

YAKIMA VALLEY WPA NEWSLETTER

FEB 2007

AROUND THE PATCH

Look out people; Spring is almost here. Let's all get our spinners dusted off and make sure that the skys are full of our flying machines this season. I have already heard about a few plans, one of which is mine. Greg McGuire is planning to fly his 182 all the way to Cabo this year and Marv Pugh, Sandy and I and our friend Jerry Schultz are planning to fly to Mulege, Mexico at the urgings of Lee Peterson who has been there a time or two on his many ramblings "South of the border." I'm sure that Lee and Kay will also get plenty of use out of their 182 as well. The Wells' will undoubtedly email me from



places far away that their 182 takes them. The Bells will once again take the 140 all over Baja. Russ Murri will most likely fly, either in his plane or a commercial jet, to Sun and Fun as he has done several times and Mike Bull told me at the last dinner meeting that he and Ron Rankin are driving to Sun & Fun to pick up a plane that Ron Rankin has purchased. The McMahons should fly somewhere just to give themselves a reward for more than a years

labor they have freely given to the new hangers. Several others have donated their time as well; Marv Pugh, Lance Sorrensen, Dr. Hepler, Ola Vestad, are some of the folks who come to mind. I visited the hangers the other day and several planes are now being stored there. Ola Vestad not only has his plane but a huge painting of it, covering the entire west wall, flying over Rimrock. Tom McMahon was busy completing the sheetrock on his "tower" and I took a look at as nice a Taylorcraft as I have ever seen gracing his hanger. Marv Pugh will probably take a trip in his recently purchased 152. He told me that he really misses



the constant speed prop he enjoyed on his 182. It seems that no matter what we fly, there are trade offs. I'm sure that the gas bill on the 152 looks a lot better than the bill for the 182. Gas prices are coming down, by the way. I'm pretty sure that Marv has his sights on one of the RVs. Mike Bull and I have vowed to fly to the Reno Air

Races this year. Niether of us have been there. When Lee Peterson heard that, he told me that I had absolutely no excuse for not attending, what with the airplane and the short

hop it takes to get there. So OK, OK, I'll go. Does anyone else have a place that they want to shame me into flying to? The Franz's are working hard to finish their beautiful house, replete with two, not one, concert grand pianos. Consequently, their new, still in the box, Glastar awaits being built. Dennis plans to install a two cycle, diesel engine in the ship. This I can't wait to see. So the Franz's will probably float, like in cruise, rather than fly somewhere this season. Tom Holbrook has completed his pressurized, 300 HP, turbocharged, pressurized Lancair. From what I have heard, this plane is FAST, like over 300mph cruise, and so I'm sure that he and his family will find themselves in far, and farther off places this season. Mike Butterfield and Todd Braman have completed their first Super 18, replete with a supercharger and it FLIES! In fact, it flies very well, especially at higher altitudes, thanks to the turbo and slotted wing. I'm told that this variant of the Super Cub is the most complex one in the world.

The airport restaurant is opening again with the name **WINGS**. As you know, they were looking for a name ,and I suggested a few but to no avail. I thought my ideas were damn good; like Spinners if it was to be a dance joint or Cockpit if were to be a singles bar hangout. Ooh, I really liked Cockpit! But nobody else did.

Who have I left out? How about getting in touch with me about flying plans that I can include in the next issue of Yakitalkitalk. And, by the way, check out the Sat, Jan 27th of the Yakima Herald for a great article on homebuilt airplanes, featuring Lance Sorrensen and Tom Holbrook.

JANUARY DINNER MEETING

We have had many interesting speakers over the years at our dinner meetings, and the February meeting was no exception. Our speaker, Art Cope, kept us entertained for over an hour with his casual, low key style. And he didn't talk about airplanes other than jumping out of them. Many of us were literally spellbound by what this man told us he did over the course of a 26 year career as a Navy Seal. Airplanes—no, but flying —yes, like when he flew through the air sans airplane by using his arms, which were fitted with “batman like” folding wings which helped him covertly glide into somewhere in Russia, having been dropped out of a plane at 46,000 feet. Yes, I said 46,000 feet. Folks, it's cold up there and yes he was cold too. Supplemental oxygen kept him alive until he reached the realm of the living. He has made more than 700 parachute jumps, one of which resulting in a landing that shattered both knees. The event caused him to have both knees removed and replaced with metal ones which also ended his career as a jumper. He told us about being shot, in the chest, at close range ,with buckshot and when he recovered from the impact of the blast and stood up, he was shot again. His flack jacket kept the lead pellets (there are nine of them in a 00 Buck shotgun shell) from penetrating, but the impact of the shots crushed his chest. He now lives with a sternum that was transplanted into him. There were many more stories of daring do and covert activities in far off places and many, many more that he could have told. He should write a book. A big thumbs up to Lynn Harden for finding this fellow for us. We

had a light turnout for this event and this was written for those of you who weren't there. You missed a very good one.

DATES

DINNER MEETING---- **FRIDAY, Feb 23**, El Rincon Mexican Restaurant—3702 Fruivale Blvd., Yakima. Happy Hour-6:30, Dinner-7:00

Our Guest Speaker will be **Lee Peterson**, who will give us a slide show and talk about his recent flying trip to **Copper Canyon, Mexico**.

N.W. AVIATION CONFERENCE AND TRADE SHOW—Sat&Sun Feb 24,25.

Held at the Western Wa. Fairgrounds in Puyallup, this year they will offer several classes that will satisfy the WINGS class hour requirement. Also, one of my favorite speaker/writers—Rod Machado-- will give a talk on decisions in the cockpit that could be life changing, and Lori MacNichol will give a talk on back country flying.

Get the whole schedule of events via the internet –www.washingtonaviation.org

FROM DENNIS FRANZ, THE QUESTION MAN

WITH A FEW ADDITIONS FROM UNCLE BOB

1. If you are following a DC 10 on final with a quartering headwind from your right and you are too close, what is the direction of roll to be expected if the DC 10 has winglets? If you recover, gloating over at your passenger (wife), as she INQUIRES “HARRY, why are we upside down?” What will she hit you with?
2. What is the vortex rotation off the DC 10s right elevator?



3. Give two verifications to your answer to the problem of encountering an F-18 from close behind and whether it's tip vortices would be above or below it when the fighter is inverted.



HARRY, I know you said Todd Braman turbocharged our Cessna 140, but you're making me uncomfortable following so close behind these jets. Haven't you read Dennis Franz's article about wing tip vortices?? You better try to answer the QUESTIONS.” And just how fast are we going anyway? Where is my purse with the brick in it?

CHEERS, UNCLE BOB