

CASCADE FLYER



Banner Photo: Gary Miller

CENTRAL OREGON • OREGON PILOTS ASSOCIATION NEWSLETTER

JUNE 2002 Issue

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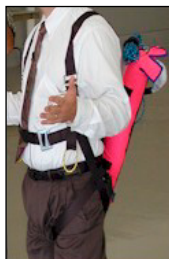
JUNE MEETING

This months meeting will be on Thursday, June 20th, 6:00pm at the Bend Airport (S07) in the Flight Services building. ✈

GUEST SPEAKER

by Clay Trenz

Destiny aircraft corp. will be joining us this month. Their product line includes powered parachutes and quick-deploy emergency parachutes. The Executive-Chute is a method of escape for tenants in high-rise office buildings, apartments and hotels. The emergency parachute has generated global exposure since the 911 terrorist attack. Hopefully, they will bring product samples for our viewing pleasure. The company website is www.destinypowerchutes.com ✈



Executive-Chute

NEWSLETTER CHANGES

by Jack Kohler

Naming the newsletter has been quite the challenge. It's difficult to narrow down something that seems as simple as naming a newsletter. I would like to thank everyone who participated. Our newsletter's new name was submitted by Amy Prutzman, one of our newest members. As you noticed I have made some changes to the format of the newsletter. Since we came up with a new name for the newsletter I wanted to update the look. I hope everyone will find the new format easy to follow. I'll continue to make changes as time goes. I've decided to use a rotating banner

continued page 3 column B

OWYHEE FLY-OUT

by Don Wilfong

We gathered up boxes of food and assorted supplies, loaded our camping gear in our Skylane and headed over to Owyhee Reservoir on Saturday morning, the trip was great and the airport certainly was not a problem. The airport is dirt, relatively smooth and has really good approaches over the water with no obstructions. Dale and crew had removed some small trees from one approach as requested by the State.



Owyhee Airport (28U) ruy 13/31

Dale and Virginia, in their Maule, flew over on Friday and spent the night. Dale wanted to check out the runway and he raked out some rough spots where cattle had walked when it was muddy. Mark Clark and Paul Sunderlin, from Bend, were already there in their Cessna 180 when Dale and Virginia arrived.

Saturday morning Norma and I landed just as they had completed digging the pit (talk about great timing). The State Aviation Agency had delivered the outhouse (made of plastic or fiber glass) by boat and had moved it to within about 40 yards of it's final destination. Four of us picked it up and moved it into place.

Mark and Paul had promised their wives they would be home by noon so they left without having lunch. Dale and I finished the job by putting four guy cables on the unit to keep it from blowing away (the wind can really blow).

Mike Redd and Jim Bellet, in a Cessna 180 (from Klamath Falls Chapter), arrived just as we were

continued page 3 column A



Norma and Virginia

HANGAR FLYING

by Joel Premseelaar

NUMBER TWO

We were ferrying six F6F Hellcats to Pensacola, Florida for an overhaul. By regulation, aircraft being ferried were restricted from instrument and night flight; consequently, w the weather was predicted to be clear by our estimated time of arrival at Biggs Air Force Base, El Paso, Texas, we departed the Naval air Station, San Diego. The weather front stalled just beyond our destination. Although it was only mid afternoon, we would have to remain overnight in El Paso.

With plenty of time to kill, we embarked on an excursion to Juarez, Mexico, to partake of the sights and food. One of our group, Hedron, fell victim to Montezuma's Revenge! By mid morning, Big spring, Texas, cleared. It was my turn to lead the next leg, so I asked Hedron if he felt up to the trip. He assured me that after sitting on the "Thunder Mug" most of the night, he was completely purged and ready to go.

The flight promised to be uneventful when, passing over Guadalupe Pass, Hedron called to ask if there was a landing site nearby. He exclaimed that nature was making urgent demands upon him. Ask anyone and they'll tell you that I'm really a very nice guy; but at that moment I grew harms. I'd treat Hedron to a good lesson. Good pilots always did their own navigating, just in case At that time, year 1949, the Delaware Springs airstrip, on the Green 4 Airway, lay just ahead so, being a nice guy, I answered, "No". Did I imagine or hear a gulp and the sound of grinding teeth emanating via the either?

Minute later I glanced over my shoulder to Hedron in formation on my wing, in a voice clearly strained, he broke silence. "are you sure there's no place to land? Can we turn back? I can't hold out much longer."

He was too occupied with his dilemma to pick up on his own navigation. A germ of an idea entered by satanic alter ego's mind; so, with the airport at Wink, Texas, just over the horizon I told him that we were at the point of no return. It would take just as long to fly back as it would to get to our destination.

Our other four squadron mates in the flight

continued page 2 column B



VEHICLE OPERATION AT BEND AIRPORT, WHAT ARE THE RULES?

by Jack Kohler

Well to this point common sense has been the ruling factor, although there are recommended FAA requirements, which vary depending on the airport, for operating vehicles on and about runways and taxiways. Airport operators/managers have the responsibility of ensuring a person possess adequate knowledge before authorizing them to drive on the airfield. Since Bend has had no official airport manager this has been left to individuals and the utilization of the ramp area for vehicular traffic is increasing. Examples, vehicles driven on the ramp for loading and unloading of the aircraft is a fairly common practice, taxiway/ramp should not be use as a staging point while waiting for an aircraft to land/takeoff and/or a convenient place to park while away on a flight. As airport activity and aircraft traffic increase this becomes a concern for possible incursions. In 2000, the FAA received reports of more than 550 vehicle/pedestrian deviations - of which 85 resulted in runway incursions. Investigation of these events found that many of them involved persons who did not belong on the airfield.

So until we get an airport manager and vehicle operation guidelines, vehicle operators need to know, as appropriate, these FAA recommended requirements.

Vehicle Operator Requirements

- Airport rules and regulations pertaining to vehicle operations. (visit the Flight Shop)
- Areas where vehicles are authorized to drive and designated entrance and exit points to these areas.
- Airport layout, including designations of runways and taxiways.
- Location of perimeter roads.
- Boundaries of movement vs. non movement areas on the airfield.
- Meaning of airfield signs, marking, and lighting.
- Proper phraseology, including phonetic alphabet, procedures, and frequencies for radio communications.
- Meaning of light gun signals.
- Traffic patterns associated with each runway and location of each leg.

Vehicle Requirements

- Marking designating the identification of the vehicle.
- Minimum equipment, which must be in proper working order, such as
 - headlights, taillights, mirrors a speedometer, etc...
 - a rotating beacon
 - a two-way radio with the aviation frequencies
- Insurance coverage

Vehicle Operations

- Requirements for vehicles on the movement area to be radio-equipped or escorted by a radio-equipped vehicle.
- Speed limits.
- Prohibition against careless and reckless operation.
- Time periods when vehicles lights must be operated.
- Requirements to use vehicle lanes and perimeter roads.
- Locations where vehicles may or may not be parked and/or serviced.
- Rules of right of way
- Requirements to report accidents involving ground vehicles.

The FAA recommends that those who drive on the airfield be provided initial and recurring training on these subjects. The importance of such training on a regular basis cannot be overemphasized. Some of these requirements may not pertain to Bend Municipal non towered airport, but meeting these requirements that are appropriate can only make us safer and reduce the chances of an unwanted incursion. For additional information visit the [Federal Aviation Administration's Runway Safety](http://www.faa.gov/air_traffic_safety/runway_safety/) web site or contact them by calling (202) 267-9131. ✈

Hangar Flying from page 1

had also grown horns. They offered no help. They knew that Hedron was one of the most skilled pilots in the physical manipulations of the aircraft. They knew that Hedron was capable of flying in such close formation on one's wing that the local flow of his plane would affect the leader's. One could trim out the bias and if Hedron varied in the least bit, the feedback would be felt. They also knew of a specific episode of when I had him on my wing I, as every section leader wont to do, had checked on him in my rear view mirror. Not believing what I saw, I looked directly at him. Sure enough, there he was stark naked with an ear-to-ear grin on his face! He'd gotten completely undressed and his aircraft never bobbed a bit. I can attest to this because if it had, my aircraft would have reacted to it.

I now sought amusement so I called, "Navy 246, I've seen you get undressed in a plane before, strip down, use a chart as a receptacle, and do your thing". Appreciative of high drama, I moved from the lead to a step-up position on his wing to better my view. Immediately the other four moved into what became the tightest six-plane formation ever created.

We witnessed the fastest transition from dressed to un in the annals of history. When Hedron perched himself over the chart I began to move ahead. Sensing my evil intent to feed him some prop wash at the critical moment, he went full power. This resulted in six Hellcats creaming through the air at maximum speed while the object of attention was, euphemistically, taken a thunder-clap on a map!

Grinning, he was rewarded with many hurrahs as he lifted his deposit high like a victorious gladiator holding his late opponent's dripping head. His grin was replaced with a look of surprise then anguish as he realized that his prize wa dripping too. He slid his goggles over his eyes. Gripping the control stick between his knees (navy fighter planes of those days had no auto pilot), he furiously cranked open the canopy and drew back his left arm to dispose of the odoriferous object in his hand. In the next instant, he disappeared in a brown haze! The formation exploded in hilarity and physically. Amazingly, no mid-air collisions resulted. Anyone who flies knows that opening a canopy in flight will cause objects to be snatched out of he cockpit and so it was with his moisture weakened prize. He was left holding the top of his parcel. The dry air quickly hardened the coating within the cockpit. Hedron raised his goggles and for all the world looked like a negative photo of a raccoon. ✈



JUNE FLY-OUT(S)

by Don Wilfong

We have been dictated to by the weather to stay on this side of the mountains most of the time. Now weather permitting we are headed for the Coast on Sat. Jun 22, we will meet at the Flight Shop at 08:30 to group up and head for Astoria. The "Runway Café" is on the field so we can chow down when we get there.

The plan is to rent a van (shared expense) and go to the Maritime Museum among other exciting things such as a possible tour of the Coast Guard facility and maybe the helicopter operation that takes guys out to the light ship etc. Also we could go to Ft. Clatsop (the end of the Oregon Trail).

John Overholster the F.B.O. and operator of the

Owyhee Fly-Out from page 1

finishing with the tie downs (their timing was good too). The installation was completed, it passed the necessary tests, was found to be fully operational and should provide a much needed service for many years to come.

Norma and I had most of the food and supplies, in our plane, so we taxied down to the "Owyhee Hilton", unloaded the food and we all pitched in to get our lunch prepared. Everyone was treated to the infamous "Wilfong Burger" with all the trimmings, Crab Salad, Potato Salad, other delicacies and beverage of your choice. Needless to say we were all stuffed. You will have to wait until next time to find out about the "Wilfong Burger". I had invited some of the people from Pilot Butte Airport and Duane and Jean Francis, flew in, with their Cessna 205, visited and ate before heading back home. Stephan White from Bend dropped in with his Cessna 175 (converted to a tail dragger) and we fed him too. I'm hoping they might join.



Virginia, Dale, Don and Norma swapping stories, enjoying the afternoon.

Café is checking out some of the possibilities for us.

If the weather does not permit going to Astoria we will have another exciting place as a backup. Pendleton... There is a casino near Pendleton that will send a van to pick us up, there is a cafe there so we can have breakfast. Also, there is a museum (Indian) we can go to at the same location that should be fun to go through.

Can't go Saturday? Then try Sunday! We are having two flyouts this month... there is an unscheduled fly-out for Sunday, 6/23/02, to Fall River Mills, California (089 on your GPS). The cafe in town will come pick us up. Meet at the Flight Shop at 08:30 on Sunday 23 June 2002. No excuses accepted this time, lets see a show of members for this one. ✈



Digging the hole wasn't the most exciting part, but watching sure was relaxing.



Finally completed and ready for occupancy. But, Who's in the ...?

All in all about a dozen planes landed while we were there. Some were from Idaho, and one was from Washington. Two of them were Cessna 150s so you can tell the airport was not too much of a challenge.

Dale, Virginia, Norma and I spent the evening, around the campfire, swapping stories until we got too sleepy to stay up. Boy it was sure quiet and peaceful. The next morning we had a delicious breakfast (Virginia had home made biscuits and gravy), loaded up and headed for home just in time to beat the rain. You missed a really great outing... next time maybe ?????? There are more pictures from the Owyhee Fly-Out, follow this link <http://co-opa.rellim.com/flyouts/may2002>. ✈

CALENDAR OF EVENTS

JUNE - 2002

- 20 June 6:00pm Flight Services Building, Bend
CO-OPA Monthly Meeting
- 22 June 8:30am Flight Services Building, Bend
CO-OPA Flyout to Astoria
- 22 June 10:00am Open House - Pancake Breakfast
Wings of the Cascade 548-4801 (RDM)
- 23 June 8:30am Flight Services Building, Bend
CO-OPA Flyout to Fall River Mills, CA

JULY - 2002

- 18 July 6:00pm Flight Services Building, Bend
CO-OPA Monthly Meeting
- 20 July Flight Services Building, Bend
CO-OPA Flyout to ???
- 27-29 July Paisley, OR - Mosquito Festival : City
Festival, Rodeo, Skeet Shoot, Fly-In,
and Acrobatic Air Show.

AUGUST -2002

- 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

Operations at Nontowered Airports

Currently, there are approximately 12,000 nontowered U.S. airports – compared to some 400 that have FAA towers.

Because of the large number of nontowered airports, it is imperative that all pilots familiarize themselves with the proper procedures to use at such airports.

1. Choose the acceptable method(s) of pattern entry from the “opposite” side of the pattern.
 - A. Overfly the airport and enter on the 45 degree to the downwind
 - B. Midfield crosswind
 - C. Both a and b
2. It is recommended to use landing lights within _____ miles of a nontowered airport.
 - A. 5
 - B. 10
 - C. 20
3. All types of aircraft should fly identical traffic patterns.
 - A. True
 - B. False
4. Instrument operations are not permitted at nontowered airports.
 - A. True
 - B. False
5. Which of the following have the right of way over powered aircraft?
 - A. Gliders
 - B. Balloons
 - C. Both a and b

6. Most midair collisions occur in clear weather during which traffic pattern legs?
 - A. Downwind and base
 - B. Downwind and final
 - C. Crosswind and final
7. What is the “sterile cockpit” concept?
 - A. The cockpit must be cleaned after each flight.
 - B. Cockpit conversation is restricted to operationally pertinent topics.
 - C. Only pilots – no passengers – are allowed in the cockpit.
8. After takeoff, climb on the extended runway centerline to within _____ of pattern altitude before turning.
 - A. 300 feet
 - B. 500 feet
 - C. 700 feet
9. The CTAF should be used for two reasons only. Those are:
 - A. Saying hello to friends and yelling at the pilot who cut you off in the pattern.
 - B. Airport advisory and checking your company schedule.
 - C. Collision avoidance and airport advisory.
10. In the traffic pattern, all turns are made to the _____ unless otherwise specified.
 - A. Left
 - B. Right

Answers to these questions are located at the end of the newsletter. For more information, read the [AOPA ASF Safety Advisor about Operations at Nontowered Airports](#). ✈

CHECK THIS OUT

by Jack Kohler

This is an actual fly-by during deployment of the Nuclear Aircraft Carrier USS Stennis. The story goes, the pilot was grounded for thirty days, but he likes the picture and thinks it was worth it! Wow, that's quite the fly by, kids they do the darnest things... ✈



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

Newsletter Changes from page 1

picture, kind of like seeing a new cover picture on a magazine each month. I'll pull from a variety of ideas for the banner including photos, graphics, images and other sources. I trust members will be providing ideas and photos to choose from. Time will tell how this goes but I think it will certainly be different enough to set us apart from the other chapter newsletters. I would like to think we're on the edge of the envelope, so to speak.

I hope everyone is happy with the results. But as some wise person said before my time, if we want to change it - we will! So, with that, here's the current issue with all it's new changes. Enjoy our new "CASCADE FLYER". ✈

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

