio Panel, Intercom, Loran  
 8+ in and out. Complete set of logs and manuals. Always hangered. There were only 42 Rockwell Commander 112TCAs manufactured. This aircraft is a low time, comfortable wide body, high flier, with two door ease of access. \$87,000 obo.

Beautiful 1964 C-172. Near new paint/interior. Plenty of extras. Full IFR. 600 SMOH 300 STO. Excellent paint and interior \$44,500

**Avionics for Sale**  
 King KR87 ADF \$750

**BFRs in your plane. \$75. Contact: Jim Smith CFII Phone: 425-218-2150 E-Mail: [JimSmithCFI@msn.com](mailto:JimSmithCFI@msn.com)**

**Community Hangar space available in 201 Call Tim at 678-472-4633**

**1973 Cardinal FG - 50% share for sale. \$40,000**  
 Extensive refurb in 2001, including Apollo Avionics stack, Engine monitor, Paint, Interior plastic, windows, leather interior.  
 Contact (seller) Pat Franzen, 360-929-1118 or (remaining partner) Les Smith, 425-870-2287