

# YAKIMA VALLEY WPA NEWSLETTER

OCTOBER, 2006

Hello everybody. Looking out the window, gray skies loom overhead, a light mist of rain is falling, and the leaves are starting to turn into the colors of fire. It's close to the end of Indian Summer, and close to the end of warm days and sunny skies. I take heart in the fact that Winter gives us many cold, clear days—the kind of weather that I love to fly in because my plane likes the cold air too. For many of us however, Winter means more indoor than outdoor activities and so our WPA dinner meetings will once again begin. This issue will give you the date, time and place of our Oct.dinner meeting, update you on the new hangars, report on the McAllister Hangar Dance, update you on the progress at Yakima Aerosports, tell you about the latest Young Eagles event, and once again send a few mind bending questions from our intrepid question-meister Dennis Franz. And if none of that is of interest to you, you might want to look at the pretty pictures.

## NEW HANGARS UPDATE



As you can see in the picture, the hangars are really taking shape. These pictures were taken more than a week ago and I'll bet that the roof is now being installed, judging by the progress that Tom McMahon and his team have been making these past few months. Notice that two story tower is being erected on the SW hangar and one of the pictures was taken from that tower. The tower is above



the area that will be provided for pilots to use for such things as the potty, checking weather on the computer, checking maps, drinking coffee or pop or just getting together for a gossip session. I volunteered for a few hours a while back and helped install door seals on the massive automatic doors. The wonderfully large (almost 50' x 50'), smooth, concrete floors make me think that a hangar dance there would be a pleasure. I'm sure that the guys are more concerned about how planes, tools and toys are going to fit and how the floor is going to feel on their backs than they are about how the hangar will serve as a dance floor, but hey, parties are fun and I think that there will be more than a few there. To get invited you might want to consider purchasing one or at least showing up to lend a hand while these buildings are under construction. If you do stop by to help and it is before lunch, Mrs McMahon will provide a very nice lunch for you. When I was there, dessert was a super batch of chocolate chip cookies.



## YAKIMA AEROSPORTS

The **SUPER 18 TURBO CUB** is slowly taking shape at the company's facilities east of the Pingrey Hangar. Mike and Todd are really taking their time on this aircraft and the workmanship really shows. Check out the polished manifold for instance. Mike Butterfield will be giving us a talk at our next dinner meeting and I'm sure that he will fill us in on how this particular plane will perform. I'm sure that most of

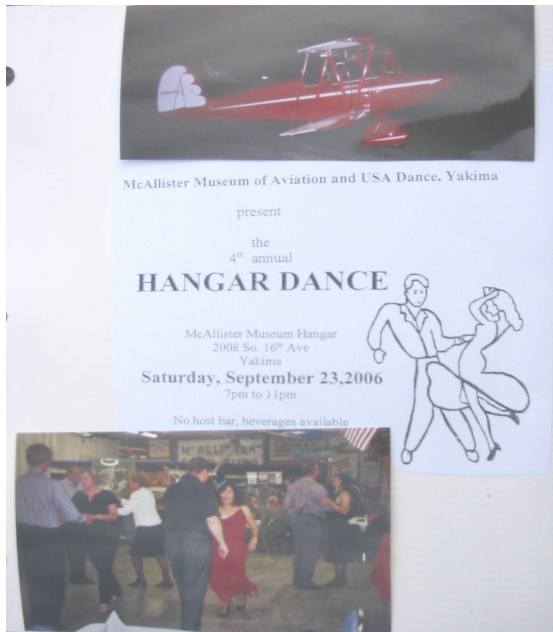


you are aware that Todd and Mike also perform annuals and repairs etc. on

aircraft as well. They also just completed construction on a state of the art, paint spray booth. Todd recently replaced a cylinder on my Lyc0360 and discovered that two of the push rods were too short, several of the primer tubes were plugged, and that at least one of the wrist-pins showed uneven wear and all this on an engine with about 500 hrs on it. I now have an engine with proper length push rods, rebuilt and weight matched rods, new wrist pins, new rings, and rod bearings. My hat is off to him and his professional approach.



## MCALLISTER HANGAR DANCE



Like so many events in life, the hangar dance was much more fun than we expected. The turnout was great with something around 60 people attending, and most of the people **danced!** The music was provided by CDs. Lee Peterson brought his beautifully painted Marquart Charger MA-5 and parked her right outside the hangar door. There were plenty of goodies to eat thanks to Lynn and Tracy Hardin and Sandy Hammer. M&M Catering supplied a no host bar and it too was well attended. A big thanks to Lynn and Tracy Hardin for all of their help as well as to my wife, Sandy Hammer who put the event together. The event earned something over \$150 for McAllister's.

# YOUNG EAGLES



Perfect weather, lots of help, a pretty good turn-out, plenty of pilots and planes were the hallmark of this years Young Eagles event. We flew some 150 plus kids and because we could have easily flown scores more, we or at least I, took many of the kids parents along for the ride. I was so busy taking care of my business that I really don't know what the other pilots did, but I suspect many parents got a chance to go up. Once again Robert Clark of Clear Channel radio stepped up and provided me with airtime on KIT with Dave Eddle to spotlight the event and then aired ad spots on the other channels owned by Clear Channel,

including The Bull. Apparently I gave out my cell number or I should say they did. After each ad I would start getting calls from parents. As they did last year, Ola and his wife Chris and their daughter put on the event with the help of folks from McAllister's, the CAP as well as volunteers from the EAA. And of course the Hughes boys and their dad were there to help just as they have been doing for several years now. This year I had my digital camera along and got the idea of taking photos of some of the kids houses as we flew over. This turned out to be a lot of fun. These little people have no problem with navigation when it comes to finding their house. The picture of the two gremlins was taken while in the air by just pointing the camera in their direction while I was flying and looking in the opposite direction. This was more to humor them than anything. It seems that I take better pictures by chance than when I try to focus etc. Next year I'm going to take a picture of each ride get their addresses and then send them the picture along with one of the plane they flew or flew in.



## QUESTIONS

1. Assuming that for general aviation it is desirable that the stall progresses from the wing root to the tip, why do some manufacturers of certified airplanes taper their wings and make their cord smaller and the resulting lift less, at the end of the wing?
2. Excluding wash-out, give three alternatives for roll control in the stall
3. Why is it important for some airplanes to have strakes in front of the horizontal stabilizer and what is the aerodynamic tool used to make the strakes effective?

## DATES

**WPA DINNER MEETING—Friday Oct 27. , HOWARD JOHNSONS --Happy hour-6:30, Dinner 7:00. Speaker---Mike Butterfield. BE THERE!!!**

Cheers,  
Uncle Bob