



NEWSLETTER

Central Oregon Chapter
Oregon Pilots Association



May 2002 Issue

Bend, Oregon

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HANGAR FLYING

by Joel Premseelaar

NOTE: When Joel left on vacation he left it to my discretion as whether or not to place the following story for this month's issue. I have read this story and it shows a facet of Joel's writing that's less technical, I think you'll agree. jk

"Dilemmas" NUMBER ONE

When veteran pilots are asked what the rage of their aircraft is, they will respond, "It's determined by the size of my bladder." The disposal of the by-products of normal bodily functions has long been the bane of aviators. Diuretic beverages consumed before a flight invariably exact their demands upon pilots at the most inconvenient time of the flight, which is any time at all.

Early on, aviators won the ear of the designers of military aircraft. A device appropriately named relief tube was developed. There was, however a shortcoming in its design. In the cold open cockpits of the time, it was difficult to make ends meet, especially through several layers of clothing.

The relief tube, readily accessible to the pilot, is comprised of a cup attached to a tube that extends downward protruding about four or five inches beyond the bottom of the aircraft. The tub is held in place by a rubber grommet. The tip of the tube is cut on an angle with the opening facing aft to produce a low pressure area at the point of egress thereby ensuring the extractions of fluids in flight.

You may not believe this, but there are those in the military who possess a sadistic streak. For example, just before the takeoff, one of these perverts would turn the tube around facing the angled cut into the slipstream. Of course I would never engage in such an act. When the hapless airman used the device for the purpose for which it was intended, the cockpit would be filled with a salty spray. No small difficulty was encountered in turning off the source of the obnoxious fluid.

The configuration of the relief tube is remarkable similar in appearance to that of an apparatus developed early on to provide inter cockpit communications called a voice tube. This is a natural for our fiend. Recruits are intruded to the relief tube as the voice tube. "Try it. You have to hold it right up to your lips and shout." Our practical joker would look over the side of the plane and tell another recruit to put his ear to the other end to hear what was being said. Of course the indoctrination always included an audience.

MAY MEETING

This month's meeting will be on Thursday, May 16th, 6:00pm at the Bend Airport (S07) in the Flight Services building. ✈



The Flight Shop at Bend Municipal Airport

GUEST SPEAKER

by Clay Trenz

Tyler Speed from Electronics International, Inc. will be speaking at the meeting this week. Tyler will give a presentation regarding their Ultimate Bar Graph Engine Analyzer, The benefits of flying with an Electronics International Engine Analyzer are extensive. E. I. has been manufacturing Analyzers which are relied upon by thousands of pilots around the world since 1980. The Ultimate Bar Graph Engine Analyzer (model UBG-16) is the most sophisticated instrument in their arsenal. Its unique features were designed to provide you with the ultimate tool for detecting engine problems in their earliest stages and assisting you in operating your engine safely and economically. Tyler hopes to answer any questions regarding this or any of their other fine digital display products. ✈



Model UBG-16

FLYING "M" FLY-OUT

by Don Wilfong



A bright and sunny morning came on Sat. 4/20 and the faithful few gathered at the Flight Shop. Mike & Ann Bond in their Cardinal RG, Gary Miller with co-pilot Kimmy, (Ken Sandine joined them) in Gary's Turbo Centurian, Deane Cooper in his Maule and Norma & I in our Skylane.

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MAY FLY-OUT, OWYHEE

by Don Wilfong

Hooray, Hooray the first of May “outdoor fun” started today!!!!

Our Central Oregon Chapter is hosting a fly-out, work party, barbeque & overnight camp-out at the Owyhee Reservoir State Airport (28U) on May 18/19. We are going to erect a genuine, fully



Owyhee Airport (28U)

functioning “outhouse” for the use of the flyers and boaters who frequent the area. We also plan to police up the area as needed. It won’t be all work, we plan to have loads of fun too. We hope to be able to have a big camp fire Saturday night... I will check to see if we can and if we all need to bring a little bit of fire wood.

OWYHEE RESERVOIR STATE (28U) 2680'
25SW. 43° 25.49' N 117°20.73'W
 (503) 378-4880. Unattended.
Warning airport: Recommend call before using. Airport in canyon; high terrain surrounds: no ground access. Runway subject to washouts.
REO - 112.5 R005° 55nm.

Some of us plan to leave early Saturday morning but others can come a little later. Around 14:00 hrs. there will be a potluck barbeque with hamburgers, sausage dogs, chicken breasts, buns & condiments provided by the club. We will also furnish paper plates, cups, paper towels and plastic silver ware. The barbeque is being held early so those that don’t plan to stay overnight can have daylight to fly home.

You are asked to bring something like salad, chips, desert or ??? and whatever you want to drink. Be sure to bring your drinking water (there is

none available on site). You may want to bring camp chairs. We have thought of a couple things that would work great if anyone can come up with these items. If someone has a lightweight folding table we could use for a serving table, please let me know. Also, Dale mentioned that a chainsaw type powered auger would

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Flying “M” Fly Out from page 1

We checked the weather and decided we would head for the Flying “M” and if the clouds didn’t part we would turn around and



Breakfast at the lodge was a great experience.

head for Chiloquin. We headed over the mountains and the flight was beautiful without a bump. We had no problem getting down through a very large hole and on to our destination. For those who have not been there, it is a great spot

in the foot hills of the Cascade Range with a fantastic log lodge and the food is good.



Gary, Kimmie and the Cardinal all enjoyed the flight over the Cascades.

When we arrived we were the only planes there (a group of 25 planes had been there and gone already) a few more arrived while

we were enjoying our meal. Some friends of Deane’s arrived in their 172 and joined us. They along with Deane are planning a trip to Alaska in June. We looked over a bunch of Canada & Alaska charts and reminisced about prior trips and dreamed about going there again.



Deane and his Maule, a natural for a grass tiedown.

We all kinda went our separate ways on the way home, I think Deane went to Newport and we had a fun flight home with mostly blue skies.

The fly-out was a success and we missed the smiling faces of those of you who couldn’t make it. Plan for the May fly-out/overnight camping at Owyhee Reservoir. ✈



A view of Three Fingered Jack was breathtaking.

FROM THE TOWER

by Dwight Coker

I have a couple items I would like to share with you this month.

Effective May 01, 2002 the FAA issued a Northwest Mountain Region [Letter To Airmen 20-01](#) regarding VFR practice approaches. This notice lists the airport location, ATC facilities providing ser-

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May Fly-Out, Owyhee from page 2

sure come in handy to help with the digging. If you plan to spend the night plan for your other meals. Bring your tie downs, camping gear, bug repellent, fishing gear and whatever else you might need.

We will fly over and check out the airport for condition and safety before our regular potluck meeting (May 16). We will be showing a video of the airport to help you in your decision on going. The airport is 1840' x 30' @ 2680' and is dirt. Let's all be safe. Use your good judgment in making your plans. If you plan to be there please e-mail or call Don Wilfong so we will know how much food we will need to take. (dwnw@bendnet.com or 389-1456) ✈

BOARD IN BEND

by Jack Kohler

The Oregon Pilots Association Board meeting was held in Bend this month. It couldn't have been a nicer day for those lucky enough to fly. Air Life of Central Oregon, directed by Vern Bartley, hosted the May board meeting in their hangar at the Bend Municipal airport. The meeting was open to members wishing to attend. Regarding Central Oregon, Carrie Novak provided an update on the projects taking place at the Redmond Airport. She indicated this is the largest single project in the history of Roberts Field and includes moving and creating taxiways, increasing the air carrier ramp size, placing "Distance to Go" markers on rwy 10-28, PAPI on rwy 22 and several other pavement projects. Major issues that are demanding attention are necessary Policy changes, Rates and Charges issues,



Air Life hangar facilities was host to the May OPA Board meeting.



Carrie leading the presentation while our own Dale Evans takes notes.

Planning issues and Insurance issues. Carrie also pointed out that there is NO NextRad weather coverage in the Central Oregon area, we are one of seven areas in the entire US without coverage and possibly one of the largest populated areas. This could be a call to action item that may require letters to our congressional folks pointing out the lack of weather reporting in the Central Oregon area. Carrie noted that the ongoing radar site location for Central Oregon has been narrowed down to three sites all located on the Redmond Airport and she hopes final selection will be soon.

Other OPA business was conducted and many presentations were given and information will be made available to members via local chapters and the OPA web site. ✈

Hangar Flying from page 1

When radar came into use in airplanes, it was highly classified. Those in the know were forbidden to talk about it with anyone save those with a proper security clearance. A uniquely shaped hood was required for viewing the screen. The rectangular end of the hood fit over the radar's scope. The curved slot at the other end was designed to encompass the user's eyes. An uninitiated crewman happening upon the hood would invariably ask his sage, "What's this for?" Inspecting the unusual shape in his hand, the examiner would, sooner or later, place the slotted end firmly against his lips and, talking through it ask, "Is it a megaphone?"

The wise man would then blandly inform his victim, "No, as you know we now have women in the service: that's a relief tube attachment for them." The target of abuse could hear a roar of laughter behind him as he sped to the nearest washbasin. Security was preserved.

New technologies emerged at a rapid rate with the advent of jet aircraft. Aviators had a lot to learn; unfortunately, they had to do it with the same old human frailties. Take for example the experience of a senior test pilot for a well-known aircraft manufacturer. The company was moving its plant from New England to Texas. Ferrying their prototype jet fighter to the new location was assigned to their intrepid test pilot. It was stipulated that the aircraft was not to be ferried under instrument flight conditions. Day after day the subject consumed huge quantities of coffee while awaiting good weather. Finally, one afternoon, a fleeting opportunity to fly came to pass. Hastily taking off, the coffee laden pilot climbed high to reach the aircraft's optimum cruising altitude. Soon after settling on course toward his destination, nature also took its course. Nonchalantly, the seasoned pilot brought the relief tube into use. Suddenly a grim realization struck him. The blinky blank thing was filling up. In fact, it was overflowing. In an instant he recognized the problem. He was in a pressurized cockpit. Thoughtful engineers designed a valve into the relief tube to prevent leakage - - of air pressure that is. With the speedy reaction for which test pilots are noted, he squeezed open the valve. Sadly, his analysis of the problem was deficient. He was too close when he opened the valve! Surprise then delight turned into pain and consternation in a millisecond. The suction was merciless. Tethered as he was, it took a super human effort to reach and activate the cockpit pressure dump valve. His reward was relief quite different than the kind for which it was designed, but relief nonetheless. In his report he stated that the inclusion of that valve stretched a good thing too far. Furthermore, he likened the experience to that of getting caught in a milking machine. Later, after reviewing his report, the engineers wondered how their superman knew that milking machines felt like. ✈

MEMBERSHIP REMINDER

by Don Wilfong

Please do me a favor and go on to our web site: <http://co-opa.rellim.com> and pull up the membership list The User Name is S07 (that is S zero 7) and the password is 123.0 to get into members only info.

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FAA PUBLIC NOTICE FOLLOW UP

The Pamplin Broadcasting - Oregon, Inc., 10209 Division St., SE, Portland, Oregon 97266, is seeking permits for a group of four antenna towers 3.76 nm southwest of the Bend Municipal Airport (S07). The tower heights will be approximately 280 feet AGL (3800 ft. MSL). Since these structures exceed the FAA obstruction standards the FAA has conducted an aeronautical study which was reported here last month. The antenna tower group is approximately where Stover Park is located just North of Pilot Butte. GCC Communication's studio, located on Butler Market Road at Wells Acres Rd. currently has two existing antenna towers. The current height of these towers are, tower one 280.5 ft., tower two 265.1 ft.

The FAA has made a determination of "NO HAZARD" on all of the four Aeronautical Study petitions, but did impose coordination requirements, lighting, and other related compliance actions on the petitioner. Oddly enough, the accompanying airspace study only referenced receipt of four letters of comment regarding the proposed towers; Oregon DOT, Van Bartley (Air Life/St. Charles Medical Center), Amy Prutzman (Aerie Innovations, Inc.) and Brent Hart (Technical Specialist, AOPA) no additional comments were received. You can read the [FAA's response](#) to the Aeronautical Study on the CO-OPA web site. ✈

Membership Reminder from page 3

Please check all information about you on the list and if there are any corrections please e-mail them to me at dwnw@bendnet.com and I will see that the list is corrected, we would like everything to be current.

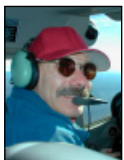
Also you will note that the first column on the list is used to indicate those who have paid (Local Chapter Dues)

You can find the form for Membership Application or Renewal on the website too. If you wish you can print out a copy and use it to send in your Dues to Gary Miller, address is on the form.

Thank You All Very Much for helping me keep the list up to date. If you have any additional questions you may email me, dwnw@bendnet.com. ✈

CHECK THIS OUT

by Jack Kohler



This is an actual picture of Ruth's Grandson, Trey, sitting in a Robinson R44 Raven.

Now think how good Tiger Woods is at golf, I just wonder if this might be too late already? I guess we'll have to get blocks for the pedals, an extension on the cyclic and collective. Oh well... ✈



From the Tower from page 2

vice and the radio frequency for VFR aircraft executing practice instrument approaches. You can find this FAA letter on the Central Oregon – Oregon Pilots Association Web site.

The Redmond Airport is expected see continued construction affecting runway 4-22 until May 19, 2002. At which time runway 10-28 should experience an immediate closure for approximately 10 days. Whether runway 4-22 ILS will become active will be determined by the FAA (watch for NOTAMS) and may need to be flight checked prior to activation. ✈

TIME HAS COME

by Jack Kohler

Well, we've been at it for six months now and we need an official name! What am I talking about? Our newsletter, of course! Just calling this publication "NEWSLETTER" is a little dry IMHO. I'm sure we can come up with a name that readily reflects our aviation affiliation. So, I'm counting on you for ideas. Sure, I have ideas but I'm sure you have some ideas too. send your suggestions to:

Subject: Newsletter Name
co-opanews@mactechsys.com

I'll post all the suggestions and hopefully we'll agree on one that works for our newsletter. I would like to make the changes for the next months issue so put your thinking caps on and send me your suggestions. Just prior to the next newsletter we'll call for a vote on the names submitted and when the next issue arrives you'll know the results. ✈

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