

CASCADE FLYER



Website: <http://co-opa.com>

President's Message:

Many thanks to the new management at the Airport Cafe for catering our Holiday Meeting. There is not much of a view from there at night, but the food and company was delightful. Well above our usually high standards. Don Wilfong even scored a good roll of toilet paper!

Back to our normal time and place this month: 6:00pm gathering, 6:30pm pot luck and 7:00pm meeting. All taking place downstairs in the KBDN Flight Services Building.

Calendar:

19 January – Monthly Meeting
21 January – Monthly Flyout

16 February – Monthly Meeting
18 February – Monthly Flyout

15 March – Monthly Meeting
17 March – Monthly Flyout

19 April – Monthly Meeting
21 April – Monthly Flyout

Web doings:

Remember that the FAA is not requiring aircraft registration every 3 years. The new process is bizare and arcane. Each aircraft only has a 120 day window to register. So head to FAA.gov, click on 'Licenses & Certificates, then on Aircraft Certification and then click on Aircraft Regsitration.

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Web doings (Cont.):

Check out current and past CO-OPA newsletters, view our membership list and view hot aviation links on our website at:

co-opa.com

To access the members only areas the username is "BDN" and the password is "123.0"

December Flyout:

It is pretty amazing when we can flyout in December and the flyout was pretty amazing. Clear skies and good food at the Squeeze-in on Main St.

Mike and Ann Bond showed up in 23Q, Gary Miller only slightly terrified Ed Endsley and Don Wilfong in 57R and Jay Bunning brought up the rear in an R22.



Gary's Palace @ KGCD
Photo by Ed Endsley

My INBOX:

Local pilot and contractor Norm Coffelt has been named the new manager of the Prinevill Airport. Norm beat out 35 other applicants for the job. So next time you are at S39 say hello to Norm.

Random Thoughts:

“Abort, Abort”. Leave it to Ed to state the obvious. The engine is surging and cutting out, the plane is shuddering like a tire is blown, and we are not getting anywhere near rotation speed.

Not exactly a typical takeoff. But how did we get here? All five fuel drains showed normal Avgas before the first flight of the day. The 2,000 rpm runups for this flight and the flight out had been normal.

After a taxi back, fuel checking, engine visual inspection, full power runups, no anomaly is found. So with much caution we tried again and had an uneventful takeoff, except we climbed high directly over the airport before proceeding on course. With several more flights afterwards, no re-occurrence.

We have all heard stories of an engine failure on takeoff that could not be later duplicated. Except for the fact I had not left the ground yet, due to the long taxiway/runway, this sounds like those incidents.

What happened? Until something else happens, I can only guess vapor lock, or some fuel contamination settled out while on the ramp.

What would you do after such an event? Stay on the ground, or fly? What would you have checked?

Newsletter Inputs:

Send your newsletter tidbits to:
gem@rellim.com



Well Fed in John Day

Left to right: Ed Endsley, Mike Bond, Jay Bunning, Ann Bond, Gary Miller and Don Wilfong