

# CASCADE FLYER



Banner Photo: Steve Wright

CENTRAL OREGON • OREGON PILOTS ASSOCIATION NEWSLETTER

September 2003 Issue

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## SEPTEMBER MEETING

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

## GUEST SPEAKER

Our guest speaker this month is none other than our very own Gary Miller. Gary will be discussing the topic of aviation on the internet. A lot of folks have never been to DUATs, much less weather.gov, faa.gov, etc. There are a raft of great aviation web sites out there.



Gary will put together a short program of web sites that will include:

- general weather ([weather.gov](http://weather.gov))
- aviation weather ([aviationweather.gov](http://aviationweather.gov), DUATs)
- weather cams: ODOT, etc.
- flight/fuel planning: ([airnav.com](http://airnav.com))
- FAA resources: airmans DB, N number DB
- buying and selling ([trader.com](http://trader.com), [ebay.com](http://ebay.com))
- News: [awweb.com](http://awweb.com), [landings.com](http://landings.com)
- Online groups: AOPA, CPA,
- Local resources: Bend city web site
- CO-OPA: [co-opa.rellim.com](http://co-opa.rellim.com)

After visiting and discussing these internet sites Gary will follow up with audience questions and suggestions ✈

## AUGUST FLY-OUT



by Don Wilfong

Plans were made to go to Smiley Creek, Idaho for an overnight camp-out...but some how it didn't work into anyone's schedule so that plan was scrapped. Will plan for some Idaho back country fly-ins next summer. There are some beautiful places to fly into that do not present much challenge to anyone so long as they pay attention to density altitude and plan take offs and landings for the cooler part of the day. Those of us that went to the McCall Mountain Family Fly-in got first hand experience on going into some of the fields....you should plan for that next year.

It was the weekend for the Madras Fly-In/Air Show so quite a few people from our group went to Madras....some flew and some drove. Some people stayed overnight and camped under the wing...we did a few years ago but were unable to this year. Madras is always fun so try and fit it into your plans next year.

We flew up and the smoke from the fires near Sisters was quite thick between Redmond and Madras with the tops at around 5000 feet, we were not sure we would be able to go into Madras until we got there but the smoke had not blanketed Madras yet so we had good vision on that end.

The breakfast was put on by the Madras Elks and was really good, some of us even made trips back for seconds. There were quite a few older planes on static display and they were great to walk around and admire (see additional pictures). The aerobatic demonstrations and fly-bys were real crowd pleasers but I am sure all the smoke made it much harder for them to perform that close to the ground. I don't know if the aerial fireworks flight was able to be performed that evening or not.



There were quite a few older planes on static display.

## HANGAR FLYING



by Joel Premselaar

AH, touchdown! That landing was something to be proud of, smooth as the south end of a northbound toddler. The rest is a piece of cake. Sure, but don't be left with icing on your face. Post touchdown and the control thereof are more complicated than you can imagine. Knowledge of the when and how to make proper use of the tools of the trade translates into leaving the runway as you found it, i.e., no new rubber streaks, tire shreds, scraps of metal, etc. Do you know all of the gozintos of the rollout and how to cope with them optimally? In this discussion I'm only addressing REAL airplanes; you know, the kind that have one propeller driven by one internal combustion engine.

Upon touchdown, an assortment of threats in the form of wind, density altitude, runway surface type and condition, slope(s) and length, to name a few, lie in wait to do harm to the pilot (that's YOU) and his/her plane. Some of the tools available to you include: prop disc braking (of course it was set at flat pitch anyway 'cause you might have a need to abort the landing); lift and induced drag since touchdown is close to 1.3 Vso (depending upon aircraft type and operation it is 1.1 to 1.3 for the Navy); braking friction with weight on wheels, etc.

Let's set the conditions for a special case study: runway length is no problem and you don't have to clear the runway in deference to landing and take-off traffic. Since you don't want wear out brakes, skid or blow out a tire, you'll not lay on the binders too soon or so long and hard that they'll overheat and lose their effectiveness. You will, however, want to decelerate immediately after touchdown so you make sure that the throttle is in idle position.

Because you're a private pilot or better, I'll be kind and assume that you know all about aerodynamic braking. Just in case you've forgotten, I'll refresh your memory. Upon landing, deceleration is the name of the game. Your angle of attack is high, therefore so is the wing's coefficient of lift as is its induced drag. Since you are now in ground

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Norma and I had to get back home so we were not able to stay for the evening dinner, dance and other events. We left late afternoon and the smoke was much thicker and higher than earlier in the day but we had no problem getting home. ✈

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**FROM THE MADRAS FLY-IN, AIR SHOW**

*Pictures Courtesy of Steve Wright*

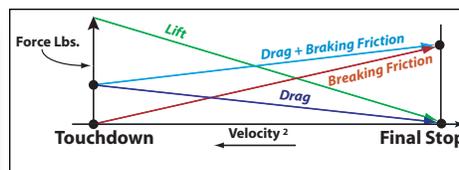


*Hangar Flying from page 1*

effect, sufficient lift will be available to enable you to hold the nose up and the concomitant drag will produce significant deceleration. At about 65% of touchdown airspeed, the effectiveness of aerodynamic drag becomes insignificant so lift the flaps and bring the nose down to get maximum weight on the wheels. I know the safety people will give me 20 lashes with a wet noodle for that suggestion. They don't like distractions, especially if you have retractable gear. They fear, rightly so, that you may inadvertently retract them. At this point, rolling friction, prop disc, parasitic, and profile drag will also provide deceleration. If the runway is flat, uphill, and/or long enough, you'll stop without touching the brakes. I know I'm not being practical I simply want to be sure that all factors are understood. Of course, under different circumstances, you'll use brakes judiciously and always with weight on wheels. You may lose rudder/aileron effectiveness before bringing down the nose so, with a cross wind, you'll weathercock and if you use a brake, you'll skid the tire and suffer all the consequences; therefore, get weight on wheels early. In some aircraft, it may not be possible to get full weight on wheels until it is at rest (zero wind on the nose). I'm in mind of the Piper Comanche's big nose wheel.

Now let's be realistic. There are several factors affecting landings, especially when considering short fields. One of the prime factors is gross weight. An increase in gross weight means landing with greater airspeeds. A 10% increase in landing weight translates into about a 5% increase in landing airspeed resulting in a 10% increase in landing distance. Short fields will require early and aggressive but judicious braking. We've already treated the consequences of excessively heavy-footed action.

Wind has a significant impact upon landing distance. A headwind amounting to 10% of landing speed will reduce landing distance about 20%. Conversely, a tailwind of the same magnitude will increase landing distance by about the same amount.



Reference: "Aerodynamics for Naval Aviators"

Average runway slopes, while definitely a consideration, do not have a great effect upon landing distance. Regarding the previous paragraph, it's obvious that with certain wind conditions, it may

be advisable to land downhill.

Finally, our old friend density altitude rears its disturbing head. Count on a landing distance increase of about 35% per 1,000 ft increase of altitude. ✈

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**REMEMBER, FLY FRIENDLY**

