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## RSVP Required for Dinner by 2/27/2009

[www.wpa-paine.org](http://www.wpa-paine.org)  
or call  
425-388-5125 ext 6

**WPA is the voice of  
General Aviation in  
Washington state.  
Keep our voice  
strong.**

**Maintain your member-  
ship!**

**This is the last newsletter  
issue for those who have not  
renewed their membership for  
2009.**

Next Newsletter deadline:  
March 15th  
[Editor@wpa-paine.org](mailto:Editor@wpa-paine.org)  
submission specs available on  
our web site

## President's Message "A letter to TSA" by Les Smith

**To: TSA Acting Administrator Gale Rossides**

Reference: Docket No. TSA-2008-0021, "Large Aircraft Security Program, Other Aircraft Operator Security Program, and Airport Operator Security Program."

I want to add my comments to the NPRM process. First of all thank you for following the NPRM process, so that concerned citizens can respond to the rules proposed by the Bureau of Customs and Border Control. The Large Aircraft Security Program (LASP) will impose rules on a segment of aviation for which the entire paradigm is different from commercial aviation. Limiting the LASP to aircraft over 12,500 lbs is just a convenient line in the sand. The LASP would set a precedent that would put at risk the rights and privileges of every private aircraft owner and pilot.



### Specific Concerns

- How are private operators expected to appoint a security director to oversee flight operations? Where are the TSA-approved schools these directors will be required to attend?
- What will be the process (and cost?) for obtaining the TSA required approval of each operator's security program?
- What will be the process (and cost?) for the required audit of the security program, initially and every two years thereafter, by the TSA or a TSA-approved third party?
- What will be the process (and cost?) for the requirement of every owner/operator to submit fingerprints of all pilots and flight crew members to TSA or a TSA-approved third party for a Criminal History Record Check (CHRC) and a Security Threat Assessment (STA), initially and every five years?
- What will be the process (and cost?) for the requirement of every owner/operator to submit the passenger manifest for each flight to the TSA or a TSA-approved third party, and to receive clearance for all passengers prior to the flight?
- What will be the process (and cost?) for the requirement of every owner/operator to keep records of all passenger security checks, and to store those records securely for at least three years?
- For aircraft used in personal use, how are owner/operators to deal with the prohibition of firearms and other restricted carry-on items from the cabin area unless the aircraft has a TSA-approved storage area? The TSA's list of prohibited carry-on items includes hand and power tools, golf clubs and other sports gear, and some items common in camping gear and survival kits.
- What will be the process (and cost?) for the requirement of some non-commercial airplanes to carry a federal air marshal, when instructed to do so by the TSA?

These proposed rules would impose unnecessary costs and cumbersome bureaucratic process workload on private individuals who would simply be using their private means of transportation. No General Aviation aircraft has ever been the tool of terrorist activity. On the other hand, many terrorist activities around the world have been conducted using SUVs. Would TSA ever consider implementing such rules for SUVs?

For the first time, the TSA's regulatory activities would be extended to personal GA aircraft, historic and vintage aircraft, and operators, passengers, and pilots flying for personal and business use. As such, the LASP is a radical departure from anything the TSA has enacted to date. It would, in effect, require governmental review and authority before you could operate your own personal vehicle. And it would require separate review and authority for every single flight that included passengers.

Nothing like the LASP has been imposed on cars, trucks, boats, or any other privately owned, privately operated vehicles. The TSA's proposal raises serious constitutional questions about personal liberty, privacy, and freedom of movement.

Any such proposal demands thorough, accurate, and objective cost-benefit analysis before it is imposed on the American public. More importantly, the constitutional rights of American citizens are at stake. The constitutionality of the LASP should be examined in detail before the proposal is enacted.

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Continued from page 1

I am certain that an unbiased analysis will show that, as a means of reducing the threat of terrorism, the LASP would be misdirected, unwarranted, unconstitutional, and ineffective. Please place the proposed regulations on hold, pending review by a Rulemaking Committee, with the participation of representatives from General Aviation as proposed by EAA, AOPA, and NBAA

Sincerely,

Les Smith

President, Paine Field Chapter  
Washington Pilots Association

cc: Paine Chapter, Washington Pilots Association

[govt@eaa.org](mailto:govt@eaa.org)

[GAsecurity@aopa.org](mailto:GAsecurity@aopa.org)

[dcarr@nbaa.org](mailto:dcarr@nbaa.org)

The Honorable Jay Inslee, Congressman, 1st District, Washington State

The Honorable Maria Cantwell, United States Senator, Washington State

The Honorable Patty Murray, United States Senator, Washington State

## Membership by Steve Waterman

If you have not paid your dues for 2009 – two things are about to happen. First, this is your last newsletter. Second, you will no longer receive your fuel discount. Please take time to go online to the state site and renew your membership. It is very easy. The site address is [www.wpafllys.org](http://www.wpafllys.org). The renew membership button is right on the opening page. You can renew there using a credit card. Otherwise send a check for \$40 made out to Washington Pilot's Assoc. and mail it to:

WPA Paine Field Chapter  
c/o Paine Field Airport  
3220 100<sup>th</sup> St. S.W., Suite A  
Everett, WA 98204



### Benefits of becoming a WPA member

- **Sharing the knowledge and experience of fellow pilots**
- **Monthly meetings and year round social events**
- **A state wide group organized to advocate for the interests of General Aviation**
- **Education and training through guest presentations and maintenance seminars**
- **Keeping informed through Wings magazine and newsletter**
- **Saturday morning fly-outs**
- **25 cent/Gal. fuel discount through Castle & Cooke on Paine Field**

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



## Officers

**President Les Smith 425-870-2287**  
[president@wpa-paine.org](mailto:president@wpa-paine.org)

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**Past President Greg Bell 206-715-0005**  
[past-president@wpa-paine.org](mailto:past-president@wpa-paine.org)

**Les has made his voice heard now make your voice heard! See Page 4 newsbriefs for a link to submit letters via e-mail to TSA and addresses to cc our Senators.**

"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."

## March 13th Program Flying Heritage Collection

## Marilyn Fries, PAE WPA Secretary

>> How and when did you get interested in or into aviation?

I got interested in flying when Jim, my husband, started taking lessons in the late 70s. I started lessons, and much to my surprise, loved it from the start.

>> What aircraft have you owned and if you own one now what model?

Initially, we were partners in a Cessna 150. We have owned a Cessna 172 (N80214) and now own a Cessna 182 (N2377P).

>> What non-owned aircraft have you flown?

Other 182s, a 182RG, a Mooney, an Aerobat, a Cessna 172 on floats, a Super Cub, and a Decathlon.

>> Are you involved or have ever been involved as a volunteer in any other aviation related organization?

No my other volunteer activities have been related to children.

>> What is/was your career?

I worked as a chemical engineer for Boeing in my first career. Later I was a software engineer and a manager of software engineers for a now merged software company. And I have been an involved mother of 3 now adult children and enjoying our 8 grandchildren.

>> What inspires you about aviation?

I love the challenge of flying and the intensity of the attention it requires to do it well. There is always something new and challenging to learn.

>> Why are you a member of PAE WPA?

The Paine Field chapter is a very active and enthusiastic group involved in lots of aviation related activities. The meetings and members are always interesting.

>> Anything else of interest you would like to share?

I like to quilt, to hike and to occasionally travel.



by  
Freddy  
Flyboy

## April Program Flight Test Stories by George Luck

Recognize this aircraft that has been sitting at PAE? It came out of Castle Air Force Base. Seen the F104 Starfighter at the MOF at BFI? What do these two aircraft have in common? Their pilot was our own George Luck.



## Northwest Aviation Center and PremAir Aircraft Maintenance companies on the move.

Arlington, WA, 02/01/2009 – FOR IMMEDIATE RELEASE—Northwest Aviation Center, and PremAir Aircraft Maintenance have moved their offices, business, and maintenance facility to the Arlington Washington Airport. Northwest Aviation Center specializes in the Education and Training of pilots, aircraft rentals, aerial tours (Scenic Flights) and pilot supplies. Northwest Aviation Center promotes aviation opportunities for women and youth enhancing self confidence, career training and mentoring.

PremAir Aircraft Maintenance is your maintenance headquarters for Piper, Grumman, and Light Sport Aircraft.

Dave Wheeler, Co-Owner and Master Certified Flight Instructor has been in the aviation business beginning in 1974 as a flight instructor and soon purchased a flight school. Janis Wheeler has been a business owner for many years and adds a new outlook to the business side of Northwest Aviation Center and PremAir. Dave and Janis were married last August.



Northwest Aviation Center and PremAir Aircraft Maintenance offer discounts to Washington Pilot's Association Members.

Watch for our Grand Opening and Free Scenic Flight Giveaway.

Contact: Janis Wheeler, Owner  
Northwest Aviation Center, LLC  
PremAir Aircraft Maintenance, LLC  
(360) 435-7878 [www.nwac.aero](http://www.nwac.aero),  
[www.premair.biz](http://www.premair.biz)

## News Briefs!

### TSA plan would cripple more than large aircraft operators

Even though the Transportation Security Administration's (TSA's) proposed Large Aircraft Security Program targets 300 airports and aircraft weighing more than 12,500 pounds, it could devastate airports and aircraft of all sizes. That, in turn, could cripple small communities that depend upon local airports to attract businesses, explained AOPA Airport Support Network volunteer Fred Fourcher during a Jan. 16 public hearing on the proposal in Burbank, Calif.

Fourcher further commented that the Large Aircraft Security Program, when combine with other TSA proposals, would hurt many vibrant general aviation airports.

"At my home base, the Orange County Airport, the TSA is proposing background checks and badges for the hundreds of GA pilots that use the facility," said Fourcher, who is also president of the Orange County Pilots Association. "This along with the [Large Aircraft Security Program] would inflict a crushing burden on GA at the Orange County Airport and would accomplish little if anything from a security standpoint."

**Excerpt from AOPA online. Read more at <http://www.aopa.org/whatsnew/region/2009/090126ca.html>**

**Editor's note: PAE is designated a reliever airport and with the potential of scheduled airline service and the possibility of this new TSA LASP, all resident pilots would be subject to this criminal background check at their expense and forced to wear badges.**

**reliever airport.** A [commercial service airport](#) designated by the FAA to relieve congestion at [primary airports](#) and provide other general aviation services

<p><b>Airports in WA effected by the new regulations from AOPA website:</b>  <b>ORS</b> Orcas Island Eastsound WA  <b>FHR</b> Friday Harbor Friday Harbor WA  <b>CLM</b> William R Fairchild International Port Angeles WA  <b>BFI</b> Boeing Field/King County International Seattle WA  <b>S50</b> Auburn Municipal Auburn WA  <b>PAE</b> Snohomish County (Paine Field) Everett WA  <b>RNT</b> Renton Municipal Renton WA  <b>S43</b> Harvey Field Snohomish WA  <b>SFF</b> Felts Field Spokane WA</p>	<p><b>Comment by Feb. 27th. Guidelines to assist at:</b>  <a href="http://www.aopa.org/advocacy/gasecurity">www.aopa.org/advocacy/gasecurity</a> or  <a href="http://www.eaa.org/govt/tsa.asp#Comment">www.eaa.org/govt/tsa.asp#Comment</a> or write to          Write to : Cantwell, Maria - (D - WA)          511 DIRKSEN SENATE OFFICE BUILDING WASHINGTON DC          20510          Web Form: <a href="http://cantwell.senate.gov/contact/">cantwell.senate.gov/contact/</a>          Murray, Patty - (D - WA)          173 RUSSELL SENATE OFFICE BUILDING WASHINGTON DC          20510          Web Form: <a href="http://murray.senate.gov/email/index.cfm">murray.senate.gov/email/index.cfm</a></p>
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**The following is from the TSA website:** [http://www.tsa.gov/approach/mythbusters/tsa\\_watch\\_list.shtm](http://www.tsa.gov/approach/mythbusters/tsa_watch_list.shtm)

**Editor's note: Who is really busted here? The TSA or????? Are you one of the less than 250 US persons on the do not fly list that the new LASP and Customs and Border Patrol regs are to check against?**

**Updated! BUSTER:** First, TSA doesn't have a watch list. TSA is a customer of the [Terrorist Screening Center](#), a component of the FBI that is responsible for maintaining the consolidated terrorist watch list. TSA uses two subsets of this list, the no-fly and selectee lists. At an October 22, 2008 press conference, DHS Secretary Michael Chertoff said there are less than 16,000 individuals on the selectee and no fly lists, which contain information about known or suspected terrorists that reach a threshold at which they either should not be allowed to fly, or should get additional scrutiny. Of the 16,000, less than 2,500 individuals are on the no fly list, and less than ten percent are U.S. persons. The TSC has publicly stated that there are fewer than 400,000 individuals on the overall consolidated watch list, 95 percent of whom are not U.S. persons and the vast majority of whom are not even currently in the U.S.

### TSA enacts security interrogations at GA airports under new "Playbook" program

One of the primary goals of the Centennial Airport Business Association (CABA) is to provide real time alerts and urgent communications to our membership and the local aviation community we serve. With that in mind please read the following important communication below:

It has come to our attention that as of December 20, 2008 the Transportation Security Association (TSA) has started to conduct security interrogations at general aviation airports using a newly implemented program called "Playbook". Unannounced, the TSA set up a table at the entrances of FBOs at the Bedford, MA and Nashville, TN airports early in the morning to conduct security interrogations of the FBO, aircraft, pilots and passengers. As FBO employees reported for work, TSA agents checked credentials, frisked employees, and searched the FBO premises and aircraft. Similarly, *pilots and departing passengers were also frisked and pilot's required to open their aircraft to security inspections.* We have also learned that the *TSA will not only be checking transient general aviation at FBOs, but that they also intend to conduct these security interrogations at private hangars and flight operations.*

These new TSA tactics seem to be stemming from the Large Aircraft Security Program (LASP). As we have reported in previous email alerts, the TSA has a Notice of Proposed Rule Making(NPRM) out for comment on the LASP. Understanding this and the new information at hand, it is even more clearly imperative that we all take the time to write our comments and post them to the NPRM. We are waiting to see if the NBAA will open a link for comment on the new "Playbook" program.

excerpt from <http://www.avjobsweekly.com/enews/content.asp?bm=472>

# General Aviation Day and Taste of Mukilteo to be held on Saturday, May 16th

What is new this year!

Event has moved to the South Ramp by the Flying Heritage Collection.  
The event will be the first fly day of the season for the Collection.  
There will be a tour of the new Aircraft Rescue Station.

Over 2100 attendees through the gate, plus volunteers and fly-ins. The FHC had 1500 attendees during their fly day. So, put this date on your calendar! Please join us as volunteers, put an invitation out to your friends and colleges, bring your aircraft for display or, if you are an EAA member, fly Young Eagles. Whatever your decision on participation do not miss the General Aviation Outreach event of the year for the state of Washington!

Volunteers needed: On Friday, May 15th and Saturday, May 16: Aircraft parking, vendor setup, WPA booth setup. On Saturday May 16th, Young Eagles office, security, WPA booth, Taste of Mukilteo setup, shut down. Tents, tables and chairs are rented and require no attention from volunteers. Contact Steve Waterman at [Steve@SteveWaterman.com](mailto:Steve@SteveWaterman.com) with your commitment. No e-mail, then call Stephanie Allen at 425-349-9802.

Registration has opened for free vendor booth space. If you know of an organization that may be interested, contact Shane Morgan 425-328-8054 or email [ShaneDD@softhome.net](mailto:ShaneDD@softhome.net) to receive a vendor information packet.



## February Program Review- "Recovery of Glacier Girl" by Gil Lund, Chief Engineer of the Recovery Project

By most measures, the February General Meeting was a big success. Coinciding with our annual Membership Drive, this was a great opportunity to demonstrate some of the benefits of WPA membership.

Forced to land on the Greenland icecap in 1942 on its way to Europe, this P-38 was slowly buried under ice. Gil Lund helped retrieve her, starting in 1992 by melting a vertical shaft through more than 200 feet of glacial ice, and using hot water to hollow out an ice room around the P-38 to begin its disassembly and removal. Ten years later, now christened Glacier Girl, this rare early model P-38 takes to the air once more, thanks to the dedication and innovation of Gil and the rest of the recovery crew.

Gil Lund proved to be a truly entertaining speaker, with a wry wit. He offered insights into the methods used for finding and recovering Glacier Girl, as well as adding to this writer's knowledge about the events leading to a landing on the Greenland icecap. (It turns out that, because of wartime code used in radio transmissions, and mistakes in interpretation, it was not necessary for the mission to have wound up on the ice.)

Attendance was very good, with approximately 90 for dinner, and over 200 attending the program in the excellent Boeing Theater accommodations at the Future of Flight. Attendees included a WWII P-38 pilot by the name of Al Long. Stationed in Italy, Al flew 50 missions in P-38s, earning a Distinguished Flying Cross. Also present were 16 students from Central Washington University's Aviation program. They were accompanied by CWU faculty member, Teresa Sloan. Teresa shared with the audience a bit of her story, where following the receipt of a scholarship from WPA, she went on to an aviation career. "The WPA does good work", she said, "and I'm an example".

Thanks to Future of Flight and Boeing, for the use of their venue and theater. Thanks to Dave Waggoner and Paine Field for their sponsorship of the event. And finally, thanks to the Board and the supporting members who helped make this a great event.



**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 by 2/27*  
*Free Coffee for those with no RSVP*  
**Flying Heritage Collection**  
**March 13th**

**The Paine Flyer**  
**Snohomish County Airport Paine Field**  
**3220 100th Street SW**  
**Everett, WA 98204**  
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March 14th Safety Seminar EVCC  
 April 9th Board Meeting  
 April 10th General Meeting: Flight Test Stories  
 May 1st General Meeting: Autolandings  
 May 7th Board Meeting  
 May 16th General Aviation Day and Taste of Mukilteo  
 June 5th General Meeting: Author Jay Spenser "The Airplane:How Ideas Gave Us Wings"

**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. Aircraft needed for leaseback, Cherokee 6 or Lance (PA-32) Dave Wheeler Northwest Aviation Center, LLC (425) 238-7696

**1996 Bonanza A36 \$285K**  
 ½ Share is Available  
 250 Hours Total Time, Garmin 430, King HSI, Audio Panel KMA24, 2<sup>nd</sup> Nav/Com KX165  
 Transponder KT170, ADF KR87, A/P KFC150, Fuel Totalizer, Hangered @ KPAE  
 \*\*\*\*Excellent Condition\*\*\*\*  
 Erik Nelson 206-498-5608

**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

**AWARD WINNING CUSTOM SUPER SWIFT GC-1B.**  
 Lyc. IO-360 612 SMOH, Prop. 58 SNEW, \$15K paint, Extensive avionics, Many STC mods, Owner & aircraft at 2WA1 (Diamond Point, Sequim, WA), \$85K firm: Contact Larry Reece at a6intruder@olympen.com for email of photos and details.

**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.

**MARCH SPECIALS**

BFR in your aircraft - \$75  
 Beautiful 1964 172, Full IFR, Low time \$43,000...email for pics  
 Commander 112 TCA, Great deal! Email for details  
 JimSmithCFI@msn.com 425-774-8497

Blue Skies, Gregg Ortega

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

**WPA STORE**

Name Badges \$6.00  
 See our web page for a selection of logo shirts  
 e-mail: [store@wpa-paine.org](mailto:store@wpa-paine.org)

**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