



# NEWSLETTER

Central Oregon Chapter  
Oregon Pilots Association



March 2002 Issue

Bend, Oregon

## IN THIS ISSUE

- **March Meeting**
- **Guest Speaker**
- **February Fly-Out!!!**
- **Hangar Flying**
- **From RDM Tower**
- **Unusual Attitude**
- **March Fly-Out**
- **Check This Out**

## MARCH MEETING

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

## GUEST SPEAKER

*Clay Trenz*

This month Butler aircraft founder, Mr. Cal Butler, will be coming down to speak with us. Cal started Butler aircraft in 1946 as a fueling station and grew the business into a full service FBO. He will enlighten us on how he grew his business and became a large firebombing operator. *[continued page 3, column B](#)*

## FEBRUARY FLY-OUT !!!

*Don Wilfong*

Early morning calls for weather didn't sound real good but...by the time we met at the Flight Shop things were shaping up okay.

There were eight of us who showed up for the trip Gary Miller, Jack Kohler and Clay Trenz flew in Gary's 210 and of course Kimmy (Gary's "co-pilot" dog) went along too.

Mike Brownlie and Arnie Vetterick flipped a coin to see if they were going to take Mike's Mooney or Arnie's Bonanza, I don't know who won the toss but they took the Bonanza. Norma and I took Jason Winnett with us in our Skylane. (Jason is a new pilot that came to the last meeting as a guest of Joel)



*Capt. Gary Miller, FO Jack Kohler and Official Photographer Clay Trenz on final, Rwy 16, Bend, OR. End of a great fly-out.*

The weather was no problem, we had a strong tail wind going over and of course a headwind on the return trip. There was some turbulence but nothing that was uncomfortable.

*[continued page 3, column A](#)*

## HANGAR FLYING

*Joel Premseelaar*

With watery eyes, Dale Evans and I were reminiscing about flying seaplanes. We agreed that they are more challenging than wheelies and are more fun than watching a bird watcher trying to identify a Gashawk. We chatted about open ocean and lake/river hull, amphib, single, and twin float types of seaplanes. While it was unspoken, we also felt that when you reach the "Ho Hum" level flying winged wheelbarrows, it's time to wet your bottom. I say to you landlubbers, "Take the time to get a seaplane rating." Yeah I know, there's that expense thing too. Nonetheless, seaplanes will open new and wider vistas for you. They might even improve your disposition.

Here's one setting; the first challenge is to preflight a seaplane tied up to a dock. When you feel comfortable with that, try preflighting one tied up to a buoy! The uniform for the neophyte preflighting a seaplane afloat is a wet suit, be it the skin diver's type or of cloth, it'll be wet. Oh yeah, you may want to go to the extreme and add suction cups on the soles of your shoes for walking on wet and oily floats that no longer have grit on their walkways. To complicate matters, do the above when there is a wind chopping up the water or when some inconsiderate #@%\$^&! boater speeds by and you can't even raise your fist at him/her because you have to hold on to whatever. If this scares you off, go back to your staid ole trike. See if I care.

Still with me? O.K. Now, land/air lubber, hear this: there's a great deal more to preflighting AND postflighting a seaplane, more to maintain too. As you may have guessed, combating corrosion is par for the course, but it is done. A lot of the oldies are still airworthy.

An anecdote: I'm mindful of the time I was waiting for my brother to pick me up at Brown Field (San Diego area) when a pilot stormed into the FBO's office griping about how he brought this dog of a Cessna 185 amphibian all the way from Minnesota at max continuous power and never got more than 85 Kts. Others in the office asked questions for which there were no answers relating to why this was so or how he got over the mountains. I asked the pilot if he was seaplane rated - - his answer was emphatic, "NO! And what's more, I never want to be!" When his indignation subsided, I invited him out to the plane, opened the access covers to the floats and wadda ya know, he transported many gallons of Minnesota's lake water just to quench southern California's thirst!

There are acceptable procedures for taking off and landing seaplanes; however, I contend that there is an art to it achieved only

*[continued page 4, column B](#)*

## FROM RDM TOWER

Dwight Coker

Runway incursions have potentially serious and deadly consequences. The problem is big at complex airports with a lot of operations, but in some cases, the number of incursions are not proportional to traffic density, as FAA analysis has shown. Although Redmond airport does not have the same problems as the large complex airports incursions are still very much a concern. I would like to identify a potentially confusing “taxi to” instruction that is quite common here at Redmond Roberts Field.

First I would like to refer to the AIM, Chapter 4 “Air Traffic Control”, Section 3 “Airport Operations”, 4-3-18 “Taxiing”;

#5. When ATC clears an aircraft to “taxi to” an assigned takeoff runway, the absence of holding instructions authorizes the aircraft to “cross” all runways which the taxi route intersects except the assigned takeoff runway. It does not include authorization to “taxi onto” or “cross” the assigned takeoff runway at any point. In order to preclude misunderstandings in radio communications, ATC will not use the word “cleared” in conjunction with authorization for aircraft to taxi.

#6. In the absence of holding instructions, a clearance to “taxi to” any point other than an assigned takeoff runway is a clearance to cross all runways that intersect the taxi route to that point.

For this example examine the Redmond airport diagram (Fig 1) and locate Butler Aircraft. This is the location our aircraft will be requesting taxi instructions prior to departure.

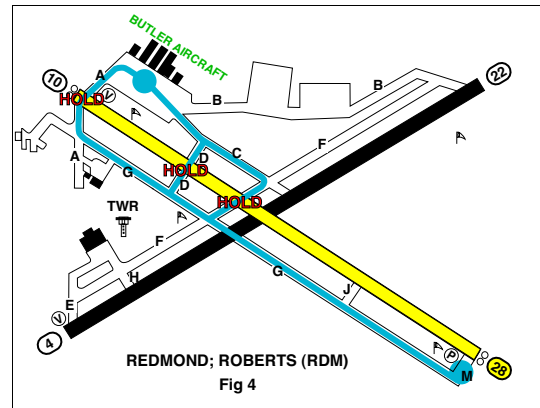
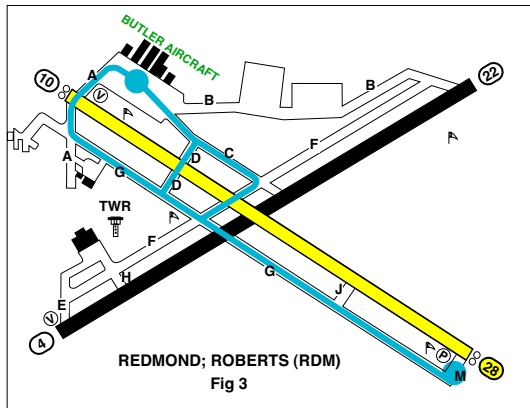
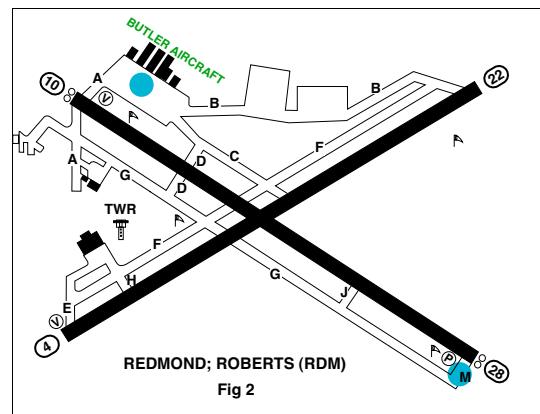
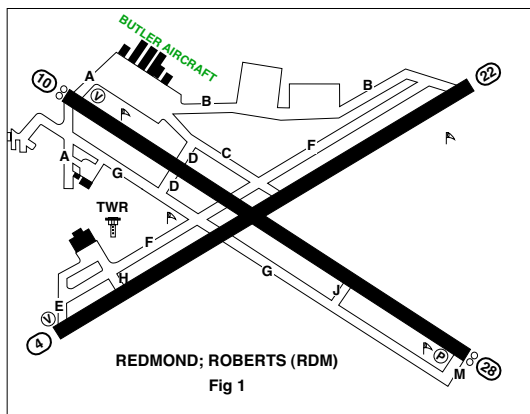
## EXAMPLE

Aircraft: “Redmond ground, Beechcraft Two One Six Three Niner at Butler Aircraft, ready to taxi, VFR to Sunriver.”

Tower: “Beechcraft Two One Six Three Niner, Redmond ground, taxi to runway two eight, wind one zero zero at one five, altimeter two niner eight two.”

In this example, the pilot received taxi instructions, without any holding instructions, that authorizes this aircraft to “taxi to” runway two eight, Redmond airport diagram (Fig 2). The incursion occurs if the aircraft proceeds to cross runway one zero via one of the taxi ways enroute to runway two eight. If you examine the Redmond airport diagram (Fig 3) it becomes clear that runway one zero is actually the active runway, two eight. Therefore, from Butler Aircraft to runway two eight there is no possible way to taxi direct without holding short of runway one zero, Redmond airport diagram (Fig 4). Based on the layout of Redmond airport taxi ways, this has been a concern since an incursion could take place if the pilot is not aware of the active runway. In an attempt to reduce this confusion the tower has been including “hold short of runway one zero” with taxi instructions from Butler Aircraft to runway two eight. However, this is optional from the tower and it’s important for pilots to recognize the need for holding before proceeding across runway one zero, the active runway, while proceeding to runway two eight.

If you have any questions I can be reached by calling RDM tower 541 548-2574 or email [rmdserco@aol.com](mailto:rmdserco@aol.com). ✈



## February Fly-out !!! from page 1

We parked right in front of the little restaurant on Caldwell Industrial Airport, where we had a great breakfast. We were met by John McBean with [Sky Star \(Kitfox\)](#) and he hauled us over to their plant and gave us a really interesting tour. We spent a lot of time enjoying the tour and learning about their really exciting aircraft, they have several models.



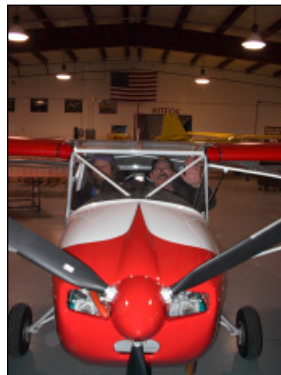
Arnie, Gary w/Kimmy and Clay at the KitFox Hangar.



Taking a close look at the one of the KitFox fuselage jigs.



Everyone has the opportunity to inspect the KitFox wing assembly.



Jack and Jason get a chance to check out KitFox's Light 2 (squared) ergonomics.

We refueled and headed for Owyhee Reservoir so we could look it over for the upcoming May fly-out and overnight camping trip. It is a really interesting area with lots of scenery. The airport looked great to me, as you can see from the picture, I don't think anyone will have a problem if they don't mind landing on dirt.



Owyhee State Airport (Pelican Point 28U)

The return trip was low and slow. Gary and his party elected to land and taxi at the Burns Airport (Gary had never landed at Burns, another Oregon airport under his belt). From the air rwy 30 looked plowed and rwy 21 appeared to still have snow on the surface. As Gary braved the x-wind on rwy 30 he realized that what had appeared to be snow on the surface of rwy 21 was actually a newly paved, grooved, no x-wind and clear concrete surface. Today we all tested our x-wind skills. Jason wanted us to fly him into the Pilot

Butte Airport so we landed here (he wasn't even white knuckled) and I drove him back to Bend to pick up his car.

We missed your smiling faces and you missed a very interesting and fun fly-out. ✈

## UNUSUAL ATTITUDE SURVIVAL COURSE

Jack Kohler

Learn lifesaving skills! Fly with more confidence! Come see how much fun sport flying can be! Well it caught my attention, I was interested and wanted to find out more. When I heard Flight Instructor Parker Johnstone discuss the why's and what's of the course I was not only hooked but, surprised to learn many pilots have similar concerns and fears, I thought he was talking about me.

I have learned there are very few things reliable as gravity. Since flying appears to defies this concept, I have great respect for those who have the skill and experience to overcome the unexpected unusual attitude and with competence take control of the situation and survive where some might perish (Our own Joel Premelaar comes to mind). I have signed up to personally experience what the survival course is all about and learn those life saving skills, gain confidence and of course have FUN. This should be some of the most exciting, interesting and valuable training I will ever receive and it's available here in Central Oregon, Wow! Next month I'll report on my progress and share with you my experience, I can hardly wait.

Parker's Unusual Attitude Survival Course syllabus indicates this course will provide you with an increased understanding of the causes of stalls and spins and how to correctly respond to in-flight upsets. The curriculum will explore the performance envelope of typical general aviation aircraft in all phases of flight. There isn't one training curriculum that fits the needs, experience, and skill level of all students. The training will be tailored to your needs and desires. After a basic aircraft/course familiarization, you will direct the pace and elements of your training. Instructional content is broken into units Each unit may take one or more lessons, depending on your experience, ability and pace. Upon successful completion of all units of the course, graduates will receive a certificate acknowledging their accomplishment and tail-wheel endorsement. You will graduate with the skills to fly basic aerobatic maneuvers, which will increase your confidence in all normal flying regimes. You will train in an immaculate 1998 180 hp Super Decathlon. The Super Decathlon is an aerobatic category aircraft, rated to +6, -5 g's, and is capable of sustained inverted flight. All ground and flight instruction, aircraft use, parachutes, and reference materials are included in the cost. Video taping of lessons will soon be available.

If you are interested in more information regarding lesson dates, times and cost Parker may be contacted by calling 360 921-9600.

✈

## Guest Speaker from page 1

Next month Mr. Parker Johnstone (read Unusual Attitude Survival Course) will be speaking at our meeting. Parker is a former IMSA Indy Car race car driver. Now, he is an ESPN racing commentator when he is not flying. Also, he spend many hours raising money for non profit organizations through aviation. Last year he completed the race around Oregon. Soon he will attempt the race around America. Mainly he will be discussing his nonprofit aviation experiences to our group. However, he also gives an aerobatics class in his very own Decathlon at Redmond too. More to come! ✈

## MARCH FLY-OUT

Don Wilfong

On the Sat. or Sun. after our meeting I am planning on a trip to the "Flying M Ranch" over by McMinnville if the weather is good. Sat. they have breakfast off the menu and Sun. they have menu or Sun. Brunch. We can discuss it at the meeting. This trip requires that the weather be good over the mountains which may not happen. Well if it doesn't look good to the valley, then Klamath Falls or Chiloquin sounds good.

I would appreciate any suggestions for places to fly, from any of you, if you know of special events going on, that you think the group would be interested in, whether it be on our regular weekend (the weekend after the third Thurs. of each Month) or not let me know about it. We could even have some special fly-outs on other dates.

Please e-mail me your suggestions at: [dwnw@bendnet.com](mailto:dwnw@bendnet.com). ✈

## CHECK THIS OUT

Jack Kohler



Amongst the relentless amount of email I tend to receive, I found these accounts of actual exchanges between airline pilots and control towers from around the world to be amusing:

The controller working a busy pattern told the 727 on downwind to make a three-sixty--do a complete circle, a move normally used to provide spacing between aircraft. The pilot of the 727 complained, "Don't you know it costs us two thousand dollars to make even a one-eighty in this airplane?"

Without missing a beat the controller replied, "Roger, give me four thousand dollars' worth."

oooooooo

The German air controllers at Frankfurt Airport are a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign "Speedbird 206":

Speedbird 206: "Top of the morning, Frankfurt, Speedbird 206 clear of the active runway."

Ground: "Guten Morgen. You vill taxi to your gate." The big British Airways 747 pulled onto the main taxiway and slowed to a stop.

Ground: "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by a moment, Ground, I'm looking up our gate location now."

Ground (with arrogant impatience): "Speedbird 206, haff you never flown to Frankfurt before?"

Speedbird 206 (coolly): Yes, I have, actually, in 1944. In another type of Boeing, but just to drop something off. I didn't stop."

oooooooo

P.S. If you have any ideas, comments or stories for the newsletter email [co-opanews@mactechsys.com](mailto:co-opanews@mactechsys.com). ✈

## Hangar Flying from page 1

through experience. How's this for an analogy? I can tell you how to swim and I may even demonstrate it to you, but suppose I threw you into the water and shouted, "Sink or swim!" You might swim, but how well or for how long?

Seaplane operations require an understanding of a completely different environment. For one, the surface is not fixed. It undulates and flows. When it isn't doing that you can't tell where it is without a boat or some other reference in your field of view. The same hard landing that doesn't damage a land plane may wreck a seaplane. Runways do not conceal objects lurking beneath its surface just waiting to bite you. Water harbors such critters as deadheads (partially sunken logs) that love to impale unsuspecting pontoons.

Water handling, i.e., sailing seaplanes, docking, making a buoy and tying up to it, beaching, slick water operations, etc. are skills to be mastered. Curved path takeoffs in deference to winds, torque, "p" effect and gyroscopic effects take on greater significance than in landplanes. In flight, the lower c.g. of the aircraft/float combination is something to reckon with. When landing a seaplane, FLOAT or HULL attitude when contacting the water is the key to success. Folks, I could go on and on with the differences between land planes and seaplanes. It's kinda like men and women. Both are homo sapiens sapiens, but ohhhhh, vive la différence!

Allow me one more anecdote: An Air Farce exchange pilot was receiving seaplane training. On his first solo, he lined up on the active runway for a landing at Chevalier Field in Pensacola. Flares, red flashing Aldis lamps, and a screaming tower operator jarred the gray matter of our stalwart pilot (the Air Farce has pilots, the Navy has aviators) into reality. He waved off, flew to the adjacent bay and executed a perfect water landing. Beaching the float against the sandy shore he shut down the engine, and proudly shouted to all present, "How was that landing?" He then exited the cockpit with a flair that was promptly quenched as he landed up to his navel in water. ✈

## CHAPTER OFFICERS 2002

<b>President:</b> Nancy Lecklider 3054 NW Clubhouse Dr Bend OR 97701 541 330-1853 <a href="mailto:nancybob@teleport.com">nancybob@teleport.com</a>	<b>Vice President:</b> Dean Cameron 20015 Chaney Rd. Bend OR 97701 541 389-8285 <a href="mailto:dcameron@empnet.com">dcameron@empnet.com</a>
<b>Secretary/Treasurer:</b> Gary E. Miller 109 NW Wilmington Ave. Bend OR 97701 541 383-2435 <a href="mailto:gem@rellim.com">gem@rellim.com</a>	<b>Flyout Chair:</b> Don Wilfong 210 SE Cessna Dr Bend OR 97702 541 389-1456 <a href="mailto:dwnw@bendnet.com">dwnw@bendnet.com</a>
<b>Program Chair:</b> Clay Trenz 2314 Monterey Pines Bend OR 97701 541 317-2899 <a href="mailto:claytrenz@aol.com">claytrenz@aol.com</a>	<b>Editor:</b> Jack Kohler 63070 Deschutes Mkt Rd Bend OR 97701 541 389-1493 <a href="mailto:jkohler@mactechsys.com">jkohler@mactechsys.com</a>

Visit our web site at: [co-opa.rellim.com](http://co-opa.rellim.com) for more info and link to the state OPA website.

For members only lists: User name: S07 Password: 123.0