

The San Juan Pilot

The Newsletter of the San Juan Pilots Assn
P.O. Box 874
Friday Harbor, WA 98250

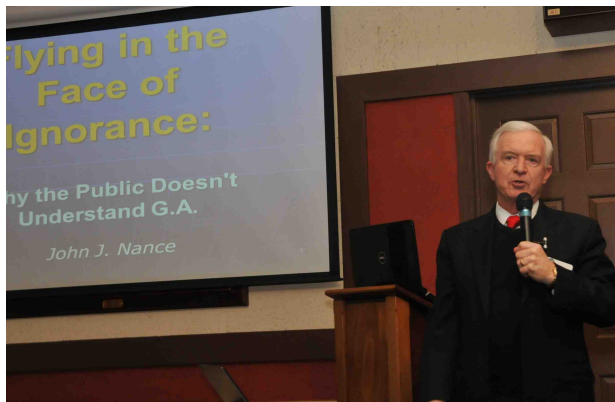
Web: www.sanjuanpilots.com

Blog: www.sanjuanpilots.blogspot.com

December, 2011

Dec 30 – Monthly Luncheon, 1pm, Cask & Schooner
Jan 2 – SJPA Board Meeting, 5:15, Cask & Schooner

A Fine Christmas Party



It was a well-attended and festive gathering, featuring John Nance, internationally famous pilot, author, and broadcaster (and SJPA member).

For a complete slide show of photos, taken by SJPA VP Bob Tauscher, visit our blog

<http://www.sanjuanpilots.blogspot.com>



*T'was the week before Christmas on the Isle of San Juan,
Many are home, but many are gone.*

*But them who seek warmth of the Southerly climes,
Are missing the Island's really special of times.*

*Of the comfort of home, we never tire,
Like slippers and book, in front of the fire.*

*It's quiet and comfy and clear and cool,
A well-known secret ... this Isle's a jewel.*

*Spring Street's alive with lights of the season,
We hang around town, for nary a reason.*

*While shopping for groceries at Market Place,
It's not uncommon to know every face.*

*So a note to those who in winter do roam,
Islanders know...There's no place like home.*

Happy Holidays Everyone!

NEW Seattle Class B Airspace

New TAC Effective
December 15, 2011,
0901Z

As of Dec 15, 2011, the Seattle Class B airspace has changed.

Since just about all of us uses the space, we'll take three pages to show what's new.

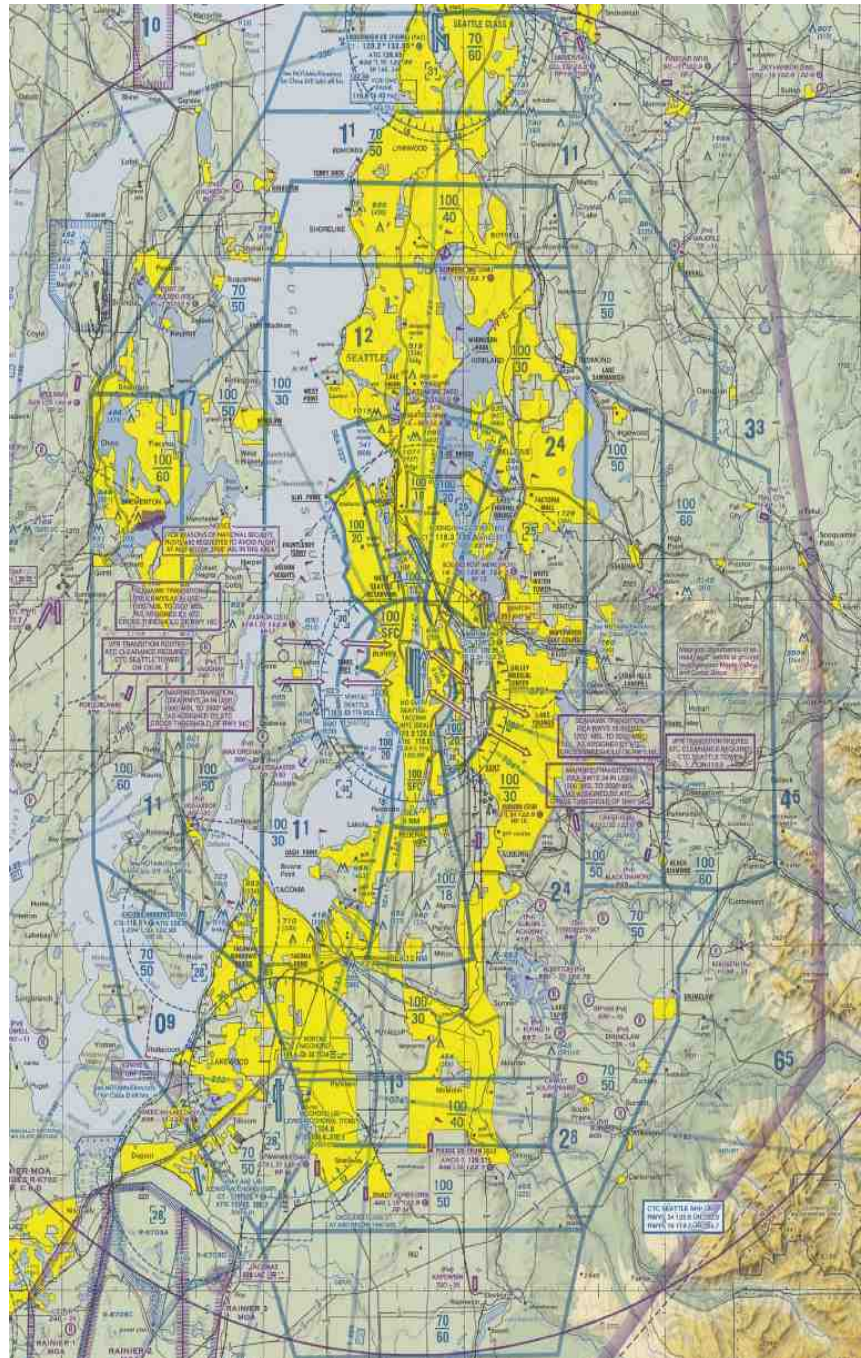
This page represents the new Seattle Sectional.

The next page is a visual representation of the various areas.

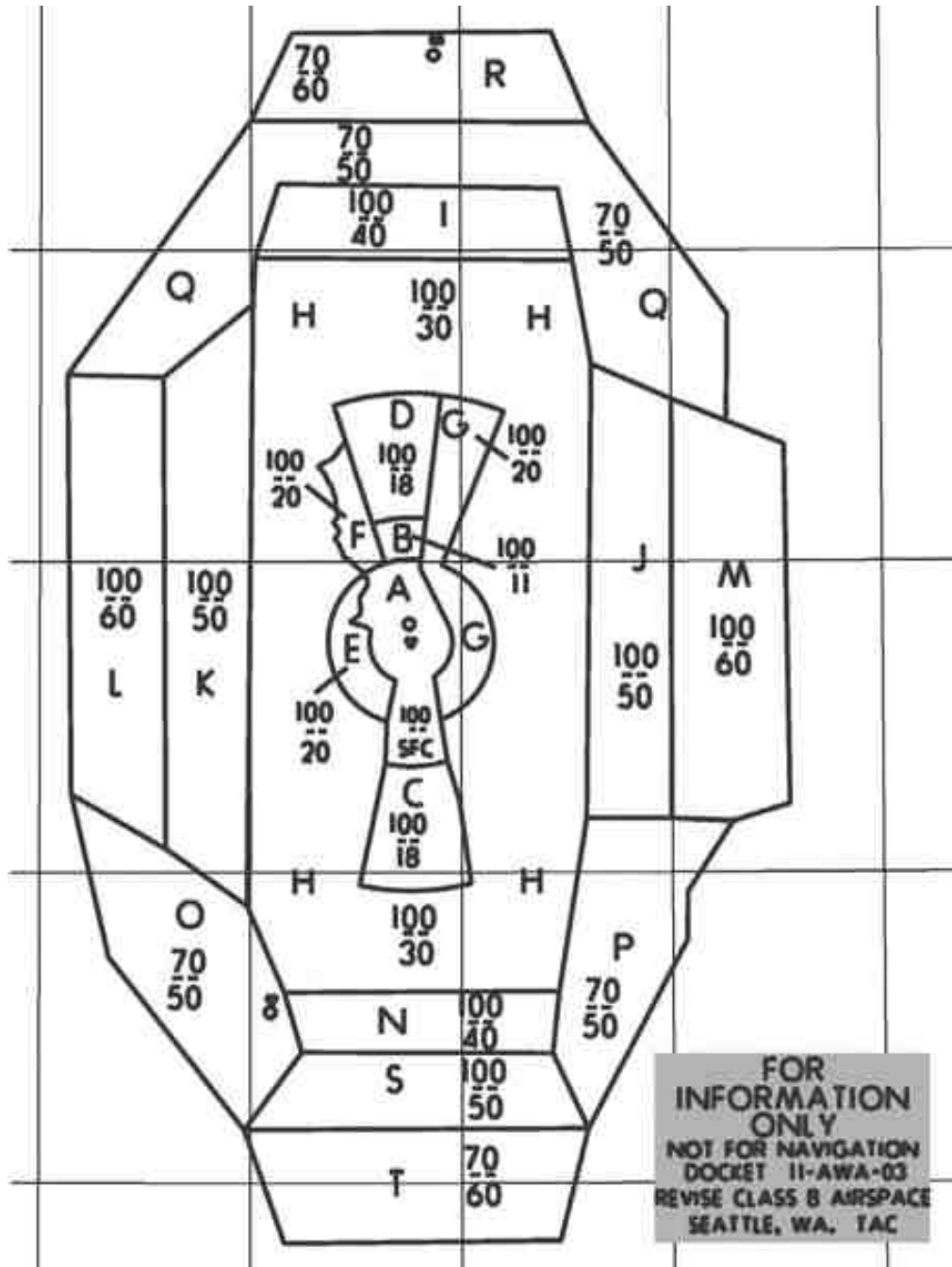
The third page is an in-depth description of the changes to each area. Those not mentioned have not changed.

Click on the link below for all the details.

<http://www.federalregister.gov/articles/2011/10/25/2011-27367/modification-of-class-b-airspace-seattle-wa - p-38>



Changes to the Seattle Sectional – Visual Representation of Areas.



Changes to the Seattle Sectional - Descriptions

The FAA is amending [14 CFR part 71](#) to modify the Seattle, WA, Class B airspace area. This action reduces the overall size of the Seattle Class B airspace by approximately 194 square miles and incorporates two different ceiling altitudes. The rule expands the eastern Class B boundary to ensure containment of turbojet aircraft, but eliminates unnecessary outer (arrival route) wings that currently extend to 30 NM. Where possible, certain Class B boundaries are aligned with existing VORTAC and geographical features resulting in improved boundary definition. The following are the revisions for section of the Seattle Class B airspace area:

Area A. 2 NM arc northeast of Seattle-Tacoma International Airport is straightened and realigned with the border of the Renton Class D airspace area. The area just south of SEA VORTAC is moved slightly to the west to better contain arrivals to Seattle-Tacoma International Airport runway 34L and departures from runway 16R.

Area C. Southeast corner is moved to the west, and floor of airspace is raised from 1,600 feet to 1,800 feet.

Area E. Southeast border of airspace is moved slightly to the west.

Area G. 2 NM arc northeast of Seattle-Tacoma International Airport is straightened and realigned with the border of the Renton Class D airspace area.

Area H. Entire airspace is moved east slightly. Northern and southern boundaries are depicted as angles instead of curves.

Area I. Floor is lowered to 4,000 feet and the area is narrowed and described with straight lines instead of curved lines.

Area J. New area joins existing areas that have floors of 5,000 feet.

Area K. New area with a floor of 5,000 feet.

Area L. Area narrowed and described with straight lines instead of curved lines.

Area M. Area expanded slightly on the northeast and southeast corners and described with straight lines instead of curved lines.

Area N. New area floor is raised from 3,000 feet to 4,000 feet in part of area, and lowered from 5,000 feet to 4,000 feet in part of area. Boundary described by straight lines.

Area O. Area is considerably smaller. Floor is lowered from 6,000 feet to 5,000 feet in part of area, and raised from 3,000 feet to 5,000 feet in part of area. Ceiling is lowered from 10,000 feet to 7,000 feet.

Area P. Area is considerably smaller. Floor is lowered from 6,000 feet to 5,000 feet in part of area and raised from 3,000 feet to 5,000 feet in part of area. Ceiling is lowered from 10,000 feet to 7,000 feet.

Area Q. Area is reshaped with straight lines instead of curved lines. Floor is lowered from 6,000 feet and 8,000 feet to 5,000 feet. Ceiling is lowered from 10,000 feet to 7,000 feet.

Area R. Size of area is significantly reduced and described by straight lines instead of curved lines.

Area S. Area is reshaped with straight lines instead of curved lines.

Area T. Area is reshaped with straight lines instead of curved lines and the ceiling is lowered from 10,000 feet to 7,000 feet.

New Member – Welcome Andy Sallee

Our newest member, Andy is the President of Sequim Valley Airport.

We asked him for some info. He writes,

“I am currently flying a 1951 Piper Pacer and other small airplanes on a recreational basis. The San Juan Islands are close and one of my favorite places to fly to.



I was a 727 captain for ASTAR Air Cargo (DHL) and worked there for 19 years. I live in Sequim and am the President of Sequim Valley Airport Inc. <http://www.sequimvalleyairport.com>

I have been involved in the design and all phases of construction, development and operation of Sequim Valley Airport since it's conception in the early 1980s. I am a member of the EAA, Washington State Airport Managers Association (WAMA) and Youth Activities Director for Sequim Elks.

I have been married to Jane Sallee for 25 years. She assists with airport computerized financial data. Together, we have two children. Our son Daniel, 22, is an airline pilot flying 757 & 767 aircraft with Omni International Airlines and aviation enthusiast who is actively involved with airport operations. Daniel married Rachel Haugland in October, 2010 and both live in Indianapolis. Our daughter Elisa, 16, loves the airport and hopes to take flying lessons in the future. My other hobbies include hiking, kayaking snow skiing.

Attached photo is of my son, Daniel and I standing next to the Pacer.”



Marty Garren Goes West

Former SJPA member **Marty Garren** has passed away after a brief illness on November 22nd in Eugene, OR.

One of the "Greatest Generation", Marty flew B-17s in England in WWII. He wrote a great piece for the San Juan Pilots website a few years ago. Look for it at

<http://www.sanjuanpilots.com/Links.php>

and scroll to the bottom of the page.

Marty was a genuine American Hero. He seldom missed a San Juan Pilots event, and was always a great pleasure to be around.



Marty (right) shown above, with friend Rudy Kazic in Friday Harbor.



Marty in England in 1941.



While November seemed wild and wet, it was in fact just a little dryer than normal. But with most of the action packed into a couple of storms, it was memorable. Bellingham registered 4.49 inches of rain, just 77% of normal. Shown below, our Roche Harbor rainfall was 4.19”.

Weather at Roche Harbor Airport

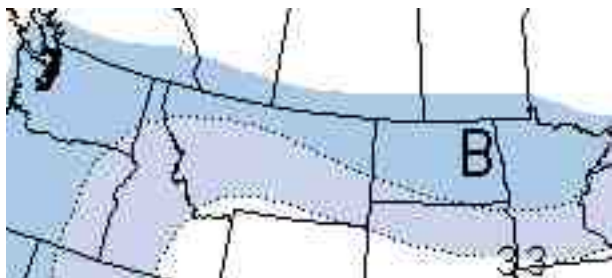
	<u>Oct</u>	<u>Nov</u>
Hi Temp	62	56
Low Temp	39	29
Hi Wind	24G31	34G45
Precip	1.82	4.19

<http://www.rocheharborairport.blogspot.com>



December, so far has been pretty benign, with no rain at all until the 13th, and the highest recorded wind gust 18 mph. Will we have a white Christmas? The Washington State Climatology Office gives us a 17% chance for Christmas Eve, and just a 6% chance for Christmas Day.

The Climate Prediction Center’s (CPC) 3-month seasonal outlook for December-January-February (DJF) calls for at least a 40% chance of below normal temperatures for the entire state. The winter precipitation outlook indicates increased chances of above normal precipitation for the whole state (exceeding 50% on the three-class outlook).



December-January-February outlook for temperature (left) and precipitation (right) from the CPC.

For Sale

From airplanes to hardware to hangars and aviation real estate, we're keeping a current (we hope) For Sale section at

<http://sanjuanpilots.blogspot.com/p/for-sale.html>

If you have items for the listing, or to cancel or modify a listing, send it along to freds@rockisland.com.

West Wind Aviation To Host January iPad Forum

Moving from Paper to Electronic – the iPad

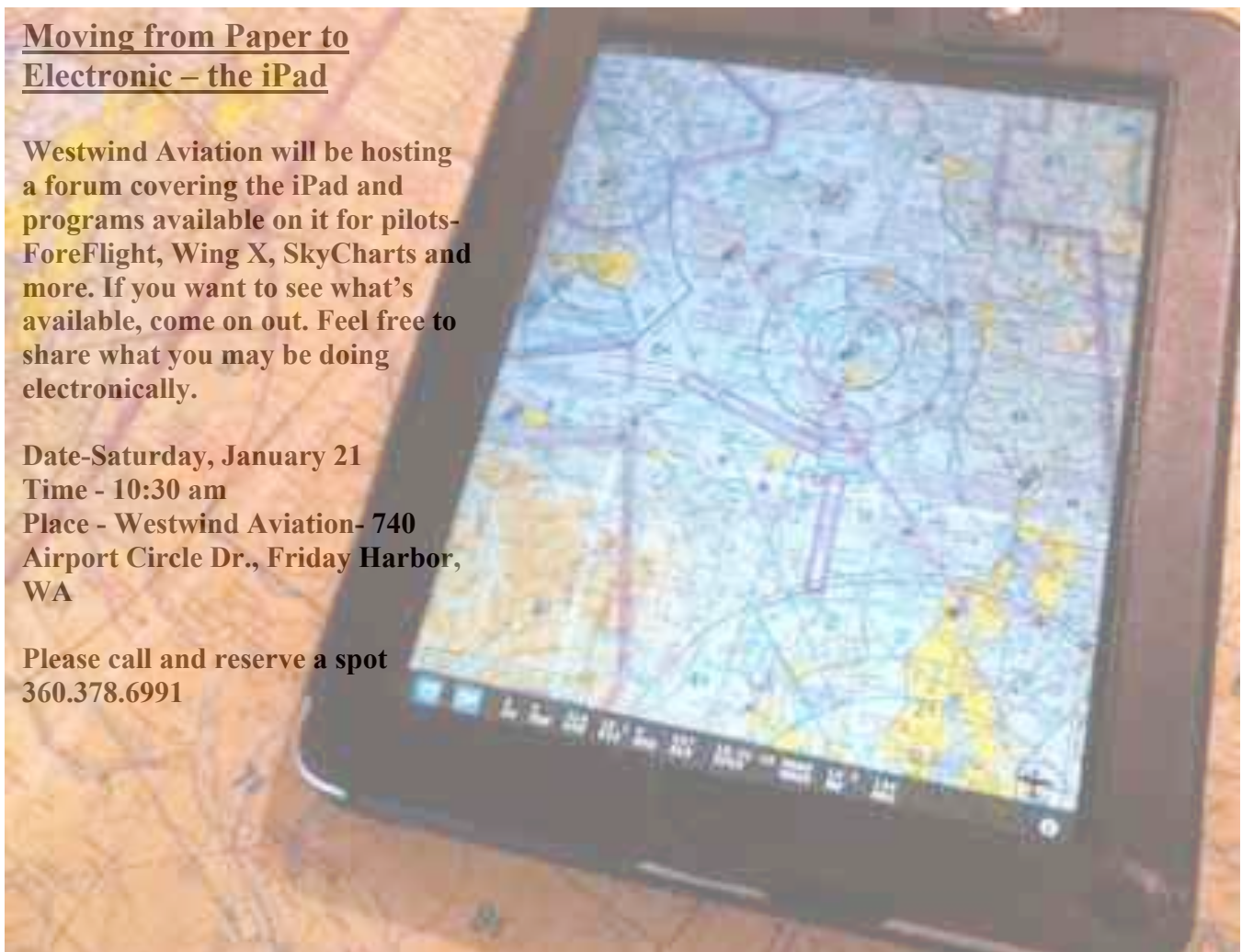
Westwind Aviation will be hosting a forum covering the iPad and programs available on it for pilots- ForeFlight, Wing X, SkyCharts and more. If you want to see what's available, come on out. Feel free to share what you may be doing electronically.

Date-Saturday, January 21

Time - 10:30 am

Place - Westwind Aviation- 740 Airport Circle Dr., Friday Harbor, WA

**Please call and reserve a spot
360.378.6991**



Fuel Prices

Airport - 100ll/JetA	Aug	Sep	Oct	Nov	Dec
Friday Harbor	6.56/	6.86/	6.86	6.75	6.75
Orcas	6.89/	6.86/	6.77	6.77	6.75
Anacortes	6.67/	6.67/	6.67	6.67	6.71
Bellingham - Air BP	6.24/5.44	6.24/5.20	5.99/5.20	5.84/5.20	5.65/5.20
Bellingham - Shell	5.75/5.25	6.02/5.17	6.02/5.16	5.75/5.16	5.64/5.16
Skagit - Corporate	6.50/6.38	6.50/6.38	6.50/6.38	6.39/6.08	6.19/6.10
Arlington - Air BP	5.93/	6.18/	5.87	5.72	5.72
Arlington - Avfuel	5.61/	6.58/4.78	6.58/5.79	5.68/5.33	6.33/5.43
Everett - Air BP	5.94/5.34	6.19/5.63	5.87/5.53	5.73/5.53	5.73/5.66
Oak Harbor - Mogas \$5.25	5.95	5.95	5.95	5.95	5.95
Boeing - Wings Aloft	7.61	7.61	7.61	No Listing	No Listing
Boeing - Clay Lacey	6.72/5.40	6.88/5.57	6.68/5.59	5.90/5.10	6.33/5.60
Boeing - Galvin	6.85/	6.95/	6.85/6.00	6.80/AirBoss	6.70/6.05
Boeing - Aeroflight	6.60/5.39	6.75/5.57	6.53/5.48	6.36/5.56	6.31/5.43
Olympia - Avfuel	6.29/5.30	6.29/5.19	6.84/5.65	6.29/5.19	6.51/5.86
Olympia - Exxon Mobil	6.20/5.29	6.20/5.09	6.20/5.09	6.20/5.19	6.20/5.19



2011/12 SJPA BOARD

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