

# YAKIMA VALLEY WPA NEWSLETTER

## MARCH 2006

As I write this, the sun is shining on my back and the morning chill is giving in to the ways of the warming sun and my mind turns to my plane, getting a little warmer as the sun warms the corrugated tin of the hanger. Perhaps, I think, I won't need to heat the engine today, perhaps, if I'm a good boy and get this letter out to you folks, I could reward myself with some time in the air. The cobwebs of winter are starting to clear out and with a little airtime they will be completely gone and once again I will feel like a pilot capable of going to far off places in my sturdy little ship. I'm looking forward, as I'm sure many of you are, to the fly-outs our club will take this season and further I hope that once again some of you will grace this letter with your flying adventures that most of us are eager to read about.

To those of you who are reluctant to write, here's a little tip---just sit down and start writing. Yes, it is that simple. For example, I had no idea what I was going to write about this morning as I sat down to get the newsletter out. I just sat down and started typing. I know that this sounds a bit strange to some of you but if you would give it a try you might be amazed at what comes out of your head and at least to me, it is a very satisfying experience.

I'll be darned if I can justify providing a creative writing lesson in a WPA newsletter other than to say that I hope it gets some of you to send me your "stuff". Talking about "stuff", I called Dennis Franz this morning and prompted him to sit at the computer and write out his latest flying experience. Somewhere around 3PM today I'll get his email and you will get the pleasure of his story.

Tomorrow, Sat, the EAA is sponsoring a bus ride to the Museum of Flight at Boeing Field. I understand that they were able to fill the bus up so the ride over listening to all the tales will probably be as interesting to me as the display at the museum. Perhaps when we can't manage a "fly-out" we could arrange a "drive-out" like this one.

### NEWSLETTER VIA EMAIL

I have email addresses for many of you in the club and I would like to know if you would like me to email the letter rather than send it to you via post. It would save the club money and me a little time. Why not let me know with a phone call or email me at [-rhammer@Centurytel.net](mailto:-rhammer@Centurytel.net)

### ANOTHER GREAT DINNER MEETING

The dinner at the **Depot** was well attended with near thirty of us there. The prime rib and salmon were both excellent. All gratuities were included in this meal thus boosting the price higher than expected. But I don't see any other way to handle the tip to the waiter who gives us his or her complete attention and relies on the tips for a great part of the pay. The chef who

prepared the meal also attended carving the prime rib and dishing it out to us. Also—Joseph—the Mgr., took care of us the entire time and kept things running smoothly. By the way, if you like having a drink or dinner while listening to live music, most Sat. nights will feature live blues or light jazz by local musicians and or vocalists. This Sat night after returning from the EAA sponsored bus trip to the Museum Of Flight, Sandy and I enjoyed the sax playing of Dr.A while enjoying a small dinner before attending a dance that evening.

Our speaker for the evening was Brian Thompson who once again, provided us with a very enjoyable presentation of how he managed to ferry one Super Cub to the east coast and then bring a Sport Cub back to Yakima. He brought a map of the U.S. so that he could trace his routes for us. The flights required many stops and layovers to points all across this great land and how he managed to give us a blow by blow description of the many people, places and things he experienced along the way without using notes is a mystery to me. Anyway, his recall was tremendous and was well worth the price of admission.

## **DATES**

**DINNER MEETING- Mar 31, 6:30 PM-----EL RINCON**

**RESTAURANT**— I am told that they have great Mexican food at reasonable prices. They are located at **3702 Fruitvale Blvd.**, which is just a few blocks east of 40 Ave on the south side of Fruitvale. Our speaker will be **Bill Cook**, with the Dept of Commercial and Economic Development, who will give us a talk on that subject I would presume.

**WINGS PROGRAM---APR 29<sup>TH</sup> & 30<sup>TH</sup>. Starts at 8 PM.** Call Karen Hill—452-2652 or Leni Kruger—877-4570 to make an appointment for the 3hr check ride.

## **AROUND THE AIRPORT**



**YAKIMA AEROSPORT** is off and running. The heated floors are up to temp and airplane parts are being assembled for the **DAKOTA CUB SUPER 18**. One of them is going to have a super charger—see picture. Todd Braman and Mike Butterfield are all smiles these days. By the way, they are



continuing to provide annual inspections as well as repairs for those of us who need the help.



**CUB CRAFTERS** appears to be going great guns from the number of cars I see in their parking lot. Apparently many men who used to work at the now defunct Trailwagons have gone to work for them. They are getting orders from all over the country and have also started a service to repair and or rebuild customers Cubs as well.

**MCALLISTERS** sad to say, has laid off all salaried employees and is relying on volunteers only and who are spending most of their time on completing the Aeoronca Champ according to Jack Wimer. They are now open only two days per week.

**NEW HANGARS** ---Taxiway Charlie has been completely repaved I would assume, in preparation for the new steel hangars that are soon to be constructed. The last I heard from Tom McMahan was that things were moving ahead, albeit slowly, and with a pretty high degree of difficulty thanks to the powers of governmental agencies and their representatives. But the men behind this project are staying the course and in the end will prevail. My hat is off to them!

## QUESTIONS

**BUT DO YOU HAVE THE ANSWERS**

1. What are three impediments to judgment to good flying decisions?
2. What are two effects of shape distortion of a fabric covered wing due to air pressure changes on the wing during flight?
3. What are some of the preventative actions for a successful outcome in the event of a vacuum pump failure in flight under instrument conditions?

### ANSWERS

1. Ignorance, casualness, distraction.
2. A. The airfoil is not what the designer expected. B. The airfoil shape changes as angle of attack and airspeed change which gives different flight parameters.
3. You're on your own Captain Commando.

## DUES

**IF YOU HAVEN'T PAID THEM, PLEASE SEND TO :**

**Joel Weyhe  
901 Conestoga Blvd.  
Yakima, Wa 98908**

State and Local Dues--\$39, add a Western Flyer subscription for \$25 for a total of \$64

## THE FRANZ FLIGHT TO CALGARY

Last month Kathy Franz and I traveled to Calgary, Alberta, Canada for a piano conference. To save approximately \$250 I chose to fly commercially from Seattle to Vancouver and from there to Calgary rather than fly directly to Calgary from Seattle. The return route was the same way.

On the way up the time from entering the airport in Seattle to leaving the airport in Calgary was (8) hours with only (1.5) hours of that time actually being flying time. There was no waiting at the gates or scheduling delays. The (6.5) hours more than the flying time was spent in numerous security checks, customs, obtaining (2) boarding passes, checking the baggage twice because of the custom's requirements, and finding our way through the maze of the (3) terminals. From the time we left home to the time we arrived at our destination for the night was (13) hours. We could have driven there in about the same time without the aggravation.

Coming home was the same routine except that our airplane to take us to Seattle did not arrive in Calgary on time and was (4.5) hours late. It was unable to get to Calgary because of a blizzard somewhere. We got up at 5am and didn't leave Calgary until 2:10pm and still had to run the gauntlet of the previous journey to get to Seattle before getting back home.

I hope that those of you who are fortunate enough to have your own airplanes appreciate them. Even if the weather is fine, the time from airport to airport commercially on this trip would have been the same whereas flying privately might have taken (3) or (3.5) hours. The customs agents come to you in the airplane, there is very little congestion, and the controllers help you!

Thanks, to Lupe for giving me the best haircut I've had in six months. I am saving up for our next appointment in August.

D. Franz