



# Yakima Valley WPA Newsletter

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Yakima Valley WPA Newsletter, 901 N. Conestoga Blvd., Yakima WA, 98908  
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## President's Message

*Dennis Klingele*

The Yakima Valley WPA Chapter met at Yakima Air Park last month. The cold cut sandwiches and salads were really enjoyed, along with a lot of good conversations and a video program. We all signed cards for Jim Wickstrom and Joel Weyhe, who were just doors down the hallway from each other in the hospital. Jim has some new leg joints and is getting around quite well with some use of a walking cane. Joel had brain surgery, I understand that he's also doing well and possibly is a lot smarter now.

We have some samples of WPA items that can be purchased on the State WPA ([www.wpaflys.org](http://www.wpaflys.org)) website. The really cool part is that you can order them with your name, airplane N number, or such, engraved on your shirt or hat. The samples will be on display at our next few meetings, so take a look.

Our next meeting will be **Thursday, July 3rd, at the Barnstormers Restaurant in the Yakima Air Terminal**, social starting at 6:30 PM with dinner at 7 or so. The program will be "**Basic Aviation Weather**". The Food will be from the same special "Yakima WPA" menu that we have enjoyed before. So come and enjoy a great summer evening, conversation, a meal and a timely review of Basic Aviation Weather.

We are now on course for having our meetings every month on the first Thursday. This will help with planning your calendar, and should work well by not conflicting with our local EAA meetings.

The State WPA calendar is really filled with lots of fun for the summer. This calendar is always a work in progress. Joel will include some of this information into this and future newsletters as room allows. The state now has this information under the "**CALENDAR**" Tab on the State WPA web site.

This summer should have all the fly-out options you could ever want, take a look, plan, and go flying.

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### Attached:

2008 WPA Activities Calendar  
Orcas fly-in



*Yakima WPA Chapter President Dennis Klingele and his wife, Doreen.*

*(Please see President's Message on page 2)*

## Meetings & Information for Members

*Editor*

- ☛ The next membership meeting is **6:30 p.m., Thursday July 3rd at Barnstormer's in the Yakima Air Terminal**. There will be the "Yakima WPA menu" and dinner should begin around 7pm.
- ☛ Mike Bull is looking to organize for a Saturday trip to Arlington either by land or by air. Contact him either by email [pilothead872@aol.com](mailto:pilothead872@aol.com) or by phone (509) 949-1530. The Thursday Arlington Trip with Lance Sorensen has been filled.
- ☛ The Arlington Fly-in is just around the corner, July 9<sup>th</sup> through the 13<sup>th</sup>. WPA has a booth this year and we are looking for volunteers. John Dobson is also looking for a volunteer coordinator. Contact John: [johndobson@membersonlyinc.com](mailto:johndobson@membersonlyinc.com)
- ☛ As an EAA member, Mike Bull (a busy guy) proposed a joint WPA/EAA Christmas dinner at Yakima Air Park. Dennis will coordinate details with the memberships.
- ☛ This looks like fun... EAA Chapter 937 is staging the 25<sup>th</sup> annual Orcas Fly-in August 1<sup>st</sup> - 3<sup>rd</sup> at the Eastsound Airport (for emailed Newsletters, I've attached a poster for the event.)

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### WPA Mission Statement

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

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The next membership meeting is **Thursday, July 3rd,**

**6:30 P.M. at Tom McMahon's hangar in the Yakima Air Park.**

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Wear your **name badge** if you have one.

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*(President's Message from page 1)*

We are working on getting our membership renewals caught up with those who haven't been able to get that done. WPA membership rewards program is continuing to grow, making the real cost of membership minimal or not at all.

We have some new items on our agenda, including the beginnings of our plans for the 80<sup>th</sup> birthday celebration aviation day event for the Yakima Airport, and our Christmas party too!

As always, please don't hesitate to call any of your WPA board if you have any ideas, concerns, and we will always be happy to do our best for you.

Take Care,

Dennis Klingele

## Happenings at McAllister Field

*Les Flue*

1. We continue to work on the airport overlay (AO). The PowerPoint presentation has been completely updated, and we have made several presentations to the City of Yakima, Yakima County, and Union Gap. The airport staff will be putting the changes into language that can be used to write the ordinances and following that we will be starting the public process of getting the appropriate zoning regulations approved.



2. Bill Wheeler and Amber Hansen have been re-appointed to the board by the City and/or County. Board Officers for the next year remain the same with Bill Wheeler as Chairman, Amber Hansen as Vice-Chairman, Jim Adams as Second Vice-Chairman, Les Flue as Secretary, and Tom Holbrook as Treasurer.

3. The 16<sup>th</sup> Avenue realignment to protect the runway safety area is moving along. Bids for the major construction portion will go out this fall/winter with construction to be done next year. In the mean time, the bridge in front of Cub Crafters and McAllister Museum is being worked on and there will be some closures through August or the first part of September. Staff has assured us that it will be open in time for the 80<sup>th</sup> Anniversary celebration.

4. The final draft of the Airport Rules for tenants and operations is out. The Board has asked for a tenants meeting to review the rules and solicit final comments before adopting. This will be scheduled for the near future.

5. This year, the Yakima Air Terminal is celebrating its 80<sup>th</sup> Anniversary. The Board is supporting the celebration of this milestone with a General Aviation Days event. They have asked Ola Vestad (the Chairman of the Young Eagles Program) to facilitate the coordination of the Young Eagles program with the Anniversary Celebration. The date that has been selected is September 13. An organizational committee is being formed and will include representatives from the EAA, the WPA, the McAllister Museum of Aviation and other general aviation interests. Mark your calendars for this day and let's plan on celebrating the Freedom of Flight that comes from having our magnificent airport in Yakima.

Our next Airport Board meeting will be at 7:30 AM, July 22, 2008, 6:30 p.m. at the Airport Board Room (adjacent to Barnstormers Restaurant). If you have any questions, please call, email or write to me. We have an audience participation agenda item during the meeting if you would like to address the Board.

Tomas E. Holbrook, City Representative

Les Flue, County Representative

Yakima Airport Board

## Long Distance Triangle

Tomas Holbrook

One of the issues that influenced Debbie and me to build a Lancair IVP was the fact that our children would probably be spread across the United States and we needed a plane with legs. That logic proved fruitful during June as we flew the plane to Little Rock, Arkansas, Boston and back home.

We started out on Friday morning, May 30, to Little Rock with a planned fuel stop in Hutchinson, Kansas. We were having some trouble with the pressurization and could only get the cabin to 10,000 feet as we approached FL 250, which was necessary to get above the weather that started in western Idaho. This was our first cross country using RNAV and from central Idaho were cleared direct HUT (very cool), even as we flew a slalom course to avoid the larger cumulus. As we exited the Rockies, the wind started to pick up and peaked at 80 knots on our tail. Our ground speed at that point was 342 knots! As we went further east, the pressurization became more problematic so we decided to land in Hays, KS and trouble shoot the problem. We found the A & P and asked to borrow a couple of tools, and after a phone call to the Lancair gurus, Steve Lorentzen and Jay Gilbert, we discovered a hole worn in a scot tube where air from the intercooler was escaping. Using the universal repair material that no plane can travel without, duct tape and silicon, we patched the hole, buttoned up the cowling, bought some gas and headed to Little Rock, VFR, at 15,500 Ft. While in HYS, my guardian angel, Jay Horowitz called to see why we stopped short. It is very comforting to have a friend watch your progress across the country.

Landing at North Little Rock to visit our son Brian, we spent some time talking to

Harry Barrett, the FBO owner, about the tornado that swept through 4 weeks previous. He had some amazing pictures of blown out hanger doors, planes stacked on top of each other and junk on the runways. He said 25 planes were totaled (one was a King Air 250), 5 had severe damage and the airport only had 15 flyable aircraft after the storm hit. He was pretty philosophical when he said, "it could of been worse. That tornado was just a baby!"

Total flight time from YKM to ORK was 6.3 hours.

On Monday, June 2, we set off for Martha's Vineyard (MVY). We filed RNAV direct and after a half hour of vectoring were cleared direct MVY. That was a pipe dream. As we entered New York Center's airspace we received a circuitous clearance that sent us to western PA and NY before threading our way into MVY. That routing put our fuel reserves too low so we went to Harrisburg, PA for fuel and then picked up a new clearance to MVY. It ended up being the same one we received earlier! Harrisburg is still a TRSA, one of only about 5 left in the country. It was interesting going by Washington, DC as the multifunctional display flashed red for the boundaries of the ADIZ. I had never seen that before! After flying numerous vectors, victor airways and direct to some intersections we were handed off to Cape approach where I had to give the controller the scoop on a single engine piston going 245 knots at 14,000 ft. I guess not many Lancairs populate the east coast.

The airport at Martha's Vineyard is very nice due to the jet traffic they get through the summer: everything from J3 Cubs to Boeing Business Jets. They said it is nuts on holidays and from the end of June to Labor Day. The best part of that stop was the B & B we stayed at. The island and all the stuff people talk about is not much different than the coastal communities of Washington and Oregon, but they have an awesome bus system for tourists. The island has 25,000 permanent

residents and that swells to 125,000 in the summer months.

The first crummy weather on the trip greeted us on Wednesday morning as we prepared to fly to Norwood, MA, a reliever SW of Boston. Before takeoff the weather was 2200 broken with 5 miles of visibility, but after the first vector it went down to 600 overcast, 1 mile visibility in rain and fog. It only has a localizer approach and the minimums are 580 and one mile. The TAF during my briefing indicated that weather came 4 hours early! During the 17 minute flight, my fancy glass panel decided to go Tango Uniform and I had to hand fly the trip and ended up going missed on the first approach. During vectors for another try, I got the panel to boot up and got the approach loaded and was successful on the second try. I was not pleased with my Chelton System, but the avionics guys tell you to train with the old steam gages and if the glass works, great. My first miss occurred due to a marker beacon malfunction, but the second time the controller called the FAF and I was able to descend to 580 and broke out about 1/2 mile from the runway. We were in BOS to attend our daughter Doria's graduation from MIT with a degree in Mechanical Engineering.

The trip home was arduous as it took 12.5 flying hours from BOS to YKM. As the still occurring thunderstorms in the Midwest trundled on, we had to go to Louisville, KY to get far enough south, then to Sidney, NE for a fuel stop with the nicest people at the FBO. The lady knew all about YKM as she has a sister that lives here. I invited them to the Airpark next time they visit YKM. On the route from LOU to SNY, we could view the monster TSRMs north of us. Although they were 200+ mile away, they appeared only 20 miles away. The WSI weather indicated that the tops were at FL 650 with heavy hail to 2 inches, 70 knot winds, moving NE at 35 knots. Going 260 miles an hour at 14,500, it took us better than 30 minutes to cross that line of storms. During that time, another Lancair IVP tried to penetrate that line and the plane broke into pieces killing the

pilot. I didn't know about that until I got home. Very sad. While in LOU, Jay called to talk about our route and the weather, specifically the storm in eastern Wyoming. After leaving SNY, we encountered a very helpful controller at Denver Center that allowed us to zig zag around cumulus clouds until we were clear of them. We then ducked into the clouds at FL 260 for the 20 minute ride to clear air. From 100 miles east of Ogden we were cleared direct Boise and at Idaho Falls were cleared direct YKM at FL 220. Many passenger jets above FL 280 were battling moderate turbulence, but at our altitude the air was smooth and it was a nice flight home. We landed at 9:00 PM in Yakima and as soon as I shut down the engine, Jay called to welcome us home. Thanks Jay for the personal flight following!

All totaled, we put 21.4 hours on the plane, learned a lot about the air traffic control system, survived the controllers at New York Center and Approach and although not in Kansas any more, there is no place like home. Next is a pilgrimage to Oshkosh and a possible trip to Yakutat, AK if the fuel costs stay in reach. If not, we can all sit in our planes and make aircraft noise.

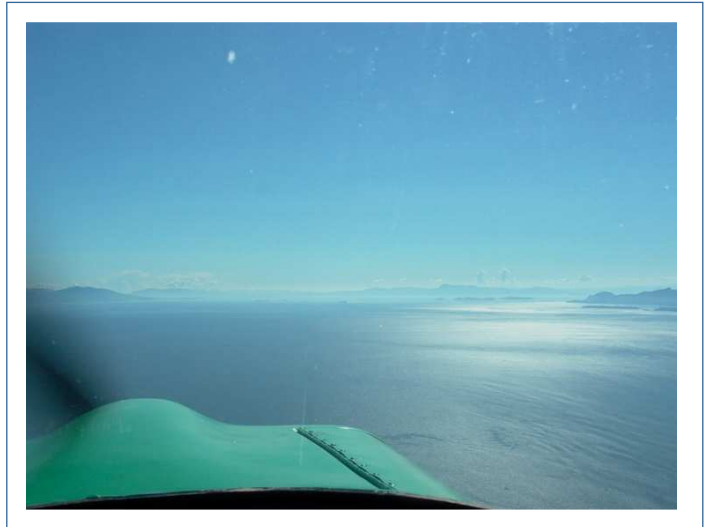
Tomas & Debbie Holbrook

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## Editor's Notes

I hope you enjoyed Tomas Holbrook's article in this issue of the Newsletter. So, it's summer and I know that many of you have had interesting flying adventures. *You can become famous too* so, long or short, consider sending your article to the editor for publication.

[Flying the Inside Passage](#)



## Who's Who and What's Up

### Yakima Chapter Officers:

*President* - Dennis Klingele (509) 966-5300

*Vice President* - Les Flue (509) 952-2376

*Treasurer* - Mike Bull (509) 949-1530

*Secretary* - Jim Wikstrom (509) 965-3630

*Newsletter Editor* - Joel Weyhe (509) 966-1686

*Webmaster* - Les Flue (509) 952-2376

**News & Info:** Send articles and important pilot information for publication to the editor -> [YakimaValleyWPA@live.com](mailto:YakimaValleyWPA@live.com) or by mail, if necessary, to Joel Weyhe, 901 N. Conestoga Blvd. Yakima, WA, 98908.



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**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](http://www.wpaflys.org/Chapters/Yakima/yakimachapter.html)

**Meeting Notice:** The next meeting will be held July 3rd at 6:30 p.m. at Barnstormer's.

### Important Contact Info:

*WPA President* - John Dobson (360) 898-2319

*PYKM Airport Manager* -

Buck Taylor - (509) 575-6159

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

*McAllister Museum* - (509) 457-4933

*Mid-Columbia 99s* - Mary Cooke (509) 375-0445

*FSS* - 1-800-WX-BRIEF

*ASOS PYKM* - (509) 248-1502

**Newsletter Date:** The next newsletter should ship sometime in early August, in advance of the first Thursday monthly meeting.