



Yakima Valley WPA Newsletter

May 2009
Volume 2009 Issue 3

Yakima Valley WPA Newsletter, 1436 S.E. Jacquelin Dr., Hillsboro OR, 97123
<http://www.wpaflys.org/Chapters/Yakima/yakimachapter.html>, email - YakimaValleyWPA@live.com
(509) 966-5300

INSIDE THIS ISSUE

- 1 President's Report
- 5 Uncle Bob reports on Steve's Arion Lightning
- 7 Who's Who & Info
- 7 Upcoming Events

President's Report

Les Flue
5/5/2009



YV-Tech

At our April meeting, a discussion regarding YV-Tech's program resulted in a motion to send a letter to the school supporting the program. This letter was subsequently sent. Since then, I have had communications with Mike Sutton (Instructor) and Bruce Mortimer (Director YV-TECH/Career and Technical Education). Both have expressed appreciation for the support that the WPA has shown for the program and are sincere in their desire to keep advancing the program.

Mike has written a short response to us regarding our concerns. Here is his report:

"We are fortunate that Les invited us to give you a few updates about what students have been doing and other things that have been happening at the YV Tech Aviation Program. First off, on April 11, 2009, 3 of our students placed in the State Skills USA technical competitions. Chris Sutphen took first, Corrie Friedrich took second and Chris Casillas took third. Our first place winner was invited to the national competition at Kansas City in June.

We are tentatively scheduled to move to the new Skills Center this September. While there is no denying the uniqueness and the positives associated with being on the airport, we think having a brand new facility will help the program. One area that all of us in aviation have experienced is getting new people exposed to it, whether that be getting new people interested in becoming pilots or getting students interested in pursuing one of the many career

WPA Mission Statement

"To advance the interests of general aviation in Washington State through advocacy, outreach, education and social activities."

(Please see President's Report on page 2)

*The May dinner meeting will be **Thursday, May 7th** at Bert's Pub in Glenwood Square; **6:30 social 'hour' - 7 P.M. meeting***

Presentations by Matt Ardaiz, Dick Pingrey and Tom McMahon.

paths available to them in aviation. Having 700 or more students in the same complex each day simply can't hurt in that area. In our curriculum, in addition to the subjects that have been incorporated into the class since the beginning we have been introducing elements of avionics and instrumentation. One thing that the industry has seen in the last few years is the advent of the newer fully integrated and computerized GPS and Nav-Com systems. There are several certifications thru the Aircraft Electronics Association (AEA) and the National Center for Aircraft Technician Training that we are working on, that are in addition to the FAA standards.

Since June of 2007, we have had 2 students go directly into the industry, one will be completing his A&P licensing in Everett by the end of the summer, one is attending classes at CWU in the commercial pilots program, two have entered the Army and are currently doing helicopter maintenance training and one student has just enlisted in the Navy and is scheduled to become an Aviation Machinists Mate, one current student who is a junior wants to go on and get an Aeronautical Engineers degree and another current junior wants to become a commercial pilot and is exploring his options as to what school to attend and how to accomplish this goal.

I would like to thank Les and the WPA for allowing this opportunity to give a few highlights of what we are doing in the classroom and to thank you all for the encouragement and support that you have given us over the years.

**Mike Sutton
Instructor
YV Tech Aviation"**

Further, Bruce reports to me that the program is now affiliated with Green River Community College through the South King County Technical Prep Consortium wherein students can transfer credit upon graduation. This same credit transfer would be available (through Green River) to Big Bend Community College in North Bend. Mike indicates that they are still working on Big Bend.

While discussing these issues and our letter, both individuals have been very responsive and are very much interested in our (Yakima WPA) support. We can continue to support them in a number of ways:

- First, we can visit with them and offer additional assistance by "just being there for them". I know that a number of pilots in the area have made presentations during their classes and they would love to have more.
- Second, we should continue to let them know of our support and ideas.

(Please see [President's Message](#) on page 3)

They appear to be open to our suggestions, so now we have the responsibility of providing them.

- Third, they can use more participation at the Advisory Board level. Gene O'Dell is the current chairman of the Advisory Council. The more GA representation that we have on that council, the more input towards GA needs we can provide.

Security Directive 1542-08F

As you may have heard, TSA has proposed a new Security Directive that affects us at the Yakima Airport. In summary, this directive requires that the Airport change its security plan. This SD is slated to be effective on June 1, 2009. Those of us that are based out of this airport are required to apply for, and display a badge. In order to obtain a badge, we must make application at the Airport Office, and this application gives permission for the TSA to perform a Threat Assessment on all applicants. Those that do not have badges will be required to have an escort. The badge requirement does not require to transient aircraft, however they must be escorted, also.

We have been working with local airport staff, and petitioning the TSA and Homeland Security to re-visit this requirement. So far, even our major representatives (AOPA, EAA, AAAE, etc.) have had little success in getting the TSA to move. Recently, you may have heard that Scott Heppler had written a letter in the form of a petition and made it available to sign. This will be delivered to our Congressional representatives, Governor Gregoire, and Attorney General McKenna. If you haven't signed the letter, and wish to do so, I saw it circulating around last weekend at Yakima Airpark, Dick Pingrey's, and Yakima Airpark. Every one of our advocacy groups is calling upon us to contact our congressional representatives to inform them on the full impact of this legislation. Please take a few moments to sign the petition, or send your own letter. I sent a sample of the letter out in an email blast last week. Contact me if you wish more information.

Updated Events and Meeting Schedule

We have been having great participation the last few meetings. Last month, we saw 32 people attend the Wings training program on Temporary Flight Restrictions. More of these types of programs are in the works.

This month, May 7 our regular monthly meeting is an evening meeting at Bert's Pub in Glenwood Square. You can start arriving at 6:30 for social networking and to place your food order off of the menu. Following dinner, we will have a program that features Tom McMahon and Dick Pingrey reminding us of what it was like for them to fly commercially and in the military. Also joining us will be Matt Ardaiz. Matt is a helicopter pilot at the Yakima Training Center and he has agreed to give us some insight as to their mission and his experiences flying military helicopters today.

May 16 is the day when we jointly participate in a Poker Run with the EAA. Marv is planning a great event for us. We will be leaving from Yakima Airpark about 8:30 to 9:00. The circuit will

(Please see [President's Message](#) on page 4)

include Ellensburg, Desert Aire, Sunnyside, Prosser, and Yakima. Cost is \$10.00 per hand and the winning poker hand wins the pot. Following the Poker Run, there will be hamburgers and hot dogs at Yakima Airpark.

Our June WPA meeting is another Wings presentation on Saturday, June 6 at Yakima Airpark. Our presenter is Long Nguyen from Seattle; who will be teaching us about weather; charts, symbology, satellite images, radar, winds aloft, and aviationweather.gov. This class will be eligible for WINGS credit.

July 2 is our Summer Barbeque at Pingrey's Hanger and Yakima Aerosport. I am working on Jabiru Northwest to bring up a new Jabiru LSA for us to drool over. Stay tuned for more details.

I am still trying to put together a Pilot Seminar in August to help meet the flying portions of the WINGS program. If you are a CFI and would like to participate, please let me know. If you would like to help organize this, let me know. Together, we can make it happen.

Our third WINGS program will be in October. I have lined up Amy Hoover from CWSU and Canyon Flying to give a program on Mountain Flying. This, too, will be eligible for Wings credit. Again, stay tuned for more.

Also, keep a watch for "pop-up" opportunities. Bob Hammer led a group for dinner and a play a few weeks ago. Just last weekend Steve Hahn led a group to Ellensburg for dinner. This is pretty awesome! More, I want more.

One final thought. As you may have seen, we are using an Email system to provide everybody with timely updates. If you missed one, or deleted it from your email, and would like to go back and re-read it, you can find them online at the following web address:
<http://community.icontact.com/p/yakwpa>.

Personally, I want to thank all of you for your enthusiastic support of GA in Yakima. Great things are happening; Greater things are in store.

Let's Go Flying!

Les Flue

President

Yakima chapter - Washington Pilot's Association

Steve's Arion Lightning

Bob Hammer

There will soon be yet another homebuilt plane gracing the skies around our airport. Having no faith in my ability to build a plane that wouldn't end up "biting" me, I am always in awe when I see the wonderful planes coming out of the homebuilt market.

Now I consider myself a pretty fair hand at building things---at least, if you look at my shop, you would think I was one gifted super craftsman. Sadly, all that beautiful equipment that I convinced my wife I needed is somewhat of a ruse. Yes, I can cut, sand, weld, paint, turn, joint, rip, but the toughest thing I've proudly tackled is an 18' canoe that is presently in it's second year of construction and that's sans electrical circuits, wings, radios, etc. And yes, when I launch my elegant craft, I'll be wearing a life jacket. Frankly, it kind of ticks me off that these "oversize" models we call "homebuilts" just plain outdo commercially built planes like my Beech, in it seems, every category. And while the name might imply "simple", from my perspective, there is nothing simple about them or at least, most of them. Looking at the "guts" of Lance Sorrensen's beautiful RV ???, for example, it has more wires than my wife's pot of spaghetti. Let's not even talk about what lurks in the belly and elsewhere of Dr. Holbrook's Lancair. Some of the guys call him Rocket Man and for good reason, since it approaches or maybe even reaches speeds of 300mph. I must add, by the way, that even more rare than the fact that this ship can fly, and fly very fast, is the fact that Holbrook's wife helped him build it. And I mean BUILD, and build and build. And if you ask the good doctor how they did it, the usual and very accurate response is "we worked our ass off." Which is another



Arion Lightning

reason I haven't attempted a homebuilt, what with that part of my anatomy loosing ground as I speak. Then there are the beautiful (can you say aerodynamic) shapes and innovations like ballistic chutes. You all know what I'm talking about. The only bit of salvation for me is the fact that while they're building, I'm flying—HA! But then some of these turkeys have more than one airplane. Whoever it was that said life was fair was an idiot.

So the day that I read the article Steve Sundquist wrote about flying his Super Cub into the back country of Idaho with his friend who was flying an early RV something or other and who was zooming around the skies looping and cavorting over God's kingdom while Steve putted along and putted along and putted along, I knew a super duper sky machine was in Steve's future. And I was right. I figured that it would be some variant of the RV, but I was wrong. Steve chose an Arion Lightening. Do you think that the name implies slow? You're right, it doesn't. So look below folks and read on and I'll tell you a short tale about the new plane on



continued on next page

the block. Arion, by the way, was the name of the horse that belonged to Hercules. And who was Hercules you ask—check with your high school teacher if he or she is still alive! Steve started this project about 16 months ago by forcing his wife to park outside their two car garage and, as you can see from the pictures, stuffed all the parts of the Lightning into it and began putting the pieces of the puzzle together. It is now to the point where he will be moving it into his spacious new hangar at Yakima Air Park where he will certainly enjoy the extra room the hangar will afford. The plane is made out of fiberglass and just looking at it gives the impression of being very strong. Steve told me that the structure was tested to 9gs at full gross. I'm pretty sure that if I was subjected to loads like that in flight, that I would be severely injured if not killed before the plane ever hit the ground. But then, this plane has a ballistic chute recovery system built in to the fuselage top and is completely invisible until it is deployed of course. I have to assume that this deployment screws up the fuselage top, but that would be the last thing to be thinking about as one drifts slowly back to earth unscathed. The shape is certainly aerodynamic and "Lanceair- like" in its fuselage shape.

Steve has opted for wing extensions which give it a wingspan of 30' and a touchdown speed less than 50mph and a higher cruise speed as well. With the 120 HP Jabiru engine, the plane will have cruise speeds between 150 and 170mph, which is a bit bewildering to me. Even more impressive, at least to me, is a take off roll of 315'. Simplicity in construction is emphasized in the literature and from the few tools Steve has in his shop, the literature is correct. However, simplicity doesn't always imply "easy." One look at the wind screen as I listened to Steve tell about fitting it, tells a story of dedication, persistence, patience and discipline. I'm sure that this description would certainly apply to most homebuilts. And I'm sure that Holbrook or Sorrensen would give

a vigorous "yes" headshake to my statement. There is simplicity in other ways as well. The beautifully made, six cylinder, Jabaru engine, for example, uses time proven hydraulic lifters from a GM engine and a Bing carb that has been used for years on the BMW motorcycle. The voltage regulator is the same one used on a Kubota tractor. Steve, like myself, is a strictly VFR pilot, so he isn't filling the panel with a bunch of super sophisticated gadgets. But he is going to install a "glass panel" more for the simplicity of installation than for the need to be "modern." And you're darn right, it is a very nice thing to have what with so many instruments displayed in one place. But there will also be---God forbid---STEAM GAUGES. If I remember correctly, he will also install an auto pilot with an axis or two. Having attempted to fly the late Bill Hudson's RV straight and level has me convinced that, with these kind of very responsive ships, an auto pilot is essential, especially if long trips are in the forecast. And yes, Steve will have a GPS. As an aside, and speaking of GPS, I have lost signals several times recently while flying and one time the entire unit shut down due to being over-heated in the sun. If that was the only instrument I was relying on for navigation at those times, I would have been in somewhat of a compromising situation. And it isn't just situational awareness that I'm talking about. A simple flight plan with checkpoints and headings, a compass, clock and SECTIONAL took the heat out of it. And God bless those old steam gauges

[continued on next page](#)



(Arion continued)

that hold my two VORs. End of sermon.

Steve will soon be moving into his new hangar at the Yakima Air Park and he plans to have an open house so that all of you who are interested in his project can have a look.

Uncle Bob

Yakima Chapter - Washington Pilots Association

Les Flue, President - 509-952-2376
Dennis Klingele, Vice-President - 509-966-5300
Jim Wickstrom, Secretary - 509-965-3630
Mike Bull, Treasurer - 509-949-1530
Joel Weyhe, Newsletter - 509-969-6244

News & Info: Send articles and important pilot information for publication to the editor -> YakimaValleyWPA@live.com or by mail, if necessary, to Joel Weyhe, 1436 SE Jacquelin Dr., Hillsboro, OR 97123.

Website: The WPA state website may be found at <http://www.wpaflys.org>, and the **Yakima Chapter** site at www.wpaflys.org/Chapters/Yakima/yakimachapter.html



Yakima Valley WPA Newsletter

1436 SE. Jacquelin Dr.
Hillsboro, OR 97123

Phone:
(509) 969-6244

Fax:
None yet

E-mail:
YakimaValleyWPA@live.com



Meeting Notice: Our next monthly meeting will be this Thursday, May 7th, 7 P.M. at Bert's Pub.

Following dinner, we will have a program featuring flying in the military and commercially. Guest speakers are Tom McMahon, Dick Pingrey and Matt Ardaiz.

May 16th: Joint EAA-WPA poker run

June 6th: WPA meeting and Wings presentation

July 2nd: Summer BBQ at Pingrey's Hangar

Important Contact Info:

WPA President - John Dobson (360) 898-2319

PYKM Airport Manager - (509) 575-6159

EAA Chapter 206 - Stu Copland (509) 965-1209

McAllister Museum - (509) 457-4933

Mid-Columbia 99s - Monica Weyhe (509) 966-1686

FSS - 1-800-WX-BRIEF

ASOS PYKM - (509) 248-1502

Newsletter Date: The next newsletter should ship sometime in early July, with any luck.