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Feb Program will be held at the Future of Flight

Doors open at 5 pm for dinner
at FOF Cafe
Cost for dinner \$12, Program
is Free

*RSVP for dinner
by 2/02/2009*

www.wpa-paine.org
or 425-388-5125 ext 6

Program at 7:30 pm

Next Newsletter deadline:
February 15th
Editor@wpa-paine.org
submission specs available on
our web site

President's Message by Les Smith

The holidays and the festivities are behind us now, and we find ourselves turning our attention to the New Year before us. And what a year it promises to be.

User fees: The alphabet groups seem to have won the battle for 2008, but the struggle is far from done. The airlines conducted quite a campaign of misinformation, trying to make the case for a "more equitable" arrangement on how our nation's air system is funded. The FAA's current funding extends only to March 31, 09. The system in place continues to provide the most cost effective and fair system compared to anything in the rest of the world.

Aviation Fuels: We don't feel quite the bite now that we have in the past twelve months, but a number of regulatory elements are merging and have the potential of significantly impacting the availability of aviation fuels in the future. Whether fighting to keep a non-ethanol fuel supply available, or keeping an eye on the EPA's desire for closer monitoring of lead in the atmosphere, this topic calls for vigilance.

Security issues: The Federal Register indicates a new rule by Customs and Border Protection effective December 18, 2008 that pilots file electronically, not only when re-entering the country, but also when flying out of the country. This regulation requires permission from Customs before one can leave the country, by requiring pilots to file 60 minutes before they leave, then wait until permission is granted. The compliance date is in May '09. For us, these are significant, with our proximity to some of the fantastic flying and destinations nearby in Canada. Elsewhere, we have the good news that the TSA is utilizing the NPRM process for the Large Aircraft Security Program (LASP) proposals. The bad news is they have no past record of responding to the NPRM process. Security, in its many guises, promises to be the dominant issue we will face this year.

How to best face the challenges of the New Year is something that this chapter needs to work on. If you've never written letters to elected officials in the past, this will be the year to practice a new talent. If you have, then this is the year to dust off your paper and pen.

This brings us to Membership. Our membership base is where we draw our strength. You are our talent and our source of ideas. The weight of our message to elected officials is directly related to our strength of membership. If you have renewed your membership for 2009 – thank you! If you haven't gotten around to doing so yet, please do so soon. Point your browser towards www.wpaflys.org. Look for the "Join or Renew..." button. Be sure to update your membership information, including your email address.

The year promises challenges, yet all of us have faced challenges and overcome. Join us in our efforts ahead.

Be safe up there!

February 6th, 2009, program Excavating Glacier Girl from the Greenland Icecap

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".

(cont pg 2)





Gil Lund, President, Lund Engineering. Hamilton Engineering was the leading authority on underground tunneling. As a Senior Engineer at the firm, with experience in Artic 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

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.

Membership by Steve Waterman

The latest State WPA membership report shows that we have 124 members paid up for 2009. Twelve of which are new members. There are nearly 100 members from last year who have not yet renewed. We need the members to renew now, so we can budget for the coming year and so you won't lose your fuel discount privileges.

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"They who can give up essential liberty to obtain a little temporary safety, deserve neither liberty nor safety." by Benjamin Franklin

To paraphrase: "He who sacrifices freedom for security deserves neither." See Newsbriefs on Page 4.

2009
MEMBERSHIP DRIVE

WASHINGTON PILOTS ASSOCIATION

Because you care.

Consider the *exhilaration* and *freedom* you feel each time you take to the skies of Washington.

Those who share a *passion* for aviation, and those who understand its economic and societal importance, embody the *spirit* of general aviation.

*That was true 50 years ago.
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Show your support by joining or renewing today.

www.wpaflys.org

Kelly and I took advantage of the several days of great weather in mid-September to fly down to southern Oregon and bike around Crater Lake.

September is the perfect time for this ride because there's much less traffic on the roads after Labor Day. The hitch is that Crater Lake Lodge is usually fully booked, as the website said it was this time. But a phone call found a single room open on Tuesday, which determined our schedule.

On Monday we packed up, ate lunch and then flew just over 2 hours through cloudless skies to Chiloquin, the closest airport to Crater Lake. Chiloquin is only 35 miles from the rim of the Lake but 3,000 feet lower so we knew we had some hill climbing ahead. We put our tandem bike together then did some sightseeing through the town of Chiloquin (which didn't take long) before returning to the airport for a late lunch. The Chiloquin airport has no facilities except tie downs but right across the street is the only restaurant and motel in town. We ate a late lunch/early dinner there before riding on to our motel 14 miles up the road, which made the next day's ride shorter.



Tuesday we started at 9 am and rode up to the rim. The hill was pretty steady and only got really steep in the last couple of miles, which is of course where the air is thinnest and we were the most tired. But even with several stops along the way we arrived at the lodge with plenty of time to check in, shower, change and enjoy a delicious lunch in the dining room before it closed at 2. We spent the rest of the afternoon exploring the Rim Village, enjoying the view, relaxing in the lodge and chatting with the other guests. After our late lunch we didn't bother with dinner, just had appetizers and dessert in front of the fireplace.

Wednesday began with breakfast at the lodge before we set out to circle the lake, 33 miles and 3,800 feet of climbing. This may well be the prettiest ride in the world but it's not easy. There's not a flat mile on that road, it's always either climbing or descending, usually steeply. On the descents we saw over 52 mph.

The only major sight that's not on the rim road is the Pinnacles, which is on a dead-end road that is 7 miles out (and down) and 7 miles back (and up).

Hoping to save some time, we locked the bike to a tree and thumbed a ride with someone who turned out to have grown up across town from Kelly. Small world. It was a nice break but wound up taking almost as much time as it would have to ride there.

Once we finished the loop we headed back to the airport. Payback time for all that climbing! In the first 30 minutes we covered 15 miles, miles it had taken us over two hours to climb the day before. When we got back to the airport, we packed the bike away and flew off to stay with family in Bend. The next day we checked out some of the aircraft factories in Bend before gassing up and heading home.

This turned out to be a great trip. Flying was just over two hours each way, versus more than nine hours by car. On the bike we covered well over 100 miles with more than 7,500 feet of climbing and had no flats or mechanical problems. The weather was warmer than usual for this time of year with highs in the mid-70s, perfect for biking. The views were sensational, the roads were generally smooth and the traffic was light. Even the food was memorable. It's not something we'd do every year but it was really special.

by Dave VanHorn

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



News Briefs!

Bad news for GA pilots based at airports served by airlines; E-mail From Les Flue, Yakima Chapter to WPA President John Dobson

Yes, John, this is well beyond SIDA.

According to Jerry (YKM Assistant Airport Manager), every pilot that has an airplane on the field will need to undergo background and security checks and be issued a security ID. They will NOT be allowed to have someone visit them at their plane/hangar without the visitor having a security ID or being escorted.

There still remains a lot of questions relating to transient pilots and how they will be affected.

Yakima and several other terminals are trying to challenge this, but it is coming from TSA, so that is a difficult animal to fight.

TSA needs to re-examine security directive

By AOPA ePublishing staff, published online Dec 18th

AOPA has requested that the Transportation Security Administration (TSA) re-evaluate a recent security directive (SD) that could affect tens of thousands of general aviation pilots who are based at air carrier airports.

The directive expands the requirement for background checks and security badges to more pilots based at airports served by airlines. In 2009, pilots based at air carrier airports must undergo a background check and receive a security badge, if they haven't done so already, in order to continue to have access to the airport. Transient pilots are unaffected by the directive. However, they will continue to be subject to the current escorting and monitoring requirements.

"Pilots have long operated without incident on these airports, and it is surprising that the TSA appears to have implemented such a significant new mandate with no notification or discussion," said Andy Cebula, AOPA executive vice president of government affairs. "It will have a significant impact on pilots and airports in many small communities across the country."

AOPA has expressed its concerns directly to the TSA.

"Based on information from a number of TSA-regulated airports, it is clear that compliance with this SD will necessitate the badging and performance of security threat assessment on tens of thousands of general aviation pilots who operate from these airports," wrote Cebula in a [Dec. 16 letter to the TSA](#). "While the TSA consulted with representatives from the airport industry prior to issuing the SD, no one from the general aviation community was contacted. This is unfortunate because we could have provided important insight into the effects of such action."

The TSA is preventing AOPA from reviewing the entire SD, but information from airport managers indicate that it is inconsistent with other security requirements, such as those for security identification display areas at air carrier airports.

"I respectfully request that you re-examine this security directive and allow the general aviation industry to work with the TSA to develop acceptable alternatives that will not impose unreasonable burdens on airports or general aviation pilots," Cebula concluded.

Paine Field attracts interest of commercial airline: excerpt from article published May, 2008

By Bill Sheets, Herald Writer

EVERETT — A commercial airline wants to bring passenger flights to Paine Field for the first time in years, changing the long-running debate over the airport's role from hypothetical to real. Allegiant Air, a Las Vegas-based airline that currently operates flights out of Bellingham, this week sent a letter to Snohomish County expressing interest in doing business at the airport. In the beginning, the airline would fly only to Las Vegas two to four times a week from the county-owned airport, but could eventually add service to other West Coast cities, a spokeswoman said. "Our analysis shows (Paine Field-area) demographics to be attractive, especially in light of transportation problems getting from the area north of Seattle to the existing airport at Sea-Tac," wrote Robert Ashcroft, Allegiant Air's vice president for planning, in the letter to the county, received Thursday.

Allegiant Air could consider adding flights from Paine Field to Reno, Nev.; Phoenix, Ariz.; San Francisco, San Diego and Palm Springs, Calif.

Allegiant Air currently serves four of these cities from Bellingham and plans to add service at that airport to San Diego and San Francisco in June.

<http://www.heraldnet.com/article/20080517/NEWS01/201744885>

Perfect Storm Brewing To Threaten General Aviation?

January 8, 2009 — With a flagging economy weighing heavily, the additional cost and burden of increased regulatory requirements become even more difficult to bear. As other industries and sectors of economic activity receive bailouts and regulatory relief to help them cope with hard times, the opposite could be the case for general aviation's businesses and participants.

The EAA community and its advocacy representatives forge into this new year fully aware that the government relations path ahead presents uncertainty, hazards, and direct threats to participation in aviation. Personal flight is under pressure on several fronts: heavy-handed security measures; unjustified user fees; ill-conceived amateur-building requirements; unreasonable modernization expectations; state and federal rules making suitable aviation fuel less available; misguided reactions to the stigma of "experimental" aviation's name; and other regulatory and policy initiatives that could threaten EAA members' access to, affordability of, and ease of participation in aviation.

Security Concerns — Despite the aviation community's objections, the Department of Homeland Security (DHS) recently imposed onerous security rules on general aviation flights into and out of the country. The Washington, D.C., air defense identification zone recently became a permanent fixture. And the Transportation Security Administration (TSA), a division of DHS, has proposed security rules for aircraft exceeding 12,500 pounds would stifle the enjoyment of aviation for many, rendering many historic aircraft operations impractical and impinging on the personal freedoms of many personal flight participants. Moreover, the DHS's documented comments regarding threats posed by aircraft show a predisposition toward applying the TSA's proposed restrictions to even lighter aircraft.

excerpt from EAA News. Read more at http://www.eaa.org/news/2009/2009-01-08_threat.asp

Third Runway at SeaTac causes delays for PAE IFR traffic IFR students at Harvey, Arlington, Jefferson County, and even as far away as Renton may be impacted by these changes.

It may seem strange that traffic at Seattle Tacoma International Airport (KSEA) would affect us here at Paine field (KPAE,) but in certain instances that is just the case. As you know, KSEA opened their new runway 16R on December 18th, and at the same time have changed the instrument approaches for 16C and 16L. Simultaneously the ILS 16R approach at Paine Field was changed. These changes at KSEA have resulted in the new processes and procedures we now have at Paine Field

Here is a brief overview of all the approaches. At KSEA, all of the instrument approaches to the south, all three ILS including the CAT II and CAT III, all of the GPS approaches, and all of the RNAV approaches now use the Paine Field VOR as the initial approach fix (IAF). This means that there is the potential for every airplane landing at SeaTac to overfly KPAE. All of the Instrument approaches that use the Paine VOR as the IAF will be at or above 6000 feet MSL, as published on the approach plates. Coincidentally, 6000 feet is the base of the class B airspace over KPAE. The exception to this over flight is if the airplanes enroute to KSEA are on the Ephrata Six or GLASAR Seven arrival procedure for KSEA. In this case, the planes are vectored to the southeast of the PAE VOR, or in the case of the JAWBN One they are vectored southwest of the PAE VOR.

Here is the rub. An excerpt from the Air Traffic Controller's Handbook reveals: "Between the surface and an altitude of 29,000 feet, no aircraft should come closer vertically than 1,000 feet..." meaning that if there is instrument traffic in the KPAE pattern we would be limited to four, five, or maybe six planes at a time. The underlying reason is the separation issue as quoted above. If Seattle Air Route Traffic Control Center (ARTCC) or Seattle Center as we call them has IFR traffic practicing holding over the Paine VOR we are limited to one plane at 3000 feet, one at 4000 feet, and one at 5000 feet for the separation issues. 2000 feet is eliminated as a holding altitude as it is the initial approach altitude for the VOR approaches to KPAE.

For the near term there will be the problem of reduced IFR operations at Paine, and there may be long delays getting into or out of KPAE, on an instrument flight plan. IFR students at Harvey, Arlington, Jefferson County, and even as far away as Renton may be impacted by these changes. So, what is the solution? For now, be patient, and please let the airport management know if you are impacted by any delay on your IFR flight into or out of Paine.

Seattle Center has been "acting" as approach control for the instrument operations at Paine for as long as I can remember and, as an ARTCC their separation criteria is different than a real Terminal Radar Approach Control or TRACON. The SeaTac TRACON will eventually take over the airspace over KPAE which will help us out. As of this writing however there is no firm date for this ownership to change for the airspace from ARTCC to TRACON.

Again, if you are impacted by any unusual delay in your IFR flight into or out of KPAE, please let the Paine airport Management know. Send an email so they have a written record of it to present to the decision makers regarding the move to the SEA TRACON as our approach controlling facility. When you write your email please give as much information as you can. Naturally, date and time, but also what our local tower told you about the delay in terms of length of delay, and any options they offered.

by Dave Wheeler

Toys for Tots overcomes challenges...

This year was a bit challenging for Toys for Tots. Factors included a late occurring Thanksgiving that resulted in a shorter collection season, and of course - SNOW! At least one Paine chapter member, Rhys Spoor, was able to get his Maule out of the hangar on Saturday, December 20th and fly. Rhys flew down to Boeing and as one of the few planes flying, was dispatched to several airports in the Puget Sound area to pick up toys from their collection barrels.

Here on Paine Field, member Steve Dame and family, as well as friends John Van Horn and family helped by loading their SUVs with toys and driving down to Boeing Field and the collection point. Craig Hogan and yours truly also loaded up their 4 wheel drive vehicles with toys and headed to BFI. Rich Jones, Stephanie Allen, Greg Bell and Dick Kinnear were also on hand at Paine to help load.

The airport office once again came through with a big collection (including from the WPA Chapter Christmas Party and the Future of Flight/Paine Field Open House) They stuffed two SUVs. Regal Air also had a large load of toys that filled two vehicles, much of it attributable to Dale Terwedo's efforts. Northway Aviation collected and contributed as well.

Thanks to everyone who found the time to pick up a toy for a worthy cause and drop it off at one of the collection points. A big thanks as well to everyone who helped collect and transport on collection day.

by Les Smith



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Doors open at 5 pm with dinner at the FOF Cafe
 Cost for Dinner \$12, Program is Free
RSVP for dinner at the Cafe
by 2/02/2009 www.wpa-paine.org
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- 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

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