

YAKIMA VALLEY NEWSLETTER

APRIL 2006

As I sit here writing this letter to you the sun is warming my back through the office window and the sky is clear and I'm feeling somewhat sorry for myself. I want to fly but life is getting in the way. I know you know what I'm talking about. So for now I will enjoy the vicarious pleasure of flying through my writing and I hope that you get some flying pleasure out of reading this. More importantly for both of us though is that this letter gets us out to the airport and into that wonderful eastern Washington sky.

This letter has a few dates that are very important and a flying story that I hope you enjoy. As for the dates one is the Spaghetti Feed chaired by Lynn Harden with a whole lot of help from his wife Tracy. The other is the Wings Program that Karen Hill and Leni Krueger chair. Both of these events are first rate and much appreciated by our members and are both very well attended. I can't help but think that if some of you out there would step up to the plate and chair a fly-out somewhere that indeed we would get some really fun flying in as well. Isn't that the reason that most of us joined this organization for after all? So why not give Pres. Jim a call at 965-3630 to tell him that you would like to organize a fly-out.

DATES

SPAGHETTI FEED-----**Friday, April 28th at the Vocational Skill Center, 2520 W. Washington, Yakima, WA. Dinner served 5PM to 7PM.**

WINGS PROGRAM-----**Sat and Sun April 29 and 30. McAllister Museum. Starts At 8 AM. Call Karen Hill- 452-2652 or Leni Krueger 877-4570.**

NEW HANGERS

The construction of new hangers on the south side of the field is underway. A meeting held April 13th provided details. Phase One will provide five hangers all of which are spoken for. Phase two will consist of eight hangers and some of those are also sold. They are being constructed by Erect-a-Tube who have built steel hangers in airports all across this nation. The doors will be electrically operated double bifold. All units will be plumbed for water, sewer, natural gas and electricity. They will also be insulated and sheet rocked and have concrete floors. These are being offered on a cost basis with no profit to the developers, at least on the first two phases. Because of the many cost variables encountered not the least of which is the skyrocketing cost of asphalt the best guess price for these 48x48 hangers will be in the 85 to 90 thousand dollar range. Up to three planes can be stored and so the ownership could be split at least 3 ways if not more.

Contact Ola Vestad—509- 952-2468 or Tom McMahon---509-969-1966 for more details.

QUESTIONS

If you get this one you're a better man than I.

When the tires on the landing gear rotate forward, what is the relationship between the linear velocities of:

- A. The bottom surface of the tire? B. The center of the tire at axle height? C. The top of the tire?
What is the velocity at the above locations? Assuming that there is zero squash on the tires of a locked dual wheel arrangement and one tire has a different radius but with the same angular velocity, what will be the relative linear velocities at the bottom of the tires while taxiing?

PLEASE PAY YOUR DUES

WE SURE DON'T WANT TO LOOSE MEMBERS BUT I MUST STOP SENDING THESE RATHER EXPENSIVE LETTERS TO THOSE OF YOU WHO HAVEN'T PAID

FLIGHT TO LEWISTON



A few weeks back I got a call from Lenie Krueger who asked me if I would fly with him following in his Air Tractor, to Lewiston Idaho as a “flight of two”. This because his plane is sans radio and, for that matter, sans heater and almost sans everything else one might find

in an airplane but for one very tall joy stick, a throttle, pedals and a few other misc. gadgets. With an eye on the weather, which is a very common activity for April in eastern Washington, we found a window and were off over the rolling



green hills of wheat land ranches. I was to waggle my wings when the tower cleared us to land and so waggle I did, landed, and taxied over to Guston Aviation where an annual was to be performed on the Air Tractor. Guston’s hanger was full of ag planes with a few general aviation types thrown in. They were all in some state of “take apart” so it was interesting to see what an ag plane really looks like with clothes removed. Most impressive to me were the radial engines that I was told develop 600 HP. Looking at them, I



couldn’t help but try to imagine the genius nuts who invented them. I really like to hear them run. Even at idle they are impressive. The some odd 35 gph they burn is equally impressive. In the middle of this rather large hanger stood the Air Tractor 802 replete with its 60-foot wingspan and long snout housing its 1,500 HP

turbine engine. With a payload of 800 gallons of whatever and 300 gallons of fuel it is capable of one bunch of spaying in a single flight. This helps to pay back its million-dollar price tag. The white plane in the picture is the 802 and right in front of its nose is a man who is not quite as tall as the prop. The arrangements for the annual inspection completed, Lenie clambered into my plane looking a bit like a still half frozen Eskimo and muttered something along the lines of “turn on the****heater.” About halfway back to the Wapato airstrip, Lenie took the controls having sufficiently thawed out and about a mile east of his strip, on long final, he handed me back the controls. Preparing ahead of time for an excuse or two, I muttered that straight ins were my least favorite approach especially to unfamiliar strips. I must add that the strip is 15 feet wide and my gear is 11.5 feet wide which is a fact that I’m glad I didn’t know on my first landing there. I started down which is a good thing if one wants to land and then I went down, down, down some more and then exclaimed to Lenie that things just didn’t look right to me. He answered with “there is this thing called the go around.” Up we went and as we passed the wind sock he exclaimed “well lookie there—we have a tail wind.” Saved by an excuse that I didn’t have to make up, I made an abbreviated approach in the shape of a turn and started down heading east this time for the second attempt, this time a little on the low side. As we got close a tall pole was becoming very visible as was a wire going from it across the approach end to the metal hanger. “I have to clear that wire, is that a wire I see there” I exclaimed. Yep said the man of few words. Balls to the wall we climbed out into another turn and another abbreviated approach to the strip. But this time, armed with abundant information of what to or what not to do, I made a perfectly ok landing. The strip is a half a mile long after all, but I have never seen a strip from the air that looked too long save perhaps Moses Lake.

The trip back to pick up the Air Tractor was uneventful if you can call Lennie freezing his behind off uneventful. He made a straight in probably because he was frozen in that position; I made a standard left hand approach and wheeled up to the pump where Lenie filled both tanks with that precious av-gas. Thanks Lenie.

Cheers,
Apple Bob