

YAKIMA VALLEY WPA NEWSLETTER

JAN, 2007

A warm hello to all of you.. The thermometer outside our window shows 16 degrees and so, I'm sure as I'm writing this, that many of you are experiencing the same weather. Not particularly good weather for flying, what with the need to preheat the engine, nor is it all that great to venture out into without some fluffy coverings.

Today the overstuffed chair near the glowing fireplace suits me just fine. Warm, and warmer---that's what's on my mind. Not that I don't like the seasons, mind you. It's the cold of Winter that makes me welcome Spring, the winds of Spring that make me welcome Summer, the summer heat that makes me wish for Fall, and then there's Winter again with it's first blanket of snow; you know, variety. I'm sure that most of us live in this place because we like the seasons. And just like most of you, I really do enjoy each of them.

Cold air and flying certainly do have their place. A week ago, after enduring the “wrath” of a few gales that ventured our way, I managed to make it to the airport to turn on the oil pan heater on the plane, wait a few hours, and then take off to nowhere to stir the oil around in the engine and the cobwebs around in my brain. The tanks were less than half full, the air was 50 or so ,and I was by myself. I now was flying a much different performing airplane than the fully loaded excursion ship that took me hither and dither this last Summer. It gave me some notion on how the “high performance guys” feel: airspeeds that I seldom see, climbs that felt almost impossibly steep—hey, I was Sky King for an hour or so. When I put the ship away, I patted it on it's spinner with a thank you. Come to think of it, I very often thank the plane when I put it away. I guess that even though these planes of ours are inanimate objects, they, nevertheless, have a personality. I know that many people actually name their planes, cars, boats, etc., but I have never done that, I just talk to the thing. The people I bought my plane from, called it Yellow Tail but as far as I know, there was no “talking”. Then there was a fellow by the name of Folgelman who flew a 172 with twin exhaust pipes poking out under the cowl. I don't know if he had a name for his bird, but we at the airport called his plane “Fang.”

DOUBLE BATTERY LIFE



In the Dec 06 issue of the EAA Magazine “Sport Aviation” there was an article on how to build an electronic device called a Pulse Desulfator that could easily double the life of sulfated, low use, lead acid batteries. These are the batteries found in most of our airplanes, boats, motor homes, farm tractors ,etc. Used in conjunction with a battery charger, the device, in about two weeks, will dissolve the accumulated sulfates found at the

bottom of the battery and put them back into solution. A kit can be purchased for \$20, containing all parts needed, including a circuit board, to make the device. Orders must be placed before Jan 31. I've ordered three of them. To get more info, read the article starting on page 113 of the magazine, or if I've already convinced you, you can order via the Internet at : www.Geocities.com/powerugs. Be aware that this cure only applies to "sulfated" batteries which is the most common reason for battery failure.

YAKIMA AIRPORT RESTAURANT NEEDS NAME.

Les Flue told me just before Christmas, that the restaurant at the airport has been leased, and the Board is looking for a new name for it. Do any of you out there have an idea for a name? If so, please email Les ---lesflue@lesflue.com. Or email me or call me or call him or???

DATES

You don't want to miss our dinner meeting this month. Our speaker will be Art Cope, an ex Chief Petty Officer and Navy Seal. Get there early and watch him drive up in his black, 50 something, Cadillac Hardtop with a new, umpty ump HP engine.

FRIDAY, JAN 26----- Dinner Meeting---Howard Johnson's (Yakima Ave, west of freeway) **HAPPY HOUR**—6:30 or so, **DINNER**---7:00 or so. No time for Unhappy Hour.

QUESTIONS

1. Why are tower controlled traffic lights at runway thresholds, along with voice clearance, not commonly used at all controlled airports?
2. Given that a prop twin has it's engines out of sync, what maneuver will change the perceived beat frequency created from the superposition of each prop's frequency, when the engines rpms remain the same?
3. With this maneuver in hand, what frequency characteristics will tell which engine, right or left, has a higher rpm relative to the other just by listening to the airplane?

PS. How about some articles from you adventurers? I have had several people tell me about an article that I could write, but you guys are missing the point here. You be the writer/producer and I be the publisher. And once in a while, I be the writer too. I know that the folks out there want to hear from you not just from me. I was told, by the current state VP, that we have the best newsletter in the state, which may be a stretch but most certainly a nice compliment. The letter, as it stands today, is due to the combined efforts of Les Flu, Joel Weyhe, Lynn Harden, and Dennis Franz, who helped me greatly in getting this thing off the ground, and continue to help. Lets hear from you out there and help me make this letter great.

Publisher Bob