

CASCADE FLYER



Banner Photo: Mike Bond

CENTRAL OREGON • OREGON PILOTS ASSOCIATION NEWSLETTER

JULY 2002 Issue

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JULY MEETING

This month's meeting will be on Thursday, July 18th, 6:00pm at the Bend Airport (S07) in the Flight Services building (The Flight Shop). ✈

MEETING PICNIC

by Clay Trenz

This month we are planning on having a picnic/barbecue outside of Flight Shop. If weather should be a problem (IMC vs. VFR), can anyone with a hangar offer space? Otherwise, we'll move it back inside the flight shop. We plan on having 2 BBQ pits at the meeting. So, please everyone bring an entree of their choice to grill. This should be an event to remember. ✈

UPCOMING STORIES

by Jack Kohler

Well I've been trying to track down stories and ideas to include in our newsletter, sometimes it's easy and other times a little more challenging. Here's are some of what to expect in upcoming issues.

If all goes well, I will be participating in the next fly-out to Prospect (as PIC). This will be my first ever fly-out and I'll give a report as viewed from a first-timer in the next newsletter. I have several other interesting stories, ideas and tidbits of information I will surprise you with in upcoming issues.

Also, I have met with Eldon Nimmo, manager of the Prineville Airport FBO. He will be giving us an update on what's happening in his neck of the woods. Right now he has his hands full supporting the effort to contain the wild fires in the area.

If you have suggestions or would like to contribute to this newsletter I would like to encourage you to do so. For more information email jkohler@mactechsys.com. ✈

WE HAD 2 FLY-OUTS IN JUNE

by Don Wilfong

Saturday, June 15, we met at the Flight Shop and made the decision to go to Pendleton instead of Astoria due to the weather.

Our fly-out consisted of 4 planes Gary Miller and his son Daniel in Gary's 210 (they left Kimmy the dog home), Bob and Nancy Lecklider in their 182, Mark Clark and Paul Sunderlin in their 180 and Norma and I in our 182. We would have had 5 planes but Mike Brownlie had generator problems with his Mooney and as he needed to be in Portland that evening he stayed home and drove to Portland.

We had a nice flight over and upon landing we were met by the van from Wild Horse Casino. Their café was under remodel so they took us to the golf course where we had a great meal. The van then picked us up and took us to the Indian Interpretive Museum where we saw a lot of interesting history on what actually happened when white man took over the Indian's land.



Bob & Nancy Lecklider and the row of our planes in Pendleton.



The gang posing in front of the Wild Horse Casino van.

By then it was time to head home so the van picked us up and took us back to the airport. We just got home in time to avoid most of the rain and beat the thunder storm. You missed a good fly-out.

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HANGAR FLYING

by Joel Premselear

My favorite poet is Rudyard Kipling and his poem titled "IF" is among my favorite top ten. Its opening line is: "IF (My caps) you can keep your head when all about you are losing theirs" "IF" leads me into the many happenings pilots must cope with when aviating.

"IF", when walking around your winged chariot, you move a flight control and you hear a crunching or grinding sound, do you lubricate the hinges and try again? Do you have the control cable pulleys checked for sticking or uneven wear or, if you have push rods, do you check to see if they are chewing on something or are you so confident in your ability to defy gravity with jammed controls that you take off anyway?

"IF" you run a fuel tank dry and come up with the fuel selector in your hand as you try to switch tanks do you know what happens next? Well, by golly, you got the right answer to that one. The ground features DO get larger and larger and larger. Finis! Can this happen? You better believe it. It happened to me as I was driving a JRB (SNB, C-45, Beech 18) downwind at NAS Chevalier Field, Pensacola. When I tried to switch to my fullest tank, I found myself staring at the fuel selector handle in my upraised fist. Fortunately, I had enough fuel remaining to effect a landing. That episode taught me a lesson. Since then, I switch tanks while I still have enough fuel in the tank I intend to leave to reach a suitable landing site. Also, I always land and overfly mountains on the fullest tank. Interestingly, the fuel selector handle in my Bonanza is the same type as that in the JRB.

"IF" you're in turbulent air, do you select the fullest tank? You don't?? Shame on you! Oh well, perhaps you're one of those who like the sound of burping engines as the standpipe(S) in the tank is unported of fuel or maybe you feel it's necessary to feed your engine some crud from the bottom of the tank through the standpipe(S). Of course YOU know why those dumb engineers put standpipes in fuel tanks. It was to enrich oil refineries by providing a

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FROM THE TOWER

by Dwight Coker

Recently we have had aircraft enter the Redmond Class D airspace with radio transmitter failures under VFR conditions. It was evident that these pilots were not current with AIM §91.129 Operations in Class D airspace, (d) communication failure, paragraph (2). A pilots lack of knowledge regarding communication failure procedures is disruptive and hazardous to other traffic in our Class D airspace. Your safety is largely dependent upon good communications with the tower. Yes, sometimes this communication will break down due to failures and we will attempt to continue communications, but we have procedures. Those procedures are important enough that they need to be reviewed as witnessed by ATC here in Redmond.

(d) *Communications failure. Each person who operates an aircraft in a Class D airspace area must maintain two-way radio communications with the ATC facility having jurisdiction over that area.*

- (1) *If the aircraft radio fails in flight under IFR, the pilot must comply with §91.185 of the part.*
- (2) *If the aircraft radio fails in flight under VFR, the pilot in command may operate that aircraft and land if--*
 - (i) *Weather conditions are at or above basic VFR weather minimums;*
 - (ii) *Visual contact with the tower is maintained; and*
 - (iii) *A clearance to land is received.*

Getting the towers attention could be attempted in a couple ways. First, set your transponder to 7600 (radio out). This is very helpful, Seattle Center would notify Redmond Tower (since there is no local radar) that there is an aircraft in our vicinity broadcasting a radio out transponder code. This will give us a heads up to be on alert and looking in the vicinity for an aircraft possibly wanting to get our attention. Second, over fly the pattern (500 feet above Traffic Pattern Altitude) on a downwind or upwind leg and attempt to get our attention, while watching for signals from the tower. Please note, it is important that during a VFR communication failure visual contact with the tower and understanding the AIM §91.125 ATC light signals (see Table 1) is extremely important. We will do all we can to establish communications with you during a com failure, you can help us by reviewing these procedures.

Hangar Flying from page 1

place for that annoying unusable fuel referred to in your handbook.

“IF” your \$\$\$ consuming flying flivver has inboard and outboard fuel tanks and IF you don’t keep fuel outboard when you plan to fly high “G” maneuvers, your machine will try to emulate an ornithopter. Pulling positive “Gs” with fuel outboard reduces upward bending moments on the wing. Outboard fuel inhibits rolling, thereby decreasing the tendency to enter a spin. The F2H Banshee had a larger positive “G” envelope with tip tanks full than when empty. When I anticipate the need to descend rapidly without building airspeed, I’ll keep fuel outboard for a high “G,” “power on” spiral downward. Of course, you have to be aware of the negative side of this. Fuel outboard in a negative “G” environment will have deleterious effects. In addition, due to inertial moments, once rolling, fuel outboard will resist efforts to check the roll. Counter-rotating wing-mounted multi-engine aircraft resist spins; but, once rotating they are a bear to arrest. Think of the Cessna 310; WOW!

“IF” when fueling you leave the fuel selector in anything but a specific tank or in the OFF position, don’t expect to get a full load. IF your fuel system has any cross feed feature, be sure that it is not selected when fueling ‘cause it’s self-leveling characteristic will result in a less than full load. IF you park your plane in a wing low position with the fuel selector in a cross-feed position (think Cessna the “Both” position) fuel will flow to the low tank and spill overboard through the overflow line. Fuel will spill overboard from any full tank due to expansion or IF the aircraft is parked on a slant. Oh yeah; if you top off with fuel from a truck that has been sitting on the black top during a hot and sunny day, you’ll not go as many miles as topping off in the morning from that truck. Engines don’t run on X number of gallons per unit of time. They run on X number of British Thermal Units (BTUs) per unit of time. A gallon of fuel expanded due to heat does not contain as many BTUs per gallon as the heavier cold fuel. It’s all about BTUs per pound consumed by the engine. Your bladder type fuel tanks like to be kept full; they last longer that way, so if you fill up at the close of day, expect to have space in your tanks in the AM. In either case, drain your tanks for water before flight. It’s advisable to wait awhile any time after refueling to let any water or contaminants settle before draining tanks. I don’t have faith in the condition of the filters that are supposed to protect us. ✈







Light Signal	Meaning For Aircraft On The Surface	Meaning For Aircraft In Flight
	Cleared for takeoff	Cleared for landing
	Cleared to taxi	Return for landing (to be followed by steady green at the proper time)
	Stop	Give way to other aircraft and continue circling
	Taxi clear of runway in use	Airport unsafe DO NOT land
	Return to starting point on airport	Not applicable
	Exercise extreme caution	Exercise extreme caution

Table 1

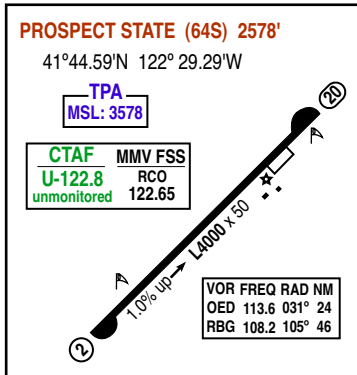
Note: If you are in the pattern and interested in seeing the signal lights just ask and well show you. For additional questions I can be reached by calling RDM tower, 541 548-2574, or email rdmserco@aol.com.

✈



JULY FLY-OUT

by Don Wilfong



Prospect, Oregon (64S), 13th Annual Prospect Fly-In the week-end of July 20 & 21. This is near Crater Lake. They will have coffee & donuts on Saturday, hotdogs, soda etc. for lunch, games, a raffle, camping on the field, portable toilets, water truck and a Steak or Chicken dinner Saturday evening (\$10. required donation). They will be providing transportation to Crater Lake on Saturday as well.

On Sunday morning 07:00 to 10:00 there will be a breakfast at the Lions Park (transportation provided) with hot cakes, egg puffs, sausage, fruit, juice & coffee (\$5.00 required donation).

No definite plans have been made for an overnight for our group, however, some may want to meet and go down on Saturday with a possible stop in Chiloquin for breakfast as a choice then on over the hill to Prospect. Part of our group will be flying down on Sunday for the breakfast and will probably meet up with the Saturday crew at the breakfast.

For those who just want to go Sunday plan to meet at the flight shop at 07:00 Sunday morning for departure no later than 07:30, it will take approx. an hour to get there get parked and a while to get to the breakfast so we need to meet and leave this early.

It would be nice to hear from those of you who plan to go. I would like to be able to e-mail a rough count out to everybody so as to encourage others to join in. The airport is a 4000 ft paved runway at an elevation of 2485' so no problem for most any plane we might want to take. ✈

For any comments or suggestions regarding fly-outs contact Don Wilfong at 541.389.1456 or e-mail dwnw@bendnet.com.

June Fly-Out from page 1

Sunday, June 16 we met at the Flight Shop again, this time there were 3 planes Mike and Ann Bond and Ken Haffner in the Bond's Cardinal RG, Oliver and Bonnie Lee Steele in their 182 (it is really fast) and Norma and I in our 182. We had a passenger who needed to go to Fall River Mills so he bought our gas for the trip which made it all the better.



The group at Fall River Mills with Don and Nora's 182. Photo courtesy of Mike Bond.

We flew down to Fall River Mills, Calif. being sure to avoid the Goose MOA which was hot. When we landed we called the Hotel/Restaurant and they sent a vehicle out and picked us up. I had called ahead to be sure we had transportation.

The food was great and they provided us with transportation back to the airport. You will see in one of the photos how I really got myself into the dog house (or cage if you will). This was not unusual as I manage to be in the dog house quite often anyway.



There are too many captions I could write, you'll have to go with your own. Photo courtesy of Mike Bond...

Don't plan to buy fuel there as Mike and Ann paid \$2.95 a gallon.

On the trip home we detoured to the West of Klamath Falls and then flew up over the lake and on home It was a really fun weekend. The only thing missing was "YOU" ✈

CALENDAR OF EVENTS

JULY - 2002

- 17 July 10:30am Eagle Crest, Oregon [Department of Aviation](#) Board Meeting, 503-378-4880
- 18 July 6:00pm Flight Services Building, Bend
CO-OPA Monthly Meeting
Flight Services Building, Bend
- 20-21 July OPA Mulino Chapter Blueberry Pancake Breakfast and EAA 902 FLYMART hangar sale Mulino Airport [OPA Mulino](#)
- 21 July 7:00am CO-OPA Flyout to Prospect (64S)
- 23 July 7:30pm AOPA Town Hall meeting Holiday Inn, Portland Airport (4839 NE Columbia Bl.)
- 23-29 July EAA Air Venture and Fly-In (Oshkosh) Oshkosh, WI [EAA](#)
- 27-29 July Paisley, OR - [Mosquito Festival](#) : City Festival, Rodeo, Skeet Shoot, Fly-In, and Acrobatic Air Show.

AUGUST -2002

- 3 Aug 10:00am OPA Tillamook Fly-in BBQ Tillamook Airport
- 9-11 Aug. Corvallis, OR - OPA Festival of Flight. Mark Trujillo
- 9-11 Aug. McCall, ID - FAA Family Fly In
- 15 Aug. 6:00pm Flight Services Building, Bend
CO-OPA Monthly Meeting
- 17 Aug. Flight Services Building, Bend
CO-OPA Flyout to Baker??
- 17 Aug. Baker, OR - Baker Chapter OPA Fly-in, Pancake Feed in the AM and Steak Feed in the PM, free rides to the Oregon Trail Interpretive Center, Mel Cross, (541) 523-6366 or (541)523-4539
- 17 Aug. Bend, OR - Palms to Pines

SEPTEMBER -2002

- 14 Sept. Expo Center, Albany - OPA Quarterly Meeting Dale Evans
- 14-15 Sept. Expo Center, Albany - Oregon Air Fair
- 19 Sept. 6:00pm Flight Services Building, Bend
CO-OPA Monthly Meeting
- 21 Sept. Flight Services Building, Bend
CO-OPA Flyout to ???

OCTOBER -2002

- 17 Oct. 6:00pm Flight Services Building, Bend
CO-OPA Monthly Meeting
- 19 Oct. Flight Services Building, Bend
CO-OPA Flyout to ???

NOVEMBER -2002

- 9 Nov. 10:00am Lebanon, OR - OPA Annual Meeting Dale Evans
- 21 Nov. 6:00pm Flight Services Building, Bend
CO-OPA Monthly Meeting
- 23 Nov. Flight Services Building, Bend
CO-OPA Flyout to ???

DECEMBER -2002

- 19 Dec. 6:00pm Flight Services Building, Bend
CO-OPA Monthly Meeting
- 21 Dec. Flight Services Building, Bend
CO-OPA Flyout to ???

OTHER CALENDAR PAGES

- [Oregon Pilots Association Events Calendar](#)
- [Washington Pilots Association Events](#)



AOPA ASF SAFETY QUIZ

PROPELLERS

Now's the time to test your knowledge of propellers in general and learn about the importance of prop maintenance. Do you know:

- The difference between a fixed-pitch and a constant-speed propeller?
- How a governor works?
- What size nick or scratch needs to be immediately dressed out of a blade?

To learn this and more link to the [Air Safety Foundation's latest Safety Advisor on Propeller Safety](#) — it's full of information, tips, and great photos. After reviewing this Safety Advisor take this quiz and test your knowledge.

1. The fixed-pitch propeller is used when low weight, simplicity, and low cost are desired and is ideal for neither climb nor cruise.

- A. True
- B. False

2. Constant speed propellers:

- A. Decrease the blade's angle of attack as the engine accelerates thus reducing overspeed.
- B. Cause the engine to maintain a set speed by increasing the blade's angle of attack as the engine tries to accelerate.
- C. Allow a fixed throttle setting that causes the engine to accelerate at the same rate as the aircraft.

3. A feathering propeller is a constant-speed unit that can rotate the blades until they are nearly aligned with the relative wind.

- A. True
- B. False

4. Constant speed propellers:

- A. Have an independent oil supply that provides lubrication to the blades as they rotate in the hub.
- B. Redirect oil from the engine into the prop, and use oil pressure to change the pitch of the blades.
- C. Have a governor that feathers the propeller.

5. Nicks and scratches on the propeller blade less than 1/8 inch deep are not significant enough to weaken the blade and maintenance can be deferred.

- A. True
- B. False

6. The best way to reposition the airplane when it is parked is to:

- A. Drag out the tow bar to move it.
- B. Pull gently on the propeller.
- C. Push gently on the spinner.

7. The root cause of mechanically induced accidents is almost always neglect.

- A. True
- B. False

8. A governor failure on either a multi- or single-engine aircraft will cause overspeed.

- A. True
- B. False

9. In the unfortunate event of a gear-up landing, at the first sound of the prop hitting the runway, the pilot should:

- A. Add full power immediately and go around.
- B. Add partial power to determine prop damage, and if able, go around.
- C. Not attempt a go-around, but rather ride the belly landing to a stop.

10. Propellers must be overhauled:

- A. At the calendar time limit (typically 5 years).
- B. At the flight time limit (typically 1,500-2,000 flight hours).
- C. At either the calendar or time limit — whichever occurs first.

Answers to the quiz can be found at the end of this newsletter. For more information visit [AOPA Air Safety Foundations](#). ✈

answers to AOPA ASF quiz
1a, 2b, 3a, 4b, 5b, 6a, 7a, 8b, 9c, 10c

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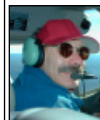
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Visit our web site at: co-opa.rellim.com for more info and link to the state OPA website.
For members only lists: User Name: S07
Password: 123.0

CHECK THIS OUT

by Jack Kohler



Speaking of propellers, Don Wilfong found these great pictures of a prop-chop. I'm always amazed when I see the precision a spinning propeller has. Thanks Don.

The Perils of Hand-propping

These photos were taken in Australia, where a careless pilot forgot to chock the wheels before hand-propping his aircraft. The airplane damaged dozens of other aircraft, but came to rest on this Cessna twin. ✈

