



Yakima Valley WPA Newsletter

March 2009
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Yakima Valley WPA Newsletter, 901 N. Conestoga Blvd., Yakima WA, 98908
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President's Message



Les Flue

3/2/2009

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Attachment:

2009 Goals and Work Plan

2009 is turning out to be a great year for the Yakima WPA!

At last month's meeting, we had over 34 in attendance and were treated to a fantastic presentation by Marjy Leggett, and Monica Weyhe about the 99's and the update on saving Vista Field, and enjoyed some fantastic hanger talk and pie eating! What more can you ask for.

On February 21, the EAA chapter chartered a bus to the Pacific Northwest Aviation Conference. A big shout out goes to Marv, Tom, and especially their Chief Pilots for a job well done. I had a great time riding over, and meeting up with many pilot buddies during the trip. Even the food was awesome!

Currently, we have 30 members that have paid their 2009 dues. This is great for this time of the year. Last year, we had 26 registered members, total! I am including a phone list for all paid-up Yakima members. If your name is not on this list, your membership is not recorded in the State database. If you feel that there is an error, contact Mike Bull so that he can help you get things straightened out.

As spring approaches, we are getting geared up for the upcoming flying season. I am including in this newsletter the goals we have adopted for this year. Note that there will many opportunities to get together to socialize, learn, fly, and support our local airports. Where do you fit in?

First of all, join us! Come to the monthly meetings. Take in a safety class (or three). Come fly with us! Join up with the Hanger Talk every Saturday at Yakima Airpark.

Second of all, how can you help? On the way back from the Aviation

WPA Mission Statement

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

*The January dinner meeting will be **Thursday, March 5th; 6:30 facility tour 7 P.M. meeting at McCormick Air Center.***

Presentation by Don Burke.

Conference, I was talking to Tom Holbrook (my lil’ buddy), Mike Bull, and others. There is a lot of excitement for flying opportunities this year. Why don’t you become a “Fly-out Concierge”? What is this? You may ask. Simply put, help get a fly out “off the ground”. Schedule one, make phone calls, lead the pack, anything that helps get us together and flying together. Are you interested in a bus trip to the Seattle Flight Museum? Marv will help schedule the bus. But, we need someone to organize, take tickets, call up participants, put together sack lunches for the trip over and back, etc. Could that someone be you? Drop me an email with your ideas!

We are only successful when we all get involved. Where can you help?

Coming up this next couple of months are some exciting opportunities:

- Our next monthly meeting will be this Thursday, March 5th at McCormick Air Center. The McCormick’s team will be giving us a tour of their new facility that includes Pilot Lounge, training center, and Office/Reception area. From 6:30 to 7:00, come and tour the facilities and join in on the Hangar Talk. Meeting starts at 7:00. This month’s presentation will be by Don Burke, who will be talking about LSA, Sportpilot opportunities and his Ultralight. Free food will be available following the meeting.
- In April, our regular monthly meeting will be on April 4th at the Yakima Airpark. This is a Saturday and we will be sponsoring a Wings Safety Seminar. The topic will be navigating the spring and Summer TFR’s around the Pacific Northwest. Presenter will be John Townsley. John is an active pilot, an FAA Aviation Safety Counselor, a Civil Air Patrol pilot, and a Board Member of the Washington Pilots Association. The Seminar will be from 10:00 to 12:00 and all participants will be eligible for WINGS credit.

Lastly, we are now sending out email updates (or PIREPS) about Yakima WPA Information. These are intended to be a means to keep you up to date on all things that are happening and going on in our Chapter area(s). Look for these in your email in-box. If you haven’t been receiving yours, please let me know. It could be that I have an incorrect email address for you.

Les flue

*President
Yakima chapter - Washington Pilot’s Association*

Monthly Meeting 2/5/2009	Meeting called to order by: Les
7:00 p.m. to 8:30 p.m.	Board Members in Attendance: Les Flue, Dennis Klingele, Jim Wikstrom, Mike Bull
Place: Yakima AirPark	Total participation
Secretary Report/Minutes from previous meeting	<ol style="list-style-type: none"> 1. Treasurers Report <ol style="list-style-type: none"> a. Checking Account: \$715.36 b. CD Plus Account: \$5,655.83 c. Scholarship Fund Savings: \$515.35 d. Cash on Hand: \$25.00 2. Discussed new manager search 3. Bus trip to PNW Aviation Conference, February 21; \$30.00 each to Marv 4. Marv moved and Monica seconded to elect the following slate of officers: Les Flue, President, Dennis Klingele, Vice President, Jim Wikstrom, Secretary, Mike Bull, Treasurer. Motion Carried. 5. Meeting adjourned at 8:45 p.m.
President's Report	<ol style="list-style-type: none"> 1. Annual Goals 2. Annual Meeting Calendar 3. Airport Board 4. State WPA 5. Membership
Old/New Business:	<ol style="list-style-type: none"> 1. Airport Overlay 2. Bus Trip with EAA to PNW Aviation Conference
Upcoming Events:	<ul style="list-style-type: none"> • February 19th; 7:00 p.m. - EAA 206 Monthly Meeting • February 21st - Northwest Aviation Trade Show - Puyallup, WA. The EAA chapter is sponsoring a bus ride over and back. Contact Marv Pugh for more information. • Next Movie Nite at Yakima Airpark is Sunday, February 15, 2009. • Saturday Hangar Talk - join fellow pilots every Saturday morning at the Yakima Airpark for mutual admiration, fun, fellowship, lies, stories, questions, answers, and social flying.
Program:	Monica Weyhe and Marjy Leggett presentation on the local 99's chapter. Marjy Leggett on the fight to keep Vista open.
Next Association Meeting:	March 5, 2009 – McCormick Air Center. 7:00 p.m. (6:30 hangar talk)

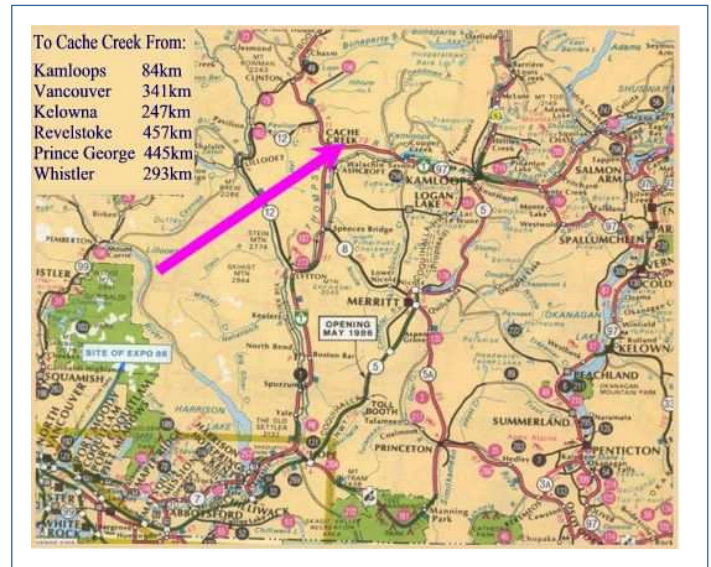
By the Seat of My Pants

Joel Weyhe

When was the first time you sat in a heated car seat? The first time I did, I thought there was something seriously wrong with the guy's truck, and I was a part of what was going wrong. This may seem a little off-topic for an aviation-oriented piece, but there is a connection. I don't have too many skills and I never went to law school, but I'm not too bad at connecting pieces that would ordinarily have no business being connected. So here it is...

It was maybe 5 or 6 years ago, on some flight, I ran into some weather in British Columbia. In fact, it involved a little snow, light hail and a dark cloud up ahead. I must have been heading North. As it was, I was at this important crossroads where four geographic regions, or climates, come together. I've been stopped in that same spot before, long before, in the spring of '83 as a matter of fact. But anyway, on this occasion it looked all too familiar.

I was winding North out of the Frazier River Canyon, and about to leap up onto the Caribou Plateau. This spot, a natural crossroads in my mind, is one of the most distinct transitions from one world to another that you can get when flying around in the Interior of just about anywhere. In my humble opinion of course. The really high ragged coast mountains are to the west, the grand canyon of the Frazier is to the south, a rolling dry pastoral promised land is to the east and then to the North... The Caribou Plateau is a vast, partly forested and boggy lake-studded region in central British Columbia. It's a good place to brush up on your dead reckoning skills. Which is another way of saying that there are not many easy landmarks by which to plot a course using your way out-of-date



Looks are Deceiving

Canadian sectional. (I've never, in all my years, met anyone who had a current B.C. chart. I, no doubt, hang out with the wrong crowd).

But I needed to land somewhere. Cache Creek is a little junction town at the intersection of Hwy 97 and Canada 1. Well, I'm sure it's more than just a junction town; but the junction is a big part of the local economy. Anyway, I never thought that much of the place (I've been there numerous times in a car), just an easily identifiable spot for look-out-the-window navigation. When I got stopped by an even bigger Black Wall in '83, I pattered east about 30 miles to Kamloops for the night. Kamloops is a nice place with a big airport and lots of consistently good weather. It looks a lot like Yakima in fact. And I've airplane camped there several times. This would be a good place to check the direction of the wind before parking at the aero club to pitch your tent. There is a little red brick structure nearby that has got something to do with sewage. I don't know what that is, but I don't have to know.

But this time I didn't want to fly all the way up the valley, just to have to determine the wind direction at the aero club. Cache Creek has an air strip! I've eyeballed it many-a-time. It's sitting on a hilltop with a house at the north end, and it is, conveniently, paved. The town is down below in a

[continued on next page](#)

tight little valley, which may have had something to do with the runway being on the top of the hill.

I hope no one was down there in town (couldn't see anyone) watching me corkscrewing around in the air trying to figure out how to position myself for some sort of respectable pattern entry. Anyway, the wind wasn't so bad and I got something put together. The first time into a new (and small) airport always gets my attention, and even more here because of the unusual terrain and what it can do with the wind to really get that blood flowing on short final. As it happened, it wasn't unduly thrilling and I just taxied up to the tie-down (up is up, the north end is higher than the south end...anyone looking at a map knows that).

No one around. Maybe I'll walk up to the house. This is where the dog comes out of nowhere to rip my leg off. The woman who came out of the house told me that her husband would be coming up from town (from down there in the valley) in a while if I wanted gas. It's not too often I have too much gas (in my plane,) so that's good, I'll take it. She also said he would be happy to take me down into town to a nice place to stay the night. Good again. The stars and planets are lining up which means there's some time for a little hike before the limo arrives. So there is a little hillock near the airport that is even higher than the runway. A meander up there produced a postcard view of Cache Creek and the Kamloops Corridor (look it up). But in my rapture, I forgot the reason I landed here in the first place. And then it hit me. Not the reason so much as the snow squall and wind and sudden darkness. While not exactly clinging on to the hill with my fingernails, it was a nifty and dramatic little atmospheric disturbance. It felt good to be anchored to this boulder on this hill on this day.

The fellow that runs this little airport works in town and is more than willing to ferry pilots

up and down the hill. I told him I would tell my friends that the gas there was at a good price, so there would be no reason to detour into Kamloops just for gas. That's true. And since the only things the government can't take away from you are your memories, you could add this one to your memory bank.

The next morning he picked me up at the roadside estate where I had passed the night in the Northern Style. It was Cool. A nice morning, but definitely cool. We hadn't gone too far down the road when I began to wonder what the hell was going on under my pants. So what is wrong with this truck? Holy Mother, this bugger is about to burst into flames. Is it the catalytic converter burning through the floorboards? Nope. Heated seats.

So this wasn't a story about big adventures or big lessons learned. Just a flying memory. It was resurrected after a recent conversation with my wife, Monica, the other night about heated seats. It just bubbled up. As I try to do my best to promote domestic harmony, I agreed to pass it along.

If you're interested in going there and supporting a neat little strip, I encourage it, but you will need to look up the particulars yourself. I'm writing this article on my PC by candlelight and don't have the info with me.



Cache Creek looking north from near the garbage dump...on a nice day.

Editor's Notes

We have, in Les Flue, a high-tech President who also publishes material. So if you notice the format of the Newsletter changing a bit, it's because I'm trying to integrate each of our works.

And I can't integrate anyone else's because, I'm still waiting for member's stories.

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



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Fish Farm
J. Weyhe

Meeting Notice: Our next monthly meeting will be this Thursday, March 5th at McCormick Air Center.

From 6:30 to 7:00, come and tour the facilities and join in on the Hangar Talk. Meeting starts at 7:00. This month's presentation will be by Don Burke, who will be talking about LSA, Sportpilot opportunities and his Ultralight.

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 May, with any luck.