

YAKIMA VALLEY WPA NEWSLETTER

NOVEMBER, DECEMBER 2007

Hello everyone. As you can see from the dates above, this will take care of two months worth of letters. We had a board meeting at the new restaurant at the airport, THE BARNSTORMER, and the Pres. even bought us all lunch; which was great, by the way. I couldn't even finish my club sandwich. Try it out. I think that you will enjoy the new "aviation" motif, replete with a new paint job and carpet.

Tom McMahon and Ola Vestad attended and asked for WPA to provide funds for a projector to be used for informational programs for all of us to enjoy. It was voted on and approved. Get ready for some interesting programs at Tom's hangar and at other places as well. Tom would really be pleased to have aviation enthusiasts show up at his hangar on Sat morns for great stale donuts, coffee and jabber and whatever else happens along—like flying!

AIRPORT EXPANSION

Les Flue, as most of you know, is on the airport board. This month he emailed me the minutes of his last board meeting. I think this would be an interesting addition to this letter and perhaps it should be included in each issue. It is particularly important for each of us to be informed about the airport at this juncture, because the airport expansion is now being discussed and proposed. Fact is, the runway has to be lengthened if it is to be useful to the big jets that would be servicing this area as it expands in the future. I just learned at the board meeting that Delta cannot take a full passenger load because the runway is too short, and at the present capacity, empty seats mean loss of revenue. Loss of revenue means eventual loss of air service to our community. This simply would not be acceptable if our community is to grow and prosper. Each of us has to pick up the sword and spread the word and if not us, who? Well, how about the few real estate developers who would profit if the airport wasn't expanded. You can bet they are spreading the word AGAINST the expansion and rightly so. They certainly have a right to push and seek support for their agenda. We better push and support ours, which, in my opinion, should be centered on one of the tenets of real estate development which is "highest and best use". There is plenty of land in this valley of ours for more houses and the like, but there is no place else for runway lengthening except for the land directly in line with the present strip. Certainly this should be a no brainer. But folks need to be informed. So let's spread the word as we move around this valley of ours. Isn't it ironic that this has no effect on our ability to fly our little planes rather it will have a huge effect on the genral citizenry out there and, of course, we are a part of that bunch too.

A copy of the minutes are on the next page.

Happenings at McAllister Field:

1. Skywest (Delta) counter should be opening within the next two weeks.
2. Construction on the TSA Offices and Training Room is scheduled to start and should be completed within the next few weeks.
3. Poncha's Place (the small coffee bar) is closing as of November 30. A proposal has been received from Steve Wolbert (Wing Command Café) has been received to expand into this same space. A verbal request has also been received from Barnstormers.
4. The boarding's for Delta were 65% in October. Horizon's have not, yet been published.
5. The airport has applied for a waiver for the runways and taxiways from the Stormwater Fees. We have been told verbally that this will happen. In the mean time, we are working with City staff on identifying the full impact of this. The Airport Board has instructed staff to compile a complete list of leased properties and will be putting together a spreadsheet to help identify fees that could be applied to leased properties.
6. We continue to work on the airport overlay (AO). A new drawing has been developed that depicts pattern traffic, arrival and departure patterns. This is very helpful so that the committee can view the full impact of overflying aircraft. Airport staff, City of Yakima, City of Union Gap, and Yakima County are all meeting together weekly on this. The airport commissioned a study by Barnard Dunkelberg & Company to update the Master Plan with a re-evaluation, justification for, and benefit of the extension of Runway 9/27. This has been completed and they did a very good job. Airport staff is now working with our consultants to identify prudent property density uses for areas in the Airport Overlay. Current zoning regs would allow too dense for residential uses. We are trying to identify a more reasonable position. The plan is to be able to have public hearings on this as soon as we have enough details put together (next few months).
7. The Airport Board has compiled a 2008 Business Plan and is in the final editing stages prior to presenting it to the City and County.
8. The Board adopted a policy for use of the Board Room (a.k.a. restaurant Banquet Room) that allows YAT, Tenants, Pilots and Executives free use for airport functions and meetings, training, and small conferences.
9. The airport will be meeting with the parking lot vendor to start short term and long term planning on the existing public parking (including repairs). There have been a few times already that it was filled to capacity.
10. The restaurant seems to be doing quite well; they had so much business in a recent weekend that they started running out of product.

Our next Airport Board meeting will be at 7:30 AM, November 15, 2007 at the Airport Board Room. If you have any questions, please call, email or write to me. We have an audience participation agenda item during the meeting if you would like to address the Board.

Tomas E. Holbrook, City Representative

Les Flue, County Representative

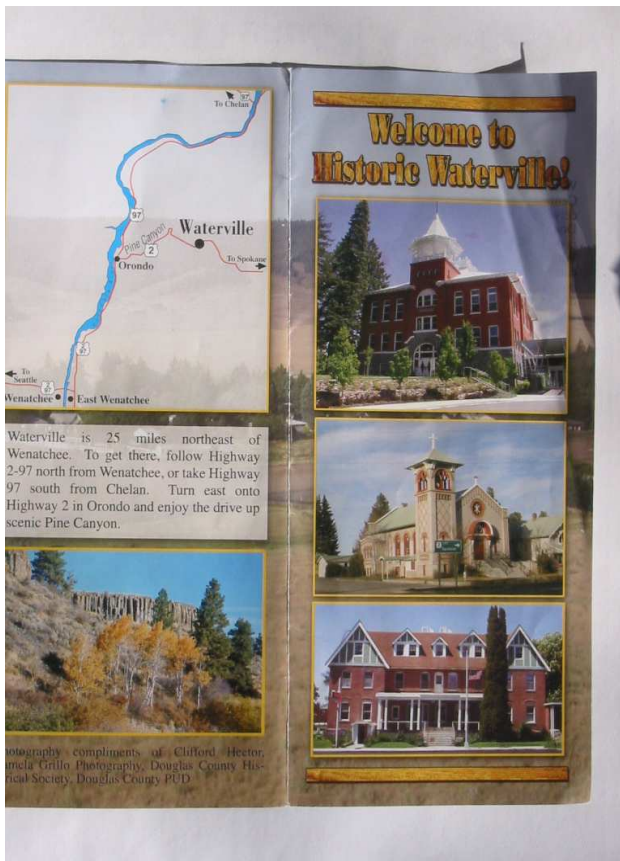
Yakima Airport Board

DESSERT AIR AIRPORT



Ray Wells sent this picture of what the expanded airstrip looks like at Dessert Air. His note stated “plenty of room for new hangars”. From the looks of the picture, it appears that this area is turning into a great destination as well as a place to live. The golf course looks better than ever and I know that plenty of water skiing takes place on the lake above the dam and fishing below in the Vernita Bridge area. Wish I had purchased a lot there when they were dirt cheap. How many times have we all said that about real estate?

BREAKFAST AT WATERVILLE



A few weeks back Sandy and I joined up with Tim Cooper and his girlfriend Diane C for the short, but scenic, flight to Waterville to have breakfast at the newly opened COYOTE PASS CAFE, which serves only breakfast and lunch by the way. I flew there and Tim flew back after circling over beautiful Lake Chelan. I didn't bring a camera—duh-- so here is a picture of the pictures on the brochure put out by the Waterville CHAMBER OF COMMERCE. The owners of the cafe really slicked up the place inside and out so it is now a very comfortable and pleasant place to dine. I had Eggs Benedict. Be still my heart, and after that meal, it may happen. Folks, we all were bowled over by the great food and first class coffee. We staggered out of there after the other three forced down some dessert. I,

as is my nature, controlled myself in quiet desperation trying mightily to gloat, but in fact the barrel was plumb full. Anyway, once outside, we decided to stroll through this historic town which turned into several miles of interesting viewing of well cared for houses and yards. As we strolled out of the main part of town and were headed toward the airstrip, we passed a rather large (for this town) fairgrounds. It would appear that they put on a good sized rodeo there every year. For you golfers, there is an 18 hole golf course in Orondo ,but I'm not sure about loaner cars or rentals. Taking off to the the west and then heading northwest, you will fly right over the course in a minute or two. If you want a good look, don't climb much because the terrain will drop away as you approach the river and then you will want to descend some into the Columbia River canyon.

QUESTIONS

1. At flight level 290 and above, what is the required altitude separation?
2. At these altitude levels, why does the airplane not fly level at the actual assigned altitude?
3. Give three causes for the lag between control input and control output in all three axis that result in porpoising or pilot-induced oscillation. See "Kitplanes" December 2007, page 88.

DATES

CHRISTMAS MEETING

THURSDAY, DECEMBER 6th

RED LION In the UPSTAIRS TERRACE

6:30 Cocktails, 7:00 Dinner and Fun

Bring a \$10 gift marked "his" or "hers"

The Red Lion is next to the Yakima Convention Center