

CASCADE FLYER



Banner Photo: Jack Kobler

CENTRAL OREGON • OREGON PILOTS ASSOCIATION NEWSLETTER

OCTOBER 2002 Issue



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OCTOBER MEETING

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

GUEST SPEAKER

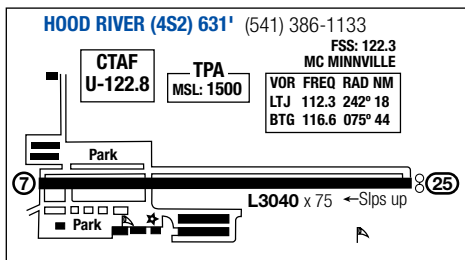
by Clay Trenz

Imagine late July, 10:00 am, being in the Idaho backcountry on short final and everything appears normal, safe, and under control. Then approximately 30' to 40' AGL, it happens... This month Mr. Richard Benson D.C. will be joining us to discuss an accident encountered while flying backcountry in Idaho. He will inform us on the details of this event and his experience working with the FAA & NTSB. This will be a very interesting, informative presentation and discussion.

Also, I would like to invite everyone to come and share their most valuable aviation learning experience within the past year. ✈

OCTOBER FLY-OUT

by Clay Trenz



As far as the October flyout, lets replicate last month's original plan to Hood River.. Zi (Head Mechanic) at Flight Line Services (FBO), Hood River indicated the weekend should be good weather and clear of their glider traffic due to a predicted East wind.

Hood River should be very pretty this time of year

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SEPTEMBER FLY-OUT



by Don Wilfong

We had our meeting/potluck on Thursday evening 9/19 and the Saturday fly-out plan, as scheduled by Clay Trenz, was to go to Hood River (a good plan) ...but... Mike Brownlie brought a flyer telling about a fly-in event in Astoria for Saturday 9/21 with a guarantee of great weather at the coast...so.. a quick vote decided we better take advantage of the severe clear coast weather.

Saturday morning brought people out and we headed for Astoria by a little after 08:00.



What Astoria looks like without the overcast, beautiful.

Gordon and Mary Lou Shortreed brought a guest "Salli McDonald" in their Cardinal (they departed from Prineville), Ann and Mike Bond flew their Cardinal RG, Mike Adler flew his Cardinal RG, Gary Miller (with his co-pilot dog "Kimmey") flew his Turbo Centurian, Arnie Vetterick and a guest flew his Bonanza, Mike Guth flew his Lancair IV-P (Norma Wilfong and Norma's guest Boots Bolduc got the thrill of a very fast ride to Astoria in the Lancair "Thanks Mike") and I flew our Skylane.

Mike Brownlie (note: we had four Mikes on the fly-out) flew his Mooney over on Friday and he provided ground transportation to breakfast for most of us (this was really appreciated) as the pancake breakfast ran out of supplies and quit serving and the on field restaurant was overwhelmed by the crowd and also closed for breakfast. They had no idea so many people would show up. They seldom can depend on the clear weather that allowed so many people to fly in. We had a good group from

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October 2002

HANGAR FLYING



by Joel Premseelaar

Editors Note: *Joel is currently out of the area, hopefully enjoying this time away from home. He suggested we re-run a previous article, I have decided to use his article from June, 2001.*

Last month I implied that the accuracy of aircraft instruments leaves something to be desired. Most of them are - well, just what they are dubbed - indicators. Disregarding failures, are they safe to use? Absolutely! But, only if you understand how they work and the variables that impact them. Unless you enjoy littering the runway with engine components, have your tachometer checked. You're in for a surprise when you do. Consider an electronic digital tach. If you take pleasure in challenging the grim reaper, trust your fuel gauges, but if longevity appeals to you, think digital fuel management system. If nurturing the team of horses you have up front is important to you, an electronic engine analyzer is for you. Whether everything is working or not, one of the most important indicators you have in the cockpit is the one that tells you how swift your machine is compared to a free balloon. Let's take a look at that last one.

Just a reminder before we get into the airspeed indicator. Target airspeeds in your pilot's operating handbook are for maximum weight. Obviously, by using your handbook Vref for landing when you're lightly loaded, you'll convert your tricycle into a wheelbarrow. I touched on the impact of weight last month. The effects of c.g. upon target airspeeds are for another time.

In addition to the ASI's instrument errors, pitot/static source locations and installations, angle of attack, configuration variations; e.g., flaps, vortex generators, pants, externally hung whatevers, all bias what the ASI is telling you. When you put all of the above together, you have transitioned from indicated airspeed (IAS) to what is known as "calibrated airspeed (CAS)".

The airspeed indicator (ASI) measures the difference between the total pressure measured at

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August Fly-Out from page 1

Ann Bond comparing the ergonomics of the C-130 vs. their Cessna at the Astoria static display

CO-OPA with 8 planes showing up.

All of our planes were part of the static display with paper sleeves on the props to tell who owned the plane, where we were from and some info about the plane.....as usual the beautiful Lancair IV-P was the center of attraction and they even had Mike do a couple of 300+ mph fly-by runs as he was leaving for home. He went by so fast it was hard to even get a picture.

They had several fly-bys: The "Black Jack Squadron" (a group of 13 R.V. sport planes) doing formation flying made several passes, Mike's Lancair, a King Air, a Long EZ, a Beach 18 (C-45) and others including a demo by the Coast Guard with their Helicopter. They had a bunch of Radio Control planes there too but if they flew I missed seeing it. All in all it was a good time and weather permitting we may plan for next year as this is slated to be an annual event.

We all kind of went our separate ways on the return trip with the Bonds and Wilfongs flying back more or less together.....we kept track of each other's position all the way home but never did see each other. We were always a mile or more apart but still thought we would see each other now and then. This really points out how we all need to keep our eyes "outside the cockpit" watching for other planes.

We really appreciate Clay's work in planning the Hood River Fly-out.....we will use his plan for another month. We just couldn't pass up the CAVU weather at the coast.

Thanks to all for participating.....it was a great fly-out and we missed those of you who were not able to make it. Maybe next time????? ✈
Don Wilfong dwnw@bendnet.com

Hangar Flying from page 1

the pitot tube and the static pressure taken from the static source and thereby hangs a tale (Bill Shakespeare). The pitot/static instrument design is predicated upon incompressible flow and we all know that air is compressible. The ASI as a system is physically designed for standard atmospheric sea-level conditions only and is useable up to Mach 0.3 (around 335 knots).

The fat lady hasn't started to sing yet. There is an airspeed known as "equivalent airspeed (EAS)". It is obtained by including the compressibility factor to CAS to arrive at dynamic pressure (q). It is to this value that aeronautical engineers design flying machines. Today, a great many non-military aircraft operate in the flight regime of high speed and high altitude (over 200 kts and FL-200) where this is worthy of consideration.

Finally, we arrive at the familiar true airspeed (TAS) by including density altitude in our calculations. We slow and low-down (pun intended) characters skip EAS to arrive at TAS.

In conclusion, we cannot compensate for all of the above soooo, we do what we can by building our own airspeed calibration (IAS vs CAS) charts for your principal configurations, weights, and c.g. locations. I will suggest one more thing. Before making a non-emergency short field landing, check your IAS at stall (you do practice stalls, don't you) for your "as is" aircraft.

Here's a related side note. Did you ever wonder why you're taught to reduce your rate of climb/descent to 500 ft/minute or less before reaching your assigned altitude? It's so that you won't earn the wrath of environmentalists by cluttering some pristine mountain with scrap metal. When directed to dunk to a lower altitude, your air traffic controller wants you there in a hurry, but he hopes that you know that lag/hysteresis is inherent in the altimeter side of the subject instrument system. ✈

CALENDAR OF EVENTS**OCTOBER -2002**

- 5 Oct Twin Oaks Airpark, Hillsboro, OR,
Fly-In Breakfast - EAA#105
(503.646.8763)
- 17 Oct. 6:00pm Flight Services Building, Bend
CO-OPA Monthly Meeting
- 19 Oct. Flight Services Building, Bend
CO-OPA Flyout to ???
- 20 Oct Fall Festival at the Museum,
Pearson Air Museum, 13:00-16:00
John Nold, (360.694.7026)
- 24-26 Oct AOPA 2002 Expo, Palm Springs, CA
(888-GO2-EXPO)

NOVEMBER -2002

- 2 Nov Twin Oaks Airpark, Hillsboro, OR,
Fly-In Breakfast - EAA#105
(503.646.8763)
- 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

- 7 Dec Twin Oaks Airpark, Hillsboro, OR,
Fly-In Breakfast - EAA#105
(503.646.8763)
- 8 Dec Christmas at the Museum,
Pearson Air Museum, 13:00-16:00
John Nold, (360.694.7026)
- 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](#)



CHECK THIS OUT



by Jack Kohler

Some days are better than others! We've all heard that and lived it, well

this has been one of those months where the time has just gotten away from me. I have been on the move most of the month and as you read this I will be in Los Angeles scrambling to meet other deadlines. I have promised myself I'll get the newsletter out, kinda like the post office creed. This month will be a little more Trick than Treat. Next month, have I got something for you, definitely more Treat than Trick. ✈



Halloween is coming, get ready for trick or treat

September Fly-Out from page 1

and not too hot. There are many unique shops and great eateries in downtown Hood River. A nice little cafe is across the street from the airport for those who chose not to go into town.

Several attractions in/around Hood River include the Fruit orchards, Hood River Locomotive Rides and The Carousel Museum. Don't forget about those amazing wind surfers on the Columbia River!

Hood River Taxi says they will pick us up at the airport in a van. Cost is \$1 per person for a pick-up fee and \$1.90 per mile for the whole van thereafter. However, we must call them to arrange before we leave Bend airport.

Hood River Taxi: 541-386-2255
Twin Peaks Cafe: 541-386-4460
(Across from field) ✈

ADDITIONAL PICTURES FROM THE ASTORIA FLY-OUT

Courtesy of Don Wilfong



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

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

TREASURER:

FLYOUT CHAIR: Don Wilfong
210 SE Cessna Drive
Bend OR 97702
541 389-1456
dwnw@bendnet.com

PROGRAM CHAIR: Clay Trenz
2314 Monterey Pines
Bend OR 97701
541 317-2899
claytrenz@aol.com

EDITOR: Jack Kohler
63070 Deschutes Mkt Rd
Bend OR 97701
541 389-1493
jkohler@mactechsys.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

PLEASE REMEMBER TO FLY FRIENDLY

