

CASCADE FLYER



Website: <http://co-opa.com/>

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President's Message:

Sometimes we need to shake the rust off our memories and go over the basics. To that end, Density Altitude was the topic of our February meeting and Dennis Douglas was our guide through the topic. In short, Density Altitude is merely altitude corrected for temperature, yet from that simple premise we were off for an evening of how that really affects our airplanes performance from takeoff to landing and everywhere in between.

Dennis did a great job and many thanks for his taking the time to lead us through the deceptively simple subject so eloquently.

Like always we'll meet again for March on the third Thursday for what our next great program. The details will follow from Ed Endsley, our accomplished program chair.

Meet for hanger talk at 6pm, our renowned pot-luck at 6:30pm and the formal program at 7pm.

Calendar:

20 March- Monthly Meeting
22 March- Monthly Flyout

17 April- Monthly Meeting
19 April- Monthly Flyout

15 May- Monthly Meeting
17 May- Monthly Flyout

19 June- Monthly Meeting
21 June- Monthly Flyout
and Airport Appreciation Day

17 July- Monthly Meeting
19 July- Monthly Flyout

Web doings:

Calendar 2008 dues are due. You can check if Don Wilfong has logged your dues in by checking our membership roster on our web site. Just visit our web site and click on 'Membership List' on the left navigation bar.

\$10 a year is all we ask and student pilots are free.

For the usual chapter news and other aviation goodies check out our chapter web site:

<http://co-opa.com/>

To access the members only areas the username is "BDN" and the password is "123.0".

My Inbox:

Well, not exactly my inbox, but into my paper box, word comes to us, courtesy of the Bend Bulletin, that the city is seeking \$600k for a *study* to determine if KBDN needs a control tower. \$600k?

All the city needs to do is take a peek at the airport master plan, which was crafted (with much effort) to manage the airport growth over the next 20 years. That check will show no tower in sight and save them \$600k and a wild goose chase.

If the FAA did swallow that our little airport needs a tower, the Airport Improvement Plan would only fund a maximum \$1.1M for the construction project and would not pay for tower staff salaries or operating expenses.

There are a lot of worthy projects in the queue for our beloved airport ... let's not waste time (and money) on an obvious non-starter like this one.

Ed Note: A Bulletin article reported Cessna had raised the tower issue but no confirmation to date.

Random Thoughts:

Being stuck on the ground by weather and equipment problems for much of the winter I needed a virtual flying fix. There are many ways to do that, but few have any local flavor.

One good way to fly in our area, without flying, is to fire up a good flight simulator using one of our local airports as the take off point.

Another way is to check out the NASA Aviation Safety Reporting System (ASRS). You can get to their web site here: <http://asrs.arc.nasa.gov/>

We all know the ASRS, they are the folks that give us pilots a "get out of jail free" card if we report incidents to them within 10 days. In return for our information, which is used to improve aviation safety, we get some limited immunity, subject to certain limitations, from FAA enforcement actions for unintentionally violations.

The ASRS publishes "Callback" a monthly online newsletter summarizing recent submissions. The newsletter is a quick and fun read with a serious purpose. Flying in general is so safe we can become a bit complacent. Reading the Callback is a good exercise to remind me why I have checklists and procedures.

As fun as the Callback is to read, it is still a bit sterile. The reports have been anonymized. For example they talk of flying from airport XXX to airport YYY. Reading about a 757 flight may be casually engaging but it is a bit distant and abstract to me.

To really personalize the ASRS data all you need to do is search their database using their online search tool. You can search by location and RDM and S07 are well represented. The good news is that BDN has no reported incidents.

When you read the incident reports and they reference local landmarks and procedures the reports come alive. It is not the same as actually getting to fly but it is still an engaging experience. The best part is that it is a lot cheaper to read about sticking your prop into a runway light at RDM than to actually do it.

Another way to personalize the reports is to search by your aircraft type. Incidents that happen in Decathlons are the sort of things that happen to other people, but incidents that have happened in C210s concern me enough to leave an impression. In one scary narrative a C210 pilot took off with the gear selector in the UP position. As soon as the weight came off the wheels (and the squat switches) the gear retracted. Gear retraction slowed the plane just enough to settle the airplane in ground effect and strike the prop tips before completing the take off. An expensive lesson that someone else paid for.

It is said that experience is knowledge gained the hard way. Spending some time with the ASRS not only gains you some solo hanger flying but lets you gain some experience that someone else gained the hard way.

So the next time the weather is bad, try some flying on the ASRS.

Gary

March Meeting Program

If you're a flyer, DON'T miss this program!

Plan to attend the Thursday, March 20, 2008, Central Oregon - Oregon Pilots Assoc. meeting in the Bend Airport Flight Services Terminal Building at 6PM for a potluck dinner and a very special program.

Everyone is welcome!

Dr. Jerry Bass will give a very important presentation that is close to all of our hearts... Dr. Bass is an AME with many years of medical experience and will share with us the inside process of obtaining our flight medical certification. Dr. Bass also has a very interesting background as a Navy flyer tracking hostile submarines while flying fixed wing and helicopters over the North Atlantic.

Don't miss this opportunity for a very entertaining and informative evening. Bring your friends for flying fellowship, fine food, and fabulous fun!!!

Ed Endsley

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Cardinal meets tree

Cross country from Colorado to the East coast; met 30knot headwinds; landed short while looking for fuel. Pilot and wife uninjured but pilot broke arm falling from tree. Here, firefighters help his wife down.

The "Hump"

I wonder who had the idea for the other end of RWY16 to be invisible until you actually arrive there after that loooong taxi from touchdown.

Sue Palmeiri, our Airport Manager, confirmed at the local EAA chapter meeting last week, the first use of money left from last year's the runway completion will be to pave 2 or 3 legal runway connectors, so maybe having to see the end of 16 will be a thing of the past the current connectors are NOT legal for exiting the runway to the west, despite residents still doing this, since they parallel the new runway, within the safety zone.

Funds are needed for removal of old runway and the new noise permit extends from May through September this year with nighttime runway closure every week until the old runway is removed. The current plan is for the airport to be open from 6am to 6pm and every weekend (6am Friday through 6pm Sunday)

Mike Bond

MEMORIES FROM PAST

Last June, we had Airport Appreciation Day at the Bend Airport. Here are a few photos taken that day. You will note our leader "Gary Miller" in his classic hat doing the MC duties (he has done this each year that we have had this event).



Gary has always done a great job of keeping everyone informed about everything that is going on, helping to find lost parents and keeping things running smooth.....Thanks Gary.

There were lots of interesting exhibits, a food court and a lot of activity for the entertainment of all. I don't know what plans there are for doing this again this year.....but if we do.....be sure and do not miss coming out, having breakfast and spending some time walking around and looking at the displays.

This is a rare opportunity to see some very interesting aircraft and to visit with their crews.



This event gives everyone some insight into what a tremendous contribution the Bend Airport and the payroll, from the many jobs at the businesses there, does for the community.



Let's all do everything we can to support aviation, the local airport and the many Businesses that make the Bend Airport their home.



Wishing You Blue Skies and Tail Winds
Don Wilfong

Ed Note: Don ... it's June 21st this year!

Survival Tip: Starting A Fire

In your survival kit, pack a couple of pads of #0000 steel wool in a waterproof plastic bag. If it becomes necessary to start a fire, use a battery (a 9V battery works great) and rub the electrical contacts over the pad of steel wool. The tiny wires will become incandescent and begin to burn. Blow gently on the glowing pad and add some dry leaves and small wooden tinder. Your fire will start quickly with minimum effort.

KILROY WAS HERE!

Who the heck was KILROY??

In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the REAL Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article. Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts had evidence of his identity.

Kilroy was a 46-year old shipyard worker during the war. He worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet.

Kilroy would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice. When Kilroy went off duty, the riveters would erase the mark.

Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.

One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid to riveters, and asked him to investigate. It was then that he realized what had been going on.

The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his checkmark on each job he inspected, but added KILROY WAS HERE in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message. Once he did that, the riveters stopped trying to wipe away his marks.

Ordinarily the rivets and chalk marks would have been covered up with paint. With war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them.

As a result, Kilroy's inspection "trademark" was seen by thousands of servicemen who boarded the troopships the yard produced. His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific. Before the war's end, "Kilroy" had been here, there, and everywhere on the long haul to Berlin and Tokyo.

To the unfortunate troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that some jerk named Kilroy had "been there first." As a joke, U.S. servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.

Kilroy became the U.S. super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable (it is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arch De Triumphe, and even scrawled in the dust on the moon.)

And as the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held islands in the Pacific to map the terrain for the coming invasions by U.S. troops (and thus, presumably, were the first GIs there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo! In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference.

The first person inside was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?" ...

To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy front yard in Halifax, Massachusetts.

So now You Know!

Airline Antics

An airline pilot wrote that on this particular flight he had hammered his ship into the runway really hard. The airline had a policy which required the first officer to stand at the door while the Passengers exited, smile, and give them a 'Thanks for flying our airline.' He said that, in light of his bad landing, he had a hard time looking the passengers in the eye, thinking that someone would have a smart comment. Finally everyone had gotten off except for a little old lady walking with a cane. She said, 'Sir, do you mind if I ask you a question?' 'Why, no, Ma'am,' said the pilot. 'What is it?' The little old lady said, 'Did we land, or were we shot down?'

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