

King Air

A MAGAZINE FOR THE OWNER/PILOT OF KING AIR AIRCRAFT

FEBRUARY 2024 • VOLUME 18, NUMBER 2 • \$6.50



Sovereign Sixty

**Celebrating Our Namesake
Earning Its Wings**



Contents

EDITOR

Kim Blonigen

EDITORIAL OFFICE

2779 Aero Park Dr.,
Traverse City MI 49686
Phone: (316) 652-9495
E-mail: editor@blonigen.net

PUBLISHERS

Dave Moore
Village Publications

GRAPHIC DESIGN

Rachel Coon

PRODUCTION MANAGER

Mike Revard

PUBLICATIONS DIRECTOR

Jason Smith

ADVERTISING DIRECTOR

Jenna Reid
King Air Magazine
2779 Aero Park Drive
Traverse City, MI 49686
Phone: 816-699-8634
E-mail: jenna.reid@vpdcs.com

ADVERTISING ADMINISTRATIVE COORDINATOR AND REPRINT SALES

Betsy Beaudoin
Phone: 1-800-773-7798
E-mail: betsybeaudoin@villagepress.com

SUBSCRIBER SERVICES

Rhonda Kelly, Mgr.
Jessica Meek
Jamie Wilson
P.O. Box 1810
Traverse City, MI 49685
1-800-447-7367

ONLINE ADDRESS

www.kingairmagazine.com

SUBSCRIPTIONS

King Air is distributed at no charge to all registered owners of King Air aircraft. The mailing list is updated bi-monthly. All others may subscribe by writing to: King Air, P.O. Box 1810, Traverse City, MI 49685, or by calling 1-800-447-7367. Rates for one year, 12 issues: United States \$15.00, Canada \$24.00 (U.S. funds), all other foreign \$52.00 (U.S. funds). Single copies: United States \$6.50, Canada/Foreign \$9.00.

COVER PHOTO

The King Air 90 prototype on its very first flight, Jan. 20, 1964. (Special Collections and University Archives, Wichita State University Libraries)

2

Cover Story –
Long Live the King
by Editorial Staff

24

Maintenance Tip –
Cold Weather Checklist
by Dean Benedict

14

Feature –
King Air Gathering 2024



14

28



28

Ask the Expert –
Using Big Numbers
by Tom Clements

18

Feature–
The Upper Left Corner Part 2:
by Matthew McDaniel

32

Advertising Index

King Air is wholly owned by Village Press, Inc. and is in no way associated with or a product of Textron Aviation.

King Air (ISSN 1938-9361), USPS 16694 is published monthly by Village Press, Inc., 2779 Aero Park Drive, Traverse City, Michigan 49686. Periodicals Postage Paid at Traverse City, MI. POSTMASTER: Send address changes to King Air, Village Press Inc., P.O. Box 1810, Traverse City, MI 49685. Telephone (231) 946-3712. Printed in the United States of America. All rights reserved. Copyright 2024, Village Publications.

ADVERTISING: Advertising in King Air does not necessarily imply endorsement. Queries, questions, and requests for media kits should be directed to the Advertising Director, King Air, P.O. Box 1810, Traverse City, Michigan 49685. Telephone 1-800-773-7798.

MANUSCRIPTS: King Air assumes no responsibility for unsolicited manuscripts, photographs, or art work. While unsolicited submissions are welcome, it is best to query first and ask for our Writer's Guidelines. All unassigned submissions must be accompanied by return postage. Address queries and requests for Writer's Guidelines to the editor.



Mount Rainier's 14,410-foot peak, known as Columbia Crest, as viewed from the south slopes. In this early June photo the summit was still snow covered. In recent years, the summit rock becomes visible in the warmest summer months, as the glaciers receded up and down the slopes.

The Upper Left Corner

Part 2:

Flying To and Touring Washington State's National Park Lands

by Matthew McDaniel

In Part One, we flew to the greater Seattle area and toured the National Park Service (NPS) lands northeast and northwest of the Seattle metro area. That included North Cascades National Park (NCNP), Olympic National Park (ONP) and the various associated National Recreation Areas and NPS lands. In this section, we'll continue our tour of NPS lands in the Pacific Northwest, south and southeast of Seattle.

A Hot Ticket

The Cascade mountain range in the Pacific Northwest is best known for its string of massive volcanoes, most of which are still considered active. From the most northern Mount Baker, just south of the Canadian border, to northern California's Lassen Peak, the range is home to over a dozen stratovolcanoes. These steep-sided volcanoes are prominent landmarks during any flight in visual conditions and, on clear days, can often be seen from well over 100 miles away. None are considered even dormant, much less extinct, and all are monitored for seismic activity by multiple scientific organizations tasked with evaluating any hazards and issuing warnings to the surrounding population.

In the Seattle area, airports providing access to the most famous and accessible peaks are on the metro area's southern reaches. Mount Rainier National Park (MRNP) and Mount Saint Helens National Volcanic Monument (MSHNVN) are southeast and south of Seattle, respectively. While access to those areas is certainly easy enough from the major airline hub of Seattle-Tacoma Int'l Airport (KSEA), it would seldom be the primary choice of King Air category aircraft. South of KSEA, several airports are far more likely to host corporate and charter traffic, in general, and King Air traffic, in particular. The closest of those is Tacoma Narrows Airport (KTIW), a Class D airport under the lateral limits of the Seattle Class Bravo. Tacoma offers two full-service FBOs, rental cars and multiple Instrument Approach Procedures (IAPs) at both ends of its single 5,000-foot x 100-foot paved runway. Located immediately adjacent to the famous Tacoma Narrows Bridge, pilots and passengers will have quick access across Puget Sound to the city of Tacoma and the NPS sites which lie beyond. Slightly further southwest is another Class D airport, Olympia Regional (KOLM). Olympia is Washington's capital city and offers many reasons to visit for business or pleasure. But, as a regional airport, it is also well suited. It provides a 5,500-foot x 150-foot paved runway with IAPs to both ends and a 4,100-foot x 150-foot crosswind runway for those days when the winds are howling in from the Pacific coast. Two pilot-controlled fields are also adequate for King Air operators and positioned

within reasonable driving distance of both MRNP and MSHNVN: Chehalis-Centralia Airport (KCLS), located between its namesake cities and South Lewis Co. Airport (KTDO), just outside the town of Toleda, Washington. As always, use caution when planning, as both offer suitable runways and IAPs, but the latter lacks rental car services and Jet-A fuel.

A Decade Volcano

Mount Rainier (also referred to as Tahoma Mountain) is considered one of the most visually magnificent, yet approachable, mountains in the U.S. The darker side of it is the reality that it's considered well overdue for a major eruption. This makes it a "decade volcano" (one



SELECT
airparts

Your trusted Beechcraft and
Hawker parts source

More than 210,000 Part Numbers Available!

New Overhauled Used

QR Code

Email: sales@selectairparts.com
Phone: 800-318-0010
www.selectairparts.com

f in G



Narada Falls, a 188-foot waterfall located on the south face of Mount Rainier, is the easiest to access within MRNP due to its proximity to Mount Rainier Highway.



Deep gorges are everywhere along the Stevens Canyon Road or MRNP. In this area, the water level within the gorge is 150-feet below the tops of the sheer walls that line both sides.

considered likely to experience a major eruption within a decade). But that doesn't seem to keep the tourists away any more than it did in the years and months leading up to the eruption of Mount Saint Helens. With the lack of seismic activity warning an eruption is imminent, there appears little reason to avoid visiting the Pacific Northwest, in general, or MRNP, in particular. Indeed, seismologists and volcanologists believe the mountain will provide adequate warning leading into its next eruptive cycle.

The NPS has long been dedicated to making such areas more accessible to the public while protecting the land, animals, plants and resources from various forms of exploitation. Without the NPS, areas like MRNP would remain inaccessible to all but the most ardent outdoorsman. Thankfully, for those of us who are less "hardy" but equally enamored with nature's wonders, places like MRNP can be enjoyed. The closest entrance

into MRNP is at the park's northwest corner, known as the Carbon River Entrance. A Ranger Station fronts this way into the park, and the paved road ends at the park's boundary. Beyond that, hikers, mountain bikers and campers have miles of trails to enjoy, but wilderness and camping permits are required. As a result, the more popular entrance is at the park's southwest corner, the Nisqually Entrance, off Highway 706.

Exploring MRNP by road is limited to the southern and eastern areas. Although there is a road and park entrance on the west side, its primary purpose is to allow access to the White River camping area (elevation: 4,400 feet MSL) and the Sunrise Visitor Center & Day Lodge (at 6,400 feet MSL, the highest point in the park reachable by car). However, those areas and the roads leading to them are typically only open July through September due to frequent and abundant snowfalls making the road impassable the rest of the year. In contrast, the

Stevens Canyon Road is open year-round in the park's southwest corner, where visitors can tour the Longmire Museum and stay at the National Park Inn. Through the park's southern sections, the road can usually open sooner and remain open later, providing a much longer season to visit the Henry M. Jackson Visitor Center and the Paradise Inn (elevation: 5,400 feet MSL). From there, visitors can walk to and upon a glacier and to several waterfalls, alpine lakes and meadows painted with vibrant wildflowers.

Like any national park, Mount Rainier is most rewarding when the car is parked and one ventures deeper into the park's interior on foot, and opportunities to do so are plentiful in MRNP. Short loop trails are available from almost every visitor and information center within the park. As one travels west on Hwy 706 (Stevens Canyon Road), there are places to stop and view or hike through a box canyon, multiple waterfalls and a grove of giant trees. These are all easy hikes suitable for most fitness levels. For serious multiday or thru-hikers, the park includes sections of the famous Pacific Crest Trail (PCT) along its eastern border. The Wonderland Trail is entirely within the park, encircling the volcano and covering some 93 miles of stunning scenery. While it is considered one of the most scenic trails in the U.S., it is also categorized as "strenuous" because it has almost no flat terrain. Between its low point of 2,320 feet and its high point of 6,750 feet, hikers can expect to climb or descend continuously for cumulative elevation gain of almost 22,000 feet!

Capping It Off

Just a short drive further down I-5, the notorious Mount Saint Helens awaits. While not a national park, but a National Volcanic Monument, and not as developed as a result, it is still very much worth a visit. The May 1980 eruption which leveled 150 square miles of forest,



The Grove of the Patriarchs Trail in the southeastern corner of MRNP allows visitors to get up close and personal with some of the largest trees in the park. This trail is also very near the Stevens Canyon entrance to the park, for anyone entering the park from the east side versus the more popular southwest entrance.

Coldwater Lake with Mount St. Helens behind it. Kim Island (lower left) is a massive hummock that was a part of the mountain. Launched by the explosive forces of the eruption, the rock sailed six miles, coming to rest in the lake which also didn't exist prior to the transformative forces of the 1980 blast.



The Science & Learning Center at Coldwater sits high above Coldwater Lake, with Mount St. Helens behind. The gap in the mountain's cone is the north face, blown out by the 1980 eruption.

killed 57 people and shortened the mountain by 1,300 feet remains the most destructive volcanic event in modern-day North America. Two years later, 110,000 acres were protected allowing MSHNVM to respond and recover naturally.

Exiting I-5 at Castle Rock and driving Route 504, visitors can first tour the MSH Visitor Center (a Washington State Park site) to learn about the historical eruption, its legacy and how the area has since recovered. Resorts and small lodging choices dot the route for those with enough time to spend a night or two in the area. Book in advance though, as most choices sell out early and close in the offseason.

It was the author's intention to drive Route 504 all the way to its end point at the Johnston Ridge Observatory for the best view of MSH (looking at its north face, the side opened during the eruption). However, amazingly, 43 years later (in early 2023), the eruption was still

impacting the area. Leftover debris from the eruption unexpectedly broke loose and, as it flowed downstream, washed out a bridge on the only road to the observatory. Thus, the Coldwater Lake Recreation Area and Science & Learning Center are (as of this writing) the upper limit of public access along Route 504. But that area offers a great view of MSH's north face on a clear day and some fascinating and easy hiking among many of the hummocks deposited during the eruption. Coldwater Lake was created by landside debris damming a creek during and after the eruption. The small Kim Island in the lake is a single hummock, or a former piece of MSH, deposited over 6 miles away by the power of the eruption.

Although MSHNVM might not hold the prestige of a National Park, it is a perfect place to be reminded of the power of nature. While the events here in 1980 were cataclysmic, life remains resilient and the landscape is recovering faster than anyone predicted. It is different, of course, but alive and thriving, nonetheless. It should also be noted that while Portland, Oregon, was not the focus of this article, it is closer to MSHNVP than Seattle is. Portland has its own international airport (KPDX), two Class D reliever airports and multiple small pilot-controlled fields. Any one of them could serve as an

excellent launching point into MSHNVP or MRNP to the north or the Columbia River Gorge National Scenic Area to the south. The latter of which is deserving of an article of its own. **KA**

Copyright 2024, Matthew McDaniel
First publication rights granted to The Village Press, for King Air magazine
All other rights reserved by copyright holder

Matthew McDaniel is a Master & Gold Seal CFII, ATP, MEI, AGI, & IGI and Platinum CSIP. In 34 years of flying, he has logged over 21,000 hours in total, over 5,800 hours of instruction given, and over 5,000 hours in various King Airs and the BE-1900D. As the owner of Progressive Aviation Services, LLC (www.progaviation.com), he has specialized in Technically Advanced Aircraft and Glass Cockpit instruction since 2001. Currently, he is also a Boeing 737-Series Captain for an international airline, holds eight turbine aircraft type ratings and has flown over 135 aircraft types. Matt is one of less than 15 instructors in the world to have earned the Master CFI designation for 11 consecutive two-year terms. He can be reached at matt@progaviation.com or 414-339-4990.

KADDEX
AERO SUPPLY

THE LED UPGRADE EXPERTS

THE KING AIR 350 JUST GOT BRIGHTER

NEW KING AIR 350 LED WING TIP LIGHT ASSEMBLY

5x Brighter 5x Lower Current Draw 5x Year Warranty

Add the OR500 Position / Anti-collision Tail Light to your King Air for a complete and reliable LED system.

Also Available - Hyperion I LED Wingtip Light for C90, 200, 300 & 1900 Models

parts@kadexaero.com Peterborough 1-705-742-9725 Calgary 1-403-250-5241 www.kadexaero.com