



NEWSLETTER

Central Oregon Chapter
Oregon Pilots Association



February 2002 Issue

Bend, Oregon

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FEBRUARY MEETING

This month's meeting will be on Thursday, February 21st, 6:00pm at the Bend Airport (S07) in the Flight Services building.

GUEST SPEAKER

Clay Trenz

Next week Steve Crenshaw from Precise Flight, Inc. will be our guest speaker. Steve will be presenting Precise Flight's full product line including speed brakes, oxygen systems, standby vacuum systems and pulse lighting systems. As you can see Precise Flight offers a wide variety of FAA approved safety and performance enhancing products that fit a large number of aircraft models for personal and commercial aircraft. This should prove to be a very informative and interesting presentation. Precise Flight, Inc. is located at the Bend airport and can be reached by calling 1-800-547-2558. For additional information regarding Precise Flight read Milestones and Facts. ✈



HANGAR FLYING

Joel Prenselaar

Unless you're experiencing Alzheimer, you should remember that last month we discussed how one can cope with aileron anomalies. There are loads of stories about controls rigged backwards, but that falls under the category of proper preflight inspections. This time I'll present a tougher problem for those not wearing a parachute or flying a Cirrus: free floating elevators due to a linkage failure; completely jammed elevators is another story. If you think that this is far fetched, note that the FAA has a proposal for an AD against some 200 series Cessnas to inspect for cracks in horizontal stabilizer attach points. Even if the stabilizer doesn't fall off, it can produce a chain effect that may affect the elevators.

Lets play a game called test pilot. In stable air and at a safe altitude, establish perfectly trimmed straight and level flight conditions. Hands off of the controls? Oh, you did good! The plane stayed right where you left it. Now, gently nose up about ten degrees, no no not yours, dummkopf, the airplane's, and go "stick free", i.e. hands off the controls, use rudders as required. As expected, the airspeed drops and so does the nose. As the plane passes below the horizon, the airspeed picks up again and the nose rises above the horizon but somewhat less than the initial displacement. The sinusoidal action continues through several cycles depending upon the stability of the aircraft. If you have a back seat and a passenger, move him/her to it. This will illustrate how longitudinal stability diminishes with an aft C.G.. If, after a few cycles, the plane returns to the original straight and level flight conditions, you may conclude that your aircraft has longitudinal stability. Departure from the description above may be construed as a strait rather than a straight situation.

Now the game really begins. Remember, you're simulating a last resort situation. If this were "for real," telling you to be calm is like telling you to be composed when confronting an IRS agent. Just do it! All actions should be small and gentle, sort of as though you were caressing a baby. Stick free, trim to bring the nose up and note the result and return to the original conditions with the trimmer. Add a touch of power and prepare to be surprised how much of a pitch change will result from just that touch of power. Now use both in concert. Reverse the above actions for a descent. Now repeat all of the above operations at 1.2 Vs with gear down. Turbulence adds a new dimension to the problem. Play with that after you become skilled at this in smooth air. For an added thrill, drop some flap and you'll see why you may want to land without

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MILESTONES AND FACTS

Steve Crenshaw



headquartered in Bend, Oregon, was founded in 1980 by three aviation consultants concerned about the increasing speed of general aviation aircraft when coupled with the inability to slow the aircraft down without shock cooling the engines, and in some instances, the inability to maintain cabin pressure.

In 1982, Precise Flight, Inc. launched its first product - Speed-Brakes™ for the Cessna 210. The new product employed vacuum technology for deployment of drag brakes which gave pilots greater control during rapid descents. Aircraft owners and aviation experts perked up their ears.

In intervening years, Precise Flight, Inc. has introduced Speed-Brakes™ for many other general aviation aircraft and has received OEM contracts from both Mooney and the New Piper Aircraft Company.

The company has expanded upon its vacuum technology, first used to provide sufficient vacuum to operate it's SpeedBrakes, to launch a second product line: The SVS, Standby Vacuum System, for general aviation aircraft. The SVS offered low cost backup protection for the vacuum-powered instruments pilots depend on. This product has sold over 17,000 units worldwide.

The Pulselite® system, was launched in 1984. Pilots and experts again took notice. The Pulselite system provides increased aircraft recognition through the use of flashing existing aircraft external lights. This product is available for aircraft and rotorcraft from Robinson R22 to Boeing 747's, and is proving its value on over 8,000 aircraft worldwide.



In 1989, Connie LeHuquet was named Precise Flight, Inc. president. LeHuquet began with the company as a receptionist and was promoted first to bookkeeper then manager of FAA relations.

Through 1990, LeHuquet and sales manager Mike Demith embark upon an aggressive marketing, customer service and product enhancement effort for each of the company's three product lines.

Spurred by glowing product reviews and the FAA's decision to install Pulselite® on all FAA aircraft, Pulselite® sales hit new highs in the first quarter of 1992.

Through April 1992, Precise Flight, Inc. has established itself as

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Hangar Flying from page 1

flaps (pick a loong runway). The higher nose attitude with flaps down may deprive you of forward visibility. A real twist to all this is that you can't simulate ground effect. If you are ever faced with the real thing, you have to be prepared for ground effect. Check how your aircraft is affected by ground effect under normal conditions. Some pitch nose down as the tail feathers lose downward lift and some just reduce the sink rate by flattening out. With flaps down you may expect to have a nose down pitch as you enter ground effect. Talk to me if you want to know why. Now practice, practice, and practice all this 'til you get it right 'cause if this happens for real, you'll have to land the monster. Develop a feel for cause and effect. Remember your last hope to preclude having to petition St. Pete for entry is to be prepared for the unthinkable.

To comfort you, I will tell you that without ever touching the yoke, I have taken off, flown around a bit, and landed an R4D (DC-3). I must also tell you that the R4D is the world's most stable aircraft so this could never be described as a great feat.

P.S. Did you know that, in earlier days, the control wheel, yoke to some, was called the Dep control. Dep was short for Deperdussin, its inventor.

P.P.S. This is stolen from the net: "If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller unless you keep pulling the stick back - then they get bigger again!" ✈

UPCOMING FLY-OUT

Don Wilfong

I am trying to get us transportation so we can fly to Baker City and go to the Oregon Trail Interpretive Center on February 23, 2002. It's about 10 miles from the airport, there are rental cars available @ \$39.95 per day including 150 miles and will haul 5 or six people at a time... am currently checking on availability of a small bus like the ones available to seniors here in Bend... waiting for a call on that. I will send an email to everyone when I know more about it... if we don't go there we will go to some other exciting place... keep listening for the rest of the story. ✈

Your comments and suggestions are welcome
dwnw@bendnet.com

JANUARY FLY-OUT

Don Wilfong

On the morning of Sat. 19 Jan 02 we met at the Flight Shop for the monthly "Fly-out". The Fly-out is always on the Saturday or Sunday after our monthly pot luck/meeting which is held on the third Thursday of the month.

Those of us that showed were Gary Miller, his daughter Allison and of course Kimmey the co-pilot (the dog who doesn't believe

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FAA MEDICAL

Daniel M. Skotte

FAA MEDICAL now at the Bend Airport by appointment one Saturday a month (at the PACKASPORT hanger) Class I, II, III.

Dates as follows;

February 16, 2002

Call 593-5400 for appointment. Same day FAA Medical available in Sunriver. ✈

CHECK THIS OUT

Jack Kohler



I came across these Regulations for Operation of Aircraft, commencing January 1920. I guess this was all you needed to know to fly safely.

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilot's should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings, or tail of a machine is prohibited.
8. In case the engine fails on takeoff, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn to gage altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machine.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing and ricocheting.
21. Pilots will not wear spurs while flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50 feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

Well they had to start somewhere, I wonder if this was the beginning of the FAR/AIM. ✈

Milestones and Facts from page 2

the dominant supplier in the industry in all three of its product lines.

In February 1994 Mike Demith and Connie LeHuquet purchased the assets of Precise Flight, Inc. Demith managed the marketing and sales and LeHuquet continued in administration, accounting, and production.

In June 1998 Precise Flight, Inc. purchased Nelson Oxygen Equipment giving the ability to supply portable oxygen to pilots. The oxygen product has proven to be a good match and a lucrative addition to the product line.

In June 1999 Connie LeHuquet purchased Mike Demith's share of the company and now owns 100% of Precise Flight, Inc.

With seventeen employees and a worldwide sales network, Precise Flight, Inc. markets aviation safety and performance products for experimental, general aviation, corporate, commercial and transport aircraft. ✈

January Flyout from page 2

it is a dog). Mike Brownlie with his Mooney, Norma and myself with our Skylane also showed up.

After a futile effort to get the snow and ice off the wings of Gary's 210, it was decided Gary's group would ride in Mike's Mooney (Gary had never flown in a Mooney). We had a pleasant flight to Christmas Valley, walked over to The Lodge and all enjoyed a breakfast in front of their gas fireplace. It was a good time for all and the only thing we were missing was the rest of you. ✈

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