

DATING

On the hunt for cerebral singles

SINGLE SHOT B1

ENTERTAINMENT

BEST SPOTS FOR DINNER AND MUSIC

WHAT'S HAPPENING

BASKETBALL

Huskies take early lead and don't let go

SPORTS C1



FRIDAY, JANUARY 16, 2009

TOP STORIES

Knox trial begins



More than a year after her roommate was slain and sexually assaulted in Perugia, Italy, former University of Washington student Amanda Knox and her Italian ex-boyfriend go on trial today. **A7**

Area layoffs mounting

TTM Technologies, Qwest Communications International and Vulcan will lay off 695 Seattle-area workers. And at Paccar, where 430 are losing their jobs today, the situation has gotten worse. **C6**

Israeli shells hit U.N. site

Israeli artillery shells struck the U.N. headquarters in the Gaza Strip, which the U.N. chief called an "outrage." Another Israeli bombardment killed Said Siam, Hamas' head of security. **A4**

PASSAGES

Blue Moon founder dies

Hank Reverman, who opened the Blue Moon Tavern, the venerable University District watering hole, and later became a pilot and flight instructor, died at his home in Seattle. He was 96. **A7**

ALSO IN THE NEWS

NATION

Recession buster: House Democrats unveiled an economic recovery bill that would provide an \$825 billion infusion of public spending in hopes of kick-starting the sagging economy. **A3**

Life on Mars? A mysterious belch of methane gas on Mars hints at microbial life underground, NASA says. But it also could have come from changes in the rocks. **A4**

SEATTLE

Stadium plea: UW officials are well aware that they're waging a tough public relations battle in their push for public funding to renovate Husky Stadium. **A7**

BUSINESS

State stimulus: The governor has proposed spending \$1.2 billion in state money to help Washington pull through the recession. **C6**

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TODAY'S WEATHER
Widespread fog.
High 47. Low 37. **A10**

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Pilot's landing into Hudson River 'phenomenal'

ALL 155 ABOARD JET SURVIVE ICY CRASH



MICHAEL APPLETON / THE NEW YORK TIMES

Onlookers in Lower Manhattan snap photos and videos of the partially submerged US Airways jet that its pilot set down in the Hudson River on Thursday.

BY DAVID B. CARUSO AND MARCUS FRANKLIN
The Associated Press

NEW YORK — As the plane descended over New York City, its engines crippled, people ran through the aisle and bowed their heads to pray. One woman sent a text message to her husband: "My plane is crashing." Passengers were instructed to brace for impact.

Then the cool-headed pilot of US Airways Flight 1549 brought it down safely — floated it, one man said — into the frigid Hudson River. One survivor said the impact felt like little more than a rear-end car collision.

All 155 people on board survived, plucked to safety by a small fleet of Coast Guard vessels and commuter ferries that converged on the crash site within minutes. A paramedic said a woman had two broken legs, but there were no other major injuries.

"We had a miracle on 34th Street," Gov. David Paterson said. "I believe now we have had a miracle on the Hudson."

The plane, which had left LaGuardia Airport for Charlotte,



CHANG W. LEE / THE NEW YORK TIMES

A flight crew member is rushed to an ambulance after the jet plunged into the river.

N.C., on a flight that ultimately lasted only five minutes, was disabled when it collided with a flock of birds.

SEE PASSENGERS, A11

INSIDE

BIRD HITS: Sea-Tac Airport first tackled problem in '70s. **A11**

SEATTLEPI.COM

Go online to see a photo gallery of the crash.

'A big bang noise, then the smell of smoke'

BY CASEY McNERTHNEY
P-1 reporter

Olympia resident Michele Davis, 24, was returning Thursday from a stay New York where her boyfriend lives.

Before she boarded US Airways Flight 1549, Davis admittedly was somewhat hesitant about flying. But she didn't expect any problems or delays when she called her mom to say she would be at Sea-Tac Airport about 9 p.m.

When her mom, Susan Dunham, saw a North Carolina number appear on her cell phone while at work in Auburn, she nearly didn't answer, thinking it was a telemarketer. But it was her daughter, calling from a bor-

SEE PASSENGER, A11

It's "greed, political collusion and corporate thievery legitimized."

— Marion Rock, pumping gas in the Central District

Gasoline prices on the rise again

BY VANESSA HO
P-1 reporter

Gas at a Queen Anne Shell station was cheap enough — just over \$2 a gallon. But that didn't stop Brian Wallace from worrying about the recent creep in gas prices throughout the city.

"It sucks," said Wallace of Mill Creek as he refueled his car. Already, he had lost his office job through a layoff, the search for a new job wasn't going well, and he paid for everything in cash.

Gas was the last thing he wanted to fret about. And he wasn't alone.

Thursday, as crude oil prices fell to a near record low on the New York Mercantile Exchange — \$35.40 a barrel — many Seattle drivers wondered why that decrease wasn't felt at the pumps.

LOCAL GAS PRICES

Although nowhere near last summer's high of more than \$4 a gallon, gas prices have been inching up in Seattle.

\$1.81 a gallon
last month

\$2.06 a gallon
Thursday

Although nowhere near last summer's high of more than \$4 a gallon, gas prices have been inching up in Seattle, from \$1.81 a gallon last month to \$2.06 Thursday, according to the AAA's Daily Fuel Gauge Report.

Nationally, the average price for unleaded gas was \$1.80, up from \$1.66 a month

ago. "This is just one more log added to the fire to burn us out of here," Marion Rock said as she pumped gas at a Central District Arco station, where the price was \$1.97 a gallon.

A former customer service representative, Rock had struggled with steep prices in the past, by driving less, doing fewer errands and taking the bus. She was dreading it again.

"The whole kit and caboodle of this debacle is because of greed, political collusion and corporate thievery legitimized," Rock said.

The sour economy has created less demand for oil, causing the February delivery of light, sweet crude to fall to new

SEE GAS, A11

U.S. to finance 40 percent of light rail extension costs

BY LARRY LANGE
P-1 reporter

The federal government will increase its contribution and finance more than 40 percent of the cost of extending Sound Transit light rail service from downtown Seattle to the University of Washington.

Groundbreaking for construction will be in a few weeks, and work to remove buildings from a Capitol Hill station site will begin this month.

Federal Transit Administration acting chief Sherry Little said Thursday her agency will finance \$813 million of the \$1.9 billion project. Federal approval came, Little said, after her agency insisted that Sound Transit add \$127 million in "contingency" amounts for unforeseen costs of tunneling, "one of the riskier components" of the expense.

Approval of the grant will signal the start of construction of the 3.15-mile line, which will extend through a tunnel under downtown to underground stations, one at Broadway and John on Capitol Hill and the other at Husky Stadium at the UW.

The line is scheduled to be competed and carrying passengers between the university, Capitol Hill, downtown and Seattle-Tacoma International Airport by 2016. Two other light rail segments are scheduled to open this year, first between downtown and Tukwila and then to the airport, all part of Sound Transit's first stage of development.

A second, separate stage, approved by voters in November, is to extend the light rail system north from Husky Stadium to Lynnwood by 2023 and south to

SEE RAIL, A6