



CHAPTER 206 NEWS

JUNE, 2009

From the President

Summer and flying. Does it get any better? It does because you make a difference. From what I can see around the airport, most of the aviation is going on because you make it happen. Yakima Airpark, EAA, WPA, and some people who aren't members but are involved in general aviation seem to be the ones who are keeping general aviation alive and kicking in Yakima. I was impressed with the work and the turnout that went into the poker run. Additionally every good weather weekend, people have been flying to Ellensburg, Moses Lake, Cle Elum and other destinations for breakfast or lunch. Around Yakima, quite a few people have been showing up for coffee and doughnuts at the Yakima Airpark on Saturdays. Keep up the good work! Oops, speaking of work, we do have a task to accomplish two days after our meeting of June 18 up at Bill Guenther's house and shop. On the 20th, we will be having our first of two pancake feeds for 2009 and we will be doing a limited number of Young Eagles flights. Ola will be looking for Young Eagle volunteers and I can use a few more pancake feed helpers. Thanks in advance!

Stu

Upcoming Events

Our June meeting will be held at Bill Guenther's shop, 7:00 p.m., Thursday, June 18th. Bill's shop is located at 1050 Schuller Grade, Yakima. To get there start at Fred Meyer's and go south on N. 40th Ave toward River Rd.. Turn right onto W Powerhouse Rd. and drive 1.6 miles. Stay straight to go onto S. Naches Rd. and go 1.9 miles. Stay straight to go onto Schuller grade rd. for 1 mile. Bill will be showing us his latest project, an experimental Super Cub.

On Saturday, June 20, EAA 206 is sponsoring our annual June pancake breakfast from 8 to 11 a.m. We need EAA volunteers to watch the gate (TSA issue), someone coordinating arriving/departing aircraft while keeping guests out of danger (TSA and safety issue), some to help with Young Eagles paperwork (probably Ola's wife and daughter?), and pilots. Does that sound like a big enough task? Call Ola or leave a note to volunteer for the Young Eagles. (note: We are doing an abbreviated Young Eagles event the morning of the pancake feed.) Call me, Stu, to help with the pancake feed/security/safety.

From Our Technical Counselor, Pete Dougherty

Here is a list of people who guessed last month's mystery cockpit correctly.

Dave Snell
Scott Heppler
Carl Farnsworth

There were a few more people who sent emails, but these were the only ones that got it right. Again, it was a Waco CG-4A Hadrian troop transport glider.

N Number requirements for experimental/amateur built aircraft

Code of Federal Regulations
Part 45, Subpart C

45.21 General
Must be permanent, legible, contrast,
etc

45.23 Display of Marks
Must have Roman capital "N" in front
of the registration number
Must have "EXPERIMENTAL" placard
at 2"-6" high near each entrance

45.25 Location of marks on fixed wing
aircraft
Marks can be on tail, or on fuse
between horizontal stabilizer and wing.

Can be vertical on the vertical tail
surfaces.

45.29 Size of marks
Height. Marks must be at least 3" high
on experimentals with less than
180 KTS CAS max cruise speed.
Higher cruise speed than that and they
must be 12" high.

Width. Characters must be two-thirds
as wide as they are high, except the
number "1", which must be one-sixth as
wide as it is high, and the letters "M"
and "W" which may be as wide as they
are high.

(d) Thickness. Characters must be
formed by solid lines one-sixth as thick
as the character is high.

(e) Spacing. The space between each
character may not be less than one-
fourth of the character width.

g) Uniformity. The marks required by
this part for fixed-wing aircraft must
have the same height, width, thickness,
and spacing on both sides of the
aircraft.

This is just a brief overview on how
your experimental aircraft should be
marked. Aircraft with other types of
certificates have slightly different
requirements. Please refer to the link
below for the full CFR 45.

<http://ecfr.gpoaccess.gov/cgi/t/text/text-idx?c=ecfr&sid=84b5074a94ba6c7167e110498a7ff7a1&rgn=div5&view=text&node=14:1.0.1.3.22&idno=14#14:1.0.1.3.22.2.363.2>

Status of Aviation Skills Center

To all of you in our advisory council, EAA, WPA, and all of the others who gave so much support to the YV Tech Aviation Program over the years I would like to thank you for that and take a moment to report on the status of the program. As many of you have heard, the Aviation Program at YV Tech has been cancelled and is being restructured for the 2009-2010 school year. Out of respect to all of you and to clear up any rumors about why this has happened, I would like to offer the following.

At our last advisory meeting, the director of the Skills Center made the announcement to the advisory council. Our programs are hosted by the Yakima School District and each year the superintendents of all of the participating districts meet to review each program. At that meeting the decision was made to cancel the program for the following reasons:

The primary factor has been the low enrollment numbers for the last 10 years. Our programs are designed to run two classes each day with an average number of 24 students in each class. That is the desired or target number of students. We have not had those kinds of numbers in many years.

Additionally, the percentage of students who have been continuing on with enrollment at the various A&P

schools in the state has been decreasing. While this reflects the state of A&P school throughout the nation, it was a factor in the decision.

Another factor was the fact that while a student can walk out of the Aviation program with much of the knowledge and the skills that they would need and use as a mechanic, there is no "official" kind of accreditation that they can take to an employer beyond those here in the immediate area. Other than taking the Tech Prep articulation at Big Bend or other school, there is little immediate employability for them to market in the Aviation field. While that is a catch-22, it nonetheless was a factor.

Lastly, we have seen a general decrease in interest by students in the program at the recruitment level. I do not know if this is because of how Aviation is viewed by the average student or if it is considered to be too difficult, not relevant to their life or not a career that they would find beneficial to them. While many of them have indicated that it is interesting, too few have followed up on it. We have seen this in other programs, personally I think it is an indication of a "whats in it for me.....today" mentality.

At this time, we are keeping most if not all of the tools and equipment that the program uses and it is going to be taking a secondary place in what we will be offering in the fall, with the hope

that we will be able to offer it again in the future. Obviously things are in a bit of flux right now at the end of the year.

On a personal note, while I feel that we have fought the good fight and made a great effort to promote at the high schools and such, I cannot help but wonder at times what I could have done or not done differently, better, etc. to have kept this from happening. That was one of the reasons that we tried to offer some basic avionics and instrument instruction and brought the jet engines over from Everett, etc, to spark interest in the wide variety that Aviation offers.

I will add that I was informed of this news earlier in the day of our last advisory meeting, and when the information was given to me it was fairly plain that if things continued at the rate they were going, it would be a matter of time. I cannot fault the superintendents for their decision, whether I agree or not.

As always, please feel free to contact me with any questions or concerns about this, though at this time it appears that for the next year at least, the decision stands final.

Thank you very much,

Mike Sutton
YV Tech Aviation

Airpark Open House

During last month's Airpark open house visitors were able to take a look at several projects. One of these projects is Steve Sundquist's Arion Lightning. This is a very nice design in an ever increasingly competitive field of Light Sport aircraft. One interesting feature about this design is that it can be configured to be either light sport or standard category. Steve has opted to certify his as a standard aircraft so that he may take advantage of the design's speed capability and cross country potential. This aircraft along with Steve's Super Cub will prove to be a good combination depending on what kind of flying Steve wants to do.



Poker Run a Success!

Thanks in large part to the organizational efforts of Marv Pugh and others the EAA 206, 2009 "Poker Run was a huge success. The excellent weather conditions also contributed to the enjoyment of the day.

23 players participated flying from Yakima to Ellensburg to Desert Aire to Prosser to Sunnyside and back to Yakima.

The last man in, Don Berk, won the pot of \$230. Who says that being "Tail End Charlie" isn't a lucky position??

The man responsible for seeing that the rules were properly followed was Judge Elmer Wohl. He did an excellent job.

This run is likely the precursor to similar runs in the future. All that it takes is hard work and willing participants.