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**RSVP Required  
for Dinner  
by 4/26/2009**  
[www.wpa-paine.org](http://www.wpa-paine.org)  
or call  
425-388-5125 ext 6

We need your airplane,  
Saturday, May 16th to join in  
the static aircraft display.  
GA Day is moving to the South  
ramp.  
If able to help, email or call Jim  
Fries giving your name,  
airplane type, N number, phone  
number and email address.  
[jrfries@comcast.net](mailto:jrfries@comcast.net)  
425-885-4212



Next Newsletter deadline:  
May 17th  
[Editor@wpa-paine.org](mailto:Editor@wpa-paine.org)  
submission specs available on  
our web site

## President's Message by Les Smith

A good chunk of April has already whizzed by. With it has come an occasional peek at the flying weather that spring can bring us. That includes some windy days and the opportunity for some cross wind practice.

Other winds are blowing as well. LASP continues to garner critical comment from aviation sources, legislators and now even a state aviation division (Oklahoma) has added their critique. Recent meetings between TSA and various alphabet groups have generated a cautious optimism that they might listen a bit to General Aviation.

If you added your voice to the Whidbey Air Park survey - Thanks! It was a nice opportunity to offer encouragement to a Port Authority that has an interest in supporting a small local airport. Last I heard, the count was over 500 for and less than 100 opposed. Jeff VanDerford, at the South Whidbey Record, reports the survey concluded with roughly 80% for and 20% opposed to the South Whidbey Port Authority purchasing the air park. The Port Authority will meet this Wednesday at 7:30 pm, at Trinity Lutheran Church, in Freeland, if you'd like to further urge the Port.

In other acronym news, the LATS Survey deadline arrives on April 17th. If you haven't added your comments to WSDOT's primary strategy formulation process, take the time to do so now. LATS will define how the State of Washington will approach aviation capacity, airport improvements, and aviation spending for years to come. The greater the number of aviation voices that weigh in, the greater the credence granted to our position. These are politicians and bureaucrats listening and they windvane to the voice of the constituency. Check the Chapter web page or the State WPA web page for links on how to complete and submit the survey.

Locally,

If your aircraft is on a schedule where annual arrives in the spring, here's good wishes to no distressing surprises while at the same time offering you further understanding about your aircraft condition and operation.



## May 1st Program: Autolandings

Jim Fries will describe an early Boeing autoland development program that began in the late 1960s. The 707 dash 80 was equipped with an experimental digital flight control system that made use of data from the then new inertial navigation system. Ultimately flight demonstrations were funded by the FAA and a film documenting flight demonstrations with a 727 aircraft was produced. This film will be shown and some little known characteristics of the VHF ILS will be discussed.





**If ever there was a subject / survey that every pilot must respond to . . . THIS is it.** It is called LATS (Long-term Air Transportation Study . . . LATS Workbook). And of course any subject with this much horsepower behind it must be written in a foreign language. So bear with me . . . I have spent the better part of 4 days trying to boil this thing down into something manageable.

The State has posted two documents on their website;

1. The first and most important is the WORKBOOK or Questionnaire. The State calls it the Aviation System Plan Summary Report (pdf 4 mb). In order to get you a copy I retyped the form in a Word Document. That document is called "LATS Workbook Questionnaire". The second attachment called LATS Workbook Response contains my answers and comments to their workbook. Edit my stuff or start with a fresh workbook . . . everyone in your chapter needs to respond.

2. The second document on their website is the Draft Summary Report. They call it Washington's draft alternative strategies (pdf 922 kb). There is value in having a copy for reference . . . as a means to better understand the council's philosophy. But it will not give you the answers to the questionnaire.  
*by John Dobson*

**See Paine Field Chapter Web site main page: [www.wpa-paine.org](http://www.wpa-paine.org), or State WPA Web site: [www.wpaflys.org](http://www.wpaflys.org) for details**

**See Paine Field Chapter Web site main page: [www.wpa-paine.org](http://www.wpa-paine.org), or State WPA Web site: [www.wpaflys.org](http://www.wpaflys.org) for details**



**Proud of your aircraft and/or aviation project? A photo of your airplane and/or project could be here. Freddy Flyboy would like to interview you. E-mail [Editor@wpa-paine.org](mailto:Editor@wpa-paine.org) and Freddy will set up an interview and photo session.**

*by Freddy Flyboy*

**June Program - Author Night: "The Airplane: How Ideas Gave Us Wings" by Jay Spenser**

Jay Spenser is an aviation writer and historian and a former NASM / SI and Museum of Flight curator. He currently works for the Boeing company, and recently published "The Airplane, How Ideas Gave us Wings". He previously co-authored "747: Creating the World's First Jumbo Jet and Other Adventures From a Life in Aviation" with Joe Sutter.

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**Past President Greg Bell 206-715-0005**  
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**The Washington Pilots Association needs your airplane on Saturday May 16th to join in the static aircraft display.**

General Aviation Day is moving to the South entrance to the field this year. If you are able to help out please send an email or call Jim Fries giving your name, airplane type, N number, phone number and email address.

**Jim Fries**  
[jrfries@comcast.net](mailto:jrfries@comcast.net)  
425-885-4212

Plan on bringing your aircraft to the display area near the south gate north of the Flying Heritage Collection hanger any time on Friday May 15th. You will be met and directed to a parking space. The show will end at 3:30 PM on Saturday at which time you can pick up your airplane. If you have some time please stand by your aircraft to talk about it with our visitors.

Come and enjoy the show! Lots of great airplanes, lots of food and lots of fun!

10 years ago a small band of intrepid aviators decided it would be fun to spend a few days camping and flying in the back country of Idaho. There were five airplanes that first year and about 15 people. They would make a base camp at Johnson Creek, a beautifully maintained 3400 by 150 foot grass strip that is owned by the state of Idaho. Johnson creek is about 30 miles east of McCall and roughly 3 miles south of the little mountain village of Yellow Pine and nestled in the Salmon River Mountains which is part of the better known Sawtooth Range. Flowing all around the back country are the multiple forks of the Salmon River and many smaller tributaries that flow into the Salmon. The Salmon is designated a "Wild and Scenic River" and is certainly one of the most beautiful and pristine regions in the country. This is the South Fork area and lies outside the western border of the Frank Church River of No Return Wilderness.



At first glance you might say, and rightly so, that there is nothing too unusual about a group of people getting together for some back country airplane camping and flying. Hundreds of back country fliers do this every year and have for a very long time. Each year many type clubs hold annual flyins at Johnson Creek or other nearby back country strips, such as the Glastar / Sportsman Association, Cessna 180 / 185 and Maule owners clubs. The small group led by Rich Sugden, a small town family practice doctor and aviation adventurer from Jackson, Wyoming, decided they would go in late September after the after the summer crowds were gone but before the resident caretaker left and the winter weather set in. The trip was so popular that each year the group grew larger and larger and finally maxed out to 29 airplanes and 48 people this past September.

I first met Rich Sugden at Oshkosh, 2007 when I was working for Glasair. He came by the display and was very interested in the Sportsman. He gave me a business card which I kept. Earlier in the spring of that year, my wife Anne and I started gathering information on Idaho's many back country airstrips because we wanted to begin our airplane camping adventures. My wife and I have always loved camping, but we had only gone car camping and never had an airplane with which to delve into the world of airplane camping. 2007 would be the first summer of flying after having completed my new Sportsman in the Glasair "Two Weeks to Taxi" program in September, 2006.

I remember a conversation with one of the staff members at the Idaho Department of Aviation in early spring of 2007. He relayed to me an experience of one day flying into Moose Creek, a US forest service airstrip about 80 miles east of Lewiston on the confluence of the Selway River and Moose Creek. He encountered a large group of airplane campers there. They had brought in a cook to prepare meals and he was further surprised to learn that one of the group was none other "Indiana Jones" himself, actor and aviator Harrison Ford. (He was camping with his Beaver). It wasn't until after Oshkosh 2007 that I connected the dots and realized that group that the man was telling me about from a few years before was also the group led by Rich Sugden each year into the back country of Idaho. It was on a follow up sales call to Doc Sugden that we got to talking about the BCS (Back Country Safari) and then came the invite to join the group in late September of that year. Anne and I were so excited. Up to that point we had made two airplane camping trips. Our first one was on Memorial Day weekend to a beautiful Idaho air strip called Magee. It is only 23 nautical miles northeast of Coeur D'Alene, Idaho, but you would never know just how close to civilization you were really are.

Magee, like most back country airstrips in Idaho, is carved out of a river basin. It's pretty logical when you think about it. If you're in mountainous terrain, the flattest and most level place to have an airstrip is in a river or creek basin. However, the Magee story is an entire other article for a different issue. But I will say that we only met and spoke with one other person on that trip. Ours was the only airplane at Magee for the entire weekend. It was none other than Jim McDevitt; the federal prosecutor for Eastern Washington who had recently spoke at a meeting of the Paine Field Chapter of the Washington Pilots Association. He was all decked out in his hip waders and other fishing garb when he walked up to our camp. Magee is located on the confluence of Tepee and Trail creeks in the Coeur D'Alene river drainage system.

Our second trip into the back country of Idaho was to Moose Creek a truly magical spot that is 25 miles from the nearest road. We were there in late June and the weather was perfect. Not too hot, not too many bugs and no thunder storms. There was an abundance of wildlife however that seemed to mix easily with the human intruders. We had several deer casually walk right through our camp site about dusk our first night. In the morning when got up and saw a larger black wolf chasing a Moose across the runway. The two animals disappeared behind the trees and were several hundred yards away.

Later in the summer, we began preparations for the BCS trip in September. We watched the weather reports and forecasts for days and days. As we got closer to our departure day, the weather was not looking good anywhere we had to fly. From our departure at Arlington all the way to McCall, the weather was bad and getting worse. The base camp had also moved that year from Johnson Creek to Big Creek, roughly 800 feet higher in elevation at 5743 feet MSL. There had been terrible fires all that summer and the state decided to close Johnson Creek early and send the care taker home. There was snow and rain in the forecast for the days and nights of the trip and low temperatures in the mid 20's. I kept dreaming about getting snowed in at Big Creek and the airplane buried for the entire winter. We didn't have cold weather camping equipment and when the day finally came to get up in the dark and head for the airport, we decided to cancel the trip. There was heavy fog at Arlington and we had no way of knowing if and when it would clear. As it turned out, most of the other folks did make it on the trip but they did have one night where they got a few inches of snow and only one day they were grounded due to weather. No one got stuck and none of the airplanes got snowed in for the winter.



**Continued on page 4**

**continued from page 3**

So now we roll around to 2008. I stayed in contact with Doc Sugden and let him know we really wanted to go and hoped he would invite us to join the group once again. By the time BCS 2008 came into view we had upgraded our camping gear, making sure we had a good tent, sleeping bags and good cold weather clothing. I had also had an entire year to get even more comfortable with flying my Sportsman into mountainous terrain. Once again when it was time to go, the weather was absolutely horrible. It was the third week in September and the winter rains started in earnest rolling in to the Puget Sound region from the Pacific. Once again, we got up in the dark of the first day and decided not to go. But, instead of cancelling altogether we decided to give it a day figuring, even if we showed up a day late, we could still have a couple of good days of flying. The next morning was Sunday and the weather hadn't improved much but we made the decision to go and go we did. I filed an IFR flight plan from Arlington (AWO) to McCall (MYL). We lifted off and climbed into IMC almost immediately but we broke out on top at about 10,000 feet. Surprisingly, icing was never a problem. We were on top of the cloud deck all the way to McCall. We shot the GPS 34 approach and broke out at roughly 7000 feet MSL which is 2000 feet AGL. It had been just a little over a three hour flight including the full approach.

By then we were ready for a break, so we topped off the fuel and went inside the FBO to eat the lunch we had packed. As we were walking in, a group of about 10 to 12 people were walking out the door. I quickly found out that they too were a part of the BCS group that had gotten in the day before. They were on their way to see if they could make it to Hells Canyon about 40 miles to the northwest. As it turned out when we saw them later in the day, back at the Johnson Creek base camp, they would have to turn back because of low clouds.

After having a nice leisurely lunch and resting up, we decided it was time to head to Johnson Creek. By now is roughly 2:30 or 3:00 pm in the afternoon. We had been on the road since early morning and we were ready to get there and set up our camp before nightfall and possibly the rain starting up again. Anne and I spent many hours studying the sectional chart and the Fly Idaho book. We also spent a lot of time with a topo map atlas and highlighter pens to identify and mark many of the back country strips we might visit and to also highlight the Salmon River, specifically the middle fork, where we would spend most this trip. There are so many air strips in Idaho, one could spend a lifetime exploring and never visit them all. And so it was to be, over the next few days, we would wind up over flying many of them and only landing at a few. We lifted off from McCall and headed east from town and almost immediately in a very narrow and steep canyon following Lick Creek and the Lick Creek Road. Having started life as a dusty wagon trail 100 years ago, it is the only way to drive to Yellow Pine and on to Johnson creek, about 30 miles on all dirt. After a few minutes the road and canyon turned north. We found ourselves in rising terrain and looking ahead we could see what appeared to be a box canyon roughly 10 miles ahead. Even though we had the topo map, the sectional and great terrain detail on my Garmin 496, it still made my heart rate go up.

I have practiced box canyon turns in the Sportsman hundreds of times. I used to do one every time I took someone on a demo flight over the four years that I worked for Glasair. But those demo flights were always in wide open spaces and nowhere near actual steep canyons and with plenty of altitude. The Sportsman can literally "turn on a dime" and is one of more impressive flying characteristics of both the Glasair and Sportsman. For those not familiar with the technique of a box or steep canyon turn, it is simply a full flap, full power maneuver with a very steep bank angle. We all know how the stall speed increase with angle of bank, however, when executed properly, even a low performance aircraft can turn in a very short radius. My first demonstration of such a turn was in a Cessna 180 on straight floats when I was working on my CFI rating in 1986. And, true to all the map depictions were looking at the road and creek basin made an almost 90 degree to turn to the right (eastbound) and we continued along our merry way. The road and creek were at roughly 4000 feet MSL and rising, while the ridge tops were 8000 to 9000 feet and totally blanketed with clouds. We continued east for a just a few minutes more and passed over Yellow Pine. Another right turn and we could see Johnson Creek three miles to the south. The entire time from lift to touchdown at Johnson Creek was no more than 30 minutes.

We flew an up wind entry and started making radio calls of our position and intentions. Typical back country etiquette is to overfly your intended landing area by either circling or flying an upwind, cross-wind and downwind legs. It gives you a much better idea of what is going on down below and those on the ground and any other airplanes nearby to see you too. It is never a good idea to come straight in anywhere and especially in the back country. When we touched down and rolled out, we quickly found a spot to park for the rest of our time there. Most of the other participants were there. Some the group had never left that day. Some had also just gotten there too after having to wait a day because of weather. Soon the five or six airplanes that had tried to get to Hells Canyon that day were returning. We set up our camp and introduced ourselves to everyone. There was a large fire pit area centrally located within the camp area. There were canopies set up nearby for the dining cooking area. It looked pretty elaborate for a back country camping trip. Johnson Creek has an abundance of free fire wood and free hot showers. Around 6 pm the hoers devours and cocktail hour began. At about 7 pm, they started serving an elaborate dinner of ribs and bacon rapped asparagus. There was white and red wine on every table and as the day turned to night, the rain began to fall, but we all stayed dry under those wonderful canopies. At each end there was stove made from a 55 gallon drum that pumped out amazing amounts of heat to keep us warm and cozy. The cooks provided sumptuous breakfast and dinner meals each day. We would have lunch somewhere along our route of flight away from camp.



It rained most of the night Sunday but Anne and I stayed dry in our new tent. At the last minute, we saw an email from a member of the group suggesting what turned out to be a phenomenal idea to keep warm, a small propane driven catalytic heater. They are pretty safe for use in enclosed spaces and I had one, so we brought it along and each night before going to bed and each morning on awakening, I would turn it on for about 15 minutes to warm our little tent and it was great.

**To be continued in June newsletter.**



Washington Pilots Association & Paine Field Present

# General Aviation Day

With

*"The Taste of Mukilteo"*

## Saturday, May 16th



### Events

- Paine Field Firefighter's Fly Day 5k- 8:30 a.m.
- Paine Field Firefighter's Pancake Breakfast- 8:30 a.m.
- Aviation Ramp opens- 9 a.m.
- The Taste of Mukilteo & Kiwanis BBQ- 11:30 a.m.
- Flying Heritage Collection Fly Day- 12 p.m.
- Edmonds Community College Jazz Band- 1:30 p.m.

**New Location!**  
On the South Ramp near  
Flying Heritage Collection

### Attractions

- Free Young Eagle flights, kids 8-17
- Flying Heritage Collection
- Historic Aircraft Foundation
- Cascade Warbirds
- Museum of Flight's "Flying Gizmo Show"
- And much more

[www.paineairport.com](http://www.paineairport.com)



Event Line:  
425-388-5125x5

Poster Design by EVCC School of Business Design

**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 4/26  
 Free Coffee for those with no RSVP  
 Autolandings  
 May 1st**

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

PRSR STD  
 U.S. POSTAGE PAID  
 EVERETT, WA  
 PERMIT NO. 336

May 1st General Meeting: Autolandings  
 May 7th Board Meeting  
**May 14th 6 PM GA Day Volunteer Dinner RSVP @  
 Red.Skyhawk@gte.net for location**  
**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

**WPA STORE**

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 Erik Nelson 206-498-5608

**General Aviation Day May 16th**  
**Wanted Volunteers Friday afternoon, early Saturday morn-  
 ing, and through out the event.**

**Wanted EAA member pilots to fly Young Eagles e-mail  
 Richard.p.jones@boeing.com or call 425-  
 750-8370**



**Wanted display aircraft e-mail Jim Fries  
 jrfries@comcast.net or call 425-885-4212**

**Come to the Volunteer  
 dinner - RSVP at  
 Red.Skyhawk@gte.net or call 425-  
 349-9802 for location.**

