

# CASCADE FLYER



Banner Photo: Jack Kobler

CENTRAL OREGON • OREGON PILOTS ASSOCIATION NEWSLETTER

August 2003 Issue

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## AUGUST MEETING

This months meeting will be on Thursday, August 21st, 6:00pm at the Bend Airport (S07) in the Flight Services building (The Flight Shop). ✈

## GUEST SPEAKER RESCHEDULED

by Nancy Lecklider

At the last meeting it was announced that we would have Bill Watson, from the Seattle office of the FAA, as our guest speaker. Unfortunately, Mr Watson cannot come this month, but has asked if he could come on September 4th. This is not our regular meeting date but I think this speaker is important enough to make the change. Mr. Watson is in charge of all the airports in Oregon and Washington and will be able to answer a lot of the questions we have about funding and regulating our airport.

The meeting will be at the Airlife hangar since we expect a larger than usual attendance and will start at 7:00 p.m. We will not be able to have our usual potluck but we might be able to have some refreshments. And, most important, bring a couple of folding chairs or something similar since Airlife only has a few chairs.

So, don't forget, September 4th, 2003, 7:00 p.m., bring chairs and questions. ✈

## MCCALL FAMILY FLY-IN

by Nancy Lecklider

If you haven't been, you gotta go. This is a great experience no matter what your skill level. Its an opportunity to fly with some great instructors and attend some really informative seminars. It is also, an opportunity to earn another Wing in the FAA safety program and will also, qualify as a BFR, plus, and this is the good part, it is all free.

## AUGUST 23RD FLY-OUT !!



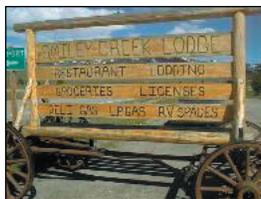
by Don Wilfong

Hey everyone: the fly-out to smiley creek, idaho is still on for this Saturday with an overnite and return on sunday. The Smiley Creek Lodge (208 774-3547 Randy) is about 500 yds from the airport and they have 2 teepees with beds for rent @ \$35.00 per nite (they are full otherwise). They have a cafe that is open from 08:00 to 21:00 hrs.



*Smiley Creek is a high, 7160', strip in an incredibly beautiful valley. The nearby lodge serves up outstanding meals. Caretaker in the summer and all amenities including showers.*

Down the road 1 mi. is Beaver Creek Lodge (208 774-3542 Bill & Peggy) with cabins from \$45. to \$65 with 1 bed or 2 beds. She



has a coffee pot and coffee in the rooms. They have a community shower and outhouses (she said very clean). They will provide transportation to and from their place if no courtesy cars are available. But, they will not be a taxi service and run you back and forth.

There is camping on the field and showers in the R.V. area near the Smiley Creek Lodge. Starting Friday there are no campfires allowed so bring propane if you plan to do any cooking.

There are a couple of courtesy cars at the airport, they may or may not be available.

We will discuss more details at the Thursday night

## HANGAR FLYING



by Joel Premselaar

*Editors Note: The following Hangar Flying is from the past archives, an oldie but goodie. Until Joel gets a little more free time, Please enjoy this classic ...*

Sometimes I feel that I may be classified as a pontificator so I may as well go ahead and pontificate. This time around I'll address the subject of control. Sometimes we are controlled. Sometimes we are in control (we like that one, don't we). Sometimes we lack control. What has all this got to do with flying? Well, get into a comfortable chair while I do some pontificating.

First off, except for the terrible twos, our parents control us. When we go to school our teachers control us even to the extent of having to raise one and, as the case may be, sometimes two fingers just to obtain permission to respond to nature's call. After school we are subject other kinds of tyrants. Tired of all this, we seek the absolute freedom that flight promises only to have some instructor beat us on our head and shoulders with a rolled up sectional. Then we are, to put it in that famous anecdote, "free, free, free at last" or are we? Now we have to contend with the "gumint" 'specially since 9/11. Well then, when do we get a chance to be in control?

When we are in uncontrolled airspace we are as free as we'll ever be. Really? What's the situation when, as we're making like a bird, the airplane we're controlling challenges us and tells us in no uncertain terms, "I've had enough of your neglect or whatever so now I refuse to function". Now we enter the realm of "lack of control." Are we going to let a piece of machinery control us? By no means!

Instead of just boring holes in the sky, why not prepare ourselves for the moment we hope will never happen? Hmmm. Why fool ourselves? If we fly enough, we enter the realm of "there are two kinds of pilots, those that have and those that will (here choose any emergency except for none). How do we regain control from a capricious aerial

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**McCall Family Fly-Out from page 1**

This year there were eleven or twelve people from our area, the Wilfongs, Bonds, Evans, Leckliders, Richard Benson, Steve Wright, and some friends of the Evans from Tillamook. If I have forgotten someone, please, forgive me.

Put this on your calendar for next year and we will see you there. ✈

**August 23rd Fly-Out from page 1**

potluck/meeting and I will send out more info after the meeting.

Some may wish to go on Friday and stay 2 nights or stay longer...

Smiley Creek Airport is 4900' x 150', slopes slightly uphill, land on 14 depart on 32 is preferred. Density Altitude is a definite consideration as the elevation is 7160'. The approach is wide open, some of us have landed there and it did not present any problem. ✈

**CHECK THIS OUT**

by Jack Kohler

Since everyone has been busy I have not received much information to place in the newsletter this month. Although, due to a last minute rescheduling of this month's guest speaker, Clay was able to invite Andrew Mallory, the local adventure tour guy. British-born Mallory is a television host for the Discovery Channel, the BBC and currently the Fox Network. A descendant of George Mallory of Mount Everest fame, he ran safaris in Africa for several years. His presentation will be interesting and informative from a real adventure guy perspective.

I also received this picture of a P-51 attempting a low level fly-by. The first thing I noticed were the cute little tips of his propeller, then slowly the significance of the picture really hit me. Ouch, not good... ✈



*Wadaya Think, not quite enough ground effect? This picture was taken at the Davenport Airshow June 7th.*

**Hangar Flying from page 1**

steed? One answer is to dream up an anomaly and plan the countermeasure(s) before flight. In the air, simulate the fault, and practice the remedial action(s). In a recent edition of Aviation Safety, I read descriptions of autopilots that automatically adjust trim in response to c.g. and flight conditions, and when they fail or if the pilot shuts it off, he's got a huge out of trim situation. I experienced an electric elevator trim failure in an F2H-3 Banshee. The failure mode ran the trim to full nose up (this was rectified by a retrofit). The stick force exceeded even my Schwarzenegger size biceps (that lump you see on my cheek is my tongue). It was only a matter of time before I'd stall because "Gs" were rapidly robbing me of airspeed. Instinct, or whatever, directed me to simply put in aileron and make turns until I could slow enough to physically overcome the stick force. In your healthy aircraft, introduce a lot of nose up trim but instead of allowing the aircraft to climb, roll into a turn. Try it. You'll like it!

Remember the engine out practices your instructor imposed upon you? Did he literally shut down the engine? If he did, it was a dumb, dumb, very dumb thing to do for many reasons. A windmilling engine's prop drives the engine and if you're fortunate enough to get your shock cooled, cold, and loaded up engine started again, you'll be rewarded with a detrimental clank resulting from backlash. On carbureted engines, you may get icing and not have enough heat to deice. On larger engines, especially the round ones, you may wonder what the clattering sound is on startup. Reason: the pistons of aircraft engines have short skirts and the larger clearances at the top when cold. The pistons will expand to proper clearances when hot. Piston slap on a cold engine will produce a sound like coal going down a metal chute. A windmilling engine will load up, i.e., foul the plugs inhibiting a restart. Be honest now, you're among friends; have you ever lost power on a fuel injected engine because you forgot to change tanks? Did your pucker factor run off the scale before you got it started again and heard that comforting purr of a smooth running engine?

How then should we safely simulate an engine out forced landing? Use about 900 - 1000 RPM (mixture adjusted for take off power and density altitude and carb heat as appropriate). To simulate the drag of a windmilling prop, get to, and hold 1.3 Vso with the controls slightly crossed (1.3 Vs for a wheels up but flaps down landing). Of course, I know you won't forget to straighten out on the abort or if you intend to land. To simulate a dead stick landing,

do the above in symmetrical flight conditions. Do the following for a twin just once at a safe altitude: following the handbook, feather the critical engine and wing down trim for a straight telltale string. Do not change the wing down trimmed condition and start the dead engine. Adjust the power until the controls unload. Record the trim and power settings. Use these settings to simulate the feathered engine. Repeat the process for the other engine, unless you do not have a critical engine, i.e., counter rotating props.

Once again I exceeded the intended length of the article. I do have more but I'll hold off on flight and landing with loss of flight controls and other anomalies until next month. ✈

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REMEMBER, FLY FRIENDLY  
and  
ESPECIALLY CHECK NOTAM's

