



NEWSLETTER

Central Oregon Chapter
Oregon Pilots Association



January 2002 Issue

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JANUARY MEETING

This month's meeting will be on Thursday, January 17th, 6:00pm at the Bend Airport (S07) in the Flight Services building.

DUES ARE DUE

Gary E. Miller

The Central Oregon Chapter dues are \$10 and are for the calendar year 2002. You can mail them to me at:

Central Oregon Oregon Pilots Association
c/o Gary E. Miller
109 NW Wilmington Ave.
Bend, OR 97701,

Or just bring them to the monthly meeting. Make checks payable to the "Central Oregon Chapter - Oregon Pilots Association".

Your dues cover the cost of Chapter mailings and for the supplies at the Monthly Meetings and Flyouts. The best \$10 flying value you will get this year.

All local members must also be a member of the state organization. State membership is billed separately by the OPA state office and is good for the 12 months following the anniversary of your joining.

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HANGAR FLYING

Joel Prenselaar

I'll set the scene for you.... You're running late for a Wilfong flyaway, so your pre flight is a "kick the tire and light the fire" precursor, or better said; precursor to what could develop into full-fledged sphincter exercise. You firewall your Traumahawk, or its equivalent, and start boring expensive holes in the sky pursuing the gang and that special \$100 hamburger.

Listening to the other COPAers on the chatter frequency, you are alarmed by a sudden and significant decrease in your hamburger go-getter's airworthiness. Then, lo and behold, you sense that a great void has entered between the earphones of your headset!

The monthly publication "Aviation Safety" has a section titled "Learning Experiences." Experience is something personally lived through that's useful only if you survive it. Why tempt fate? To ensure longevity, anticipate, simulate, and practice potential emergencies vice experiencing the real thing (Hey! I know where your mind is. I'm just testing you. Look up vice in the dictionary. It's a proper word.).

Flight control emergencies include: loss of linkage to or jammed ailerons, rudder, elevators, ailerons and elevators simultaneously, and trim tabs. Cessna has an AD out against some of their control wheels; they break off into the hands of the pilot. Here are just three reports in the "Aviation Safety" publication. A C-150 rudder bar jammed due to a broken rudder bar return spring and its lever arm (Ref. FAA Air Worthiness Alert #2720). A Grumman American AA-5 Traveler had aileron control problems in flight. After landing, the right aileron was found to be detached from the wing at the outboard end. A Super Decathlon had an elevator jammed by the auxiliary antenna of its ELT. This pilot now opens the access panels in the tail cone to check for foreign objects. The list goes on and on. During a preflight check, I found a broken elevator hinge on a JRB, Navy's designation for the Beech 18. Also on a preflight, I found a damaged right ruddervator on my Bonanza. The aforementioned Traveler may have incurred damage for the same reason as my Bonanza's did. Some inconsiderate pilot generated excessive prop wash on the flight line. Even though I had my flight controls locked, when I returned from lunch and did a walk around, the dirty deed had been done. Moral? Do a preflight each and every time.

Let's treat each of the flight control losses sequentially as cited in

continued page 4, column B

CALL TO ACTION*Mike Bond*

I bumped into Carrie Novak, who advised us that the project to approve installation of Central Oregon radar is still moving ahead, with a choice from 3 Redmond Airport sites to be made in the next few weeks. She asked that Co-Opa members consider attending Senator Wyden's town meeting on Monday Jan 14, 5-6:30pm at Summit High School, in Bend. Carrie said he had been a strong supporter for the radar and it would be good PR to show support. *Carrie's response* "Thanks Mike....without Senator Wyden's constant hammering on the FAA we would not have a chance for this radar to happen. We all need to come out and thank him....". ✈

DECEMBER FLY-OUT !!*Don Wilfong*

Saturday, December 22, 2001. Morning came and the sky was blue (to the East), but a dark area seemed to dominate the Western and Southern area.

I rolled the plane out of the hangar on Pilot Butte Airport and flew out to Bend to meet any adventurous folks who wanted to fly to breakfast. Mike and Ann Bond showed up and expressed their concern for the weather. Gary Miller showed up with his brother and Duane Francis and one of his sons showed up from Pilot Butte. We all stood around for a while and decided to forget flying and go to breakfast locally.

Duane and I decided to get our planes back to Pilot Butte Airport and then drive for breakfast. Well... We got airborne and the weather moved in with one of the heaviest snowstorms I have seen. We turned tail and just got back to Bend Airport before the area was blanketed with a lot of snow in a short period of time.

We went to Jake's and they were full up so ended up at Juniper Café. There was Mike & Ann Bond, Gary Miller and myself. We had a great time and solved most of the World's problems while we enjoyed our meals. Later in the day, after plowing the Pilot Butte runway, we were able to get the planes home and tucked in their hangars.

I won't be available to plan a Fly-Out for January until about the 12th of January. I hope everyone has had a really Merry Christmas and a New Year with blue skies and tail winds. ✈

WORK PARTY AT OWYHEE RESERVOIR!!!*Dale Evans*

Save the date for sanitary improvements at Owyhee State Airport (Pelican Point 28U). The suggested date is shortly after expected maximum reservoir elevation, late enough for the runway surface to be firm, and soon enough to ensure easy digging for the new outhouse.

Dan Evey, Oregon Department of Aviation, advises he has been in contact with the Bureau of Reclamation, who note the need for sanitary facilities is due in part to visits from boaters, and they are willing to cost share.

This is a good project for OPA's Central Oregon Chapter. ✈

REPORT - BEND MUNICIPAL AIRPORT*Dale Evans*

Central Oregon Chapter Officers and Ad Hoc Committee member:

Item 1. This is a letter I wrote to City Manager David Hales, self explanatory. [Read the letter](#)

Item 2. I attended the City Economic Development Committee meeting last night to follow up on the letter's Policy/Objectives suggestion with Council Members and the City Manager. They were all enthusiastic, thought it was a good idea, etc. Vern, we should check in a week or two to see whether they are in fact scheduling an Ad Hoc committee meeting. All members may not be in town.

Oren Teater noted that last year in May when I proposed to the Budget Committee that funds be included to hire an Airport Manager, they determined it was too late for a new line item. Now is the time to start working with City staff. Oren suggested a half time position would be adequate. What do you think? Depends on the person. I have always recommended a person with qualifications/experience, either an Accredited Airport Executive or enrolled in the accreditation program of the American Association of Airport Executives. I think most of the Council and City staff undervalues the importance of the airport; I think David Hales is open minded.

The City Finance Committee meets at 7:00 AM Monday, the 14th, in the Council Board Room. We need a volunteer to begin tracking this. I can provide the bundle of previous correspondence re Airport manager. See item 3 concerning priorities for ALP projects.

Item 3. While waiting at City Hall for the meeting to start, I noticed a County hearing was scheduled at 7:00 PM to modify a site plan review on widening Nelson Road for Lancair. So I attended. Andy Lindsey was there to request an extension of the deadline for completion of the project to November 30, 2003. This was approved.

The schedule at Public Works for the airport is about as follows:

Draft ALP was sent to FAA late November (yes, this was approved by the City Council last June 6), minor comments received, will be sent back to FAA late January, expect to get approval from FAA February-early March.

Then the Airport Master Plan with the updated Airport Layout Plan goes to the County for approval and adoption into the County land use plan. (Failure of the City to get County approval/adoption of the 1994 update was the cause of this entire imbroglio).

The City expects to complete the environmental assessment on Nelson Road this summer (2002), finish the design, and construct the relocation summer 2003. The only apparent reason for an extended schedule is that Public Works does not have the staff to move it along faster, and their concern (because they don't understand the AIP system) that they don't have the money. I think funds are available. The FY 02 Airport Fund contingency is about
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DECEMBER MEETING

Jack Kohler

Although I have not attended but a handful of meetings, being a new member, it was obvious this one was special. It was the Holiday Special and included guest speaker David Hales, Bend City Manager. It was comforting to hear Mr. Hales talk about his willingness to listen to the airport and pilots concerns. But, it was truly a pleasure to listen to the meaningful, quality dialog from the CO-OPA members regarding GA and the Bend Airport. Without a doubt the talent within the CO-OPA is excellent and pilots everywhere should be so lucky as to belong to an organization with members like the Central Oregon – Oregon Pilot’s Association.



Nancy opening her initial gift



Dale plotting the strategy

After the potluck dinner (I loved that red cabbage) the festivities continued with the main event, THE GIFTS! This gift-giving concept was new to me and I didn’t really know what to expect. Dean explained the rules and everyone who brought a gift was to open a gift. After all the gifts were open and everyone has had the opportunity to see who opened what, the fun began. As the malady



After the gift exchange - see, still friends

started I could see there was a swift strategy being put into practice by the veterans of this gift-giving ritual. For some unknown haphazard luck I ended up with something I’ve wanted, IFR training materials (circa 1988). Ruth and I had a wonderful time and as you can see from these pictures so did everyone. ✈

MY TRANSPORT

Dale Evans

A picture of my transport last month - a DHC-3 Otter. See the Jan-Feb PropWash for details.

This is the deHaviland DHC-3 friends and I in Juneau have chartered in recent years for our annual week or two deer hunting trip to our cabin near the Southeast end of Admiralty Island (SE Alaska). We built the cabin in 1961, and over the years we (usually six of us) have traveled, besides the Otter, by mail boat, Grumman Goose, Turbo Beaver, or D-18 Twin Beech. Anything smaller usually requires more than one airplane. This time of year, the Otter on straight floats remains in the hangar over night to keep it defrosted, and is launched fully loaded in the float pond adjacent to the runway when ready to go. This year, the float pond froze while we were hunting, so we were picked up, two days late because of weather, in a standard Beaver and C-206 on amphibious floats. What fun!! ✈



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;

January 26, 2002
February 16, 2002

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

Dues are Due from page 1

If you are not already a member of the State and Local arms of the organization then now is as good a time as any to sign up. Don Wilfong has done a great job redesigning the [membership forms](#). Copies are available at the monthly meeting and on the web site (click on the membership forms link). ✈

Report - Bend Municipal Airport from page 1

\$233,000, which is about 10 percent of the total for Nelson Road realignment, runway reconstruction, taxiway widen/resurface, west side frontage road extension, and intersection improvements at Butler Market/Powell Butte. The FY 02 budget includes funds for the EA, and design work on the road realignment and runway relocation. The ASOS/AWOS is also funded; no one has had time to order it. I emphasized to the Council members and David Hale that I don't blame Public Works, I fault the City for not hiring an Airport Manager.

Item 4. Dan Evey called today and said BR has a spare porta potty, which they will deliver to Pelican Point. Dan will fly to Owyhee Friday, May 17 to help locate a site adjacent to the airport, and available for boaters as well. He would like to have someone from OPA there to receive it also. Bass fishing should be good! Sounds like a fun weekend! --- Dale ✈

CHECK THIS OUT

Jack Kohler



Well, here we are in the year 2002; hopefully everyone has had a wonderful Holiday Season. As this year proceeds I will work hard to put together the contributions of interesting and hopefully relevant articles for the Central Oregon, Oregon Pilot's Association Newsletter.

As I look back, 2001 was the year I decided to rejuvenate my private pilots certificate and get current. After a 20+ year hiatus of being a non-participant aviator, I brutally realized there were some significant changes that had taken place. Planes without carb heat, What a Concept! Inversed wedding cake airspace, Wow! The 2001 FAR/AIM was thicker than most phonebooks, Jeepers! My CFI is significantly younger than myself, Holy Mackerel! It didn't seem like I was away that long, what was I doing all this time? I looked through my old logbook and relived the entries from my first lesson, February 14, 1969 at Hayward, CA. I was relieved to discover that the important flying skills I was taught years ago are the same skills my CFI was teaching me today. This certainly made it easier to progress and pass my BFR.

Flying in Central Oregon, as most of you already know, is a wonderful rewarding experience and being a member of the Central Oregon's Chapter of the Oregon Pilot's Association is truly an honor. I would like to thank all the CO-OPA members for this opportunity to put together your monthly newsletter. As we progress through the year I will, with your help, continue to make changes, improvements and create a newsletter we will all be proud of. Thank you, Jack Kohler (Private Pilot, SEL so far). ✈

Hangar Flying from page 1

the first sentence of the previous paragraph. Considering my ramblings, we'll just address useless ailerons in this issue.

Back in the old days (Yeah, here I go again) they built wings by the mile and cut them off by the yards as required. The wings stalled from the tips inward. As a consequence, we had a training exercise called the "Falling Leaf." You stalled the aircraft and if a wing dropped, you picked it up with opposite rudder. Use of the ailerons was a no no because that would put you into a terminal maneuver faster than you could say, "SPIN." There is a school of thought that endorses the Falling Leaf as a way to practice control of the wings to enable a wings level crash landing into trees with minimum forward motion. The airplanes we fly today use wing wash-out, a twist in the wing that results in a lower angle of attack at the tips than at the wing root to ensure that the wing root stalls prior to the tips. In lieu (I could have used vice here too) of washout, many aircraft use spoilers at the wing root for the same reason. Even with today's wing designs, I don't recommend use of ailerons in a stall. Given this mini treatise, the way to practice for control loss of aileron(s) is to practice the Falling Leaf. Manually lock up your ailerons and control wing drop with yaw. Needless to say, for the real thing or for practice, reduce speed. The Falling Leaf is just a confidence building exercise.

Realistically, forget all this stuff I tell you about how airplanes fly; in truth, an airplane flies because of money! ✈

CHAPTER OFFICERS 2002**President:**

Nancy Lecklider
3054 NW Clubhouse Dr
Bend OR 97701
541 330-1853
nancybob@teleport.com

Vice President:

Dean Cameron
20015 Chaney Rd.
Bend OR 97701
541 389-8285
dcameron@empnet.com

Flyout Chair:

Don Wilfong
210 SE Cessna Dr
Bend OR 97702
541 389-1456
dwnw@bendnet.com

Secretary/Treasurer:

Gary E. Miller
109 NW Wilmington Ave.
Bend OR 97701
541 383-2435
gem@rellim.com

Program Chair:

Philip Wolfe
19569 SW Brookside Way
Bend OR 97702
541 312-4643
skywagon@cns-nw.com

Visit our web site at: co-opa.rellim.com for more info and link to the state OPA website.

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