



CHAPTER 206 NEWS

AUGUST, 2009

FROM THE PRESIDENT

Another summer seems to have come and flown. I hope you did some of your best and most fun flying during the good summer months. However, there is a fair amount of good weather yet before we settle down to occasional flying and frequent hangar flying.

Before the winter hangar flying, there should be some fun meetings and events. Keep checking the website, *General Aviation News*, and the noteboard at hangar 1 for information on flyouts and pancake feeds around the region. Locally, August is a chance to find out more about Steve Sundquist's project being built at Yakima Airpark. September is a chance for food, fun, and airplane talk at Dick Pingrey and Randy Finger's hangar (Thursday Sept. 10th!). Young Eagles in some form is planned for September and October as well as a pancake feed in October. For the meeting in October, we are expecting a great report on Oshkosh from our intrepid aviators: Tom Holbrook, Marv Pugh, Steve Hahn, Lance Sorensen, and Eric Stoothoff. In November, our very own web master, Scott Heppler, will fill us in on his rebuild of the Chief. Elections will also take place at the November meeting. Concerning elections, just like the Marines, we are looking for a few good men and women to fill some leadership positions. See me or Mike Bull if you would like to be a candidate, especially for next year's vice-president. Last but not least, December brings the

Christmas party which is currently planned for Thursday December 10th at Hangar 1 at the Airpark.

Keep in mind, you are the club and a large part of what is good about flying in the region. General aviation in Yakima, Ellensburg, and the Lower Valley depends greatly on how much we try to keep it growing.

Stu

COMING EVENTS

Our regular monthly meeting is coming up August 20, 7:00 p.m. at hangar #1, Yakima Airpark. The program will feature an overview of Steve Sundquist's Arion Lightning project located in Steve's hangar.

The annual Pingrey/Finger hamburger feed on Sept. 10 will substitute for the monthly meeting.

On October 10 chapter 206 is sponsoring our annual fall pancake breakfast from 8:00 a.m. to noon.

"Lady, you want me to answer you if this old airplane is safe to fly? Just how in the world do you think it got to be this old?"

— Anon

FROM OUR TECHNICAL ADVISOR

ICON A5

If anyone has any suggestions for the Q&A column in the newsletter please email them to pilotpeat@hotmail.com It doesn't have to be anything complicated, just a how this works or why does that do what it does.....

Thanks, Pete

OSHKOSH, 2009

Several people from our chapter were able to attend AirAdventure 2009 in Oshkosh Wisconsin. You will hear a report on some of what they experienced at our October meeting.

A few things did stand out for this first time attendee.

There were a lot of people (at least 578,000) during the week long event. The interesting thing to me was that these people were quite pleasant, well behaved and all enjoyed themselves in the clean and neat family friendly environment.

There were a lot of aircraft (10,000 plus) of every type. These ranged from the Wright brother's replica to the latest space age aircraft.

The variety of vendors and forums provided activities and ideas for every level of interest imaginable.

The program and events were very well planned and executed. There just was not enough time to do many of the worthwhile activities. Give some consideration to attending AirAdventure 2010!



The above picture was taken at the Oshkosh seaplane base located about 5 miles south on Lake Winnebago. This was a beautiful location with perhaps 100 seaplanes and amphibians based for the event. There was a small community of tents with a general store and various amenities available.

There were daily demonstrations of new seaplanes and amphibians and a lot of general activity.

The pictured Icon A5 typifies the light sport category which is rapidly becoming the future of General Aviation growth. The Icon is an Italian design with folding wings, the latest electronics, a proven Rotax engine and impressive performance figures for an amphibian. There is only one hitch. Prices start at around \$150K.