

CASCADE FLYER



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

February 2007, Vol. 07, Issue 2

President's Message:

There has been a last minute reshuffling of the February program. Due to no fault of his own, Mike Benedict our FAA speaker has had to postpone his presentation until our March meeting. To accommodate Mike's program the March meeting will be held early and start at the special time of 5pm.

Losing Mike for this month means that our February meeting will be held per our usual schedule. The meeting will start with a bit of hanger flying at 6:00pm, followed at 6:30pm by our potluck and our meeting at 7:00pm. As we speak Ed is scrambling for our February speaker so expect something fun.

Many thanks to Darryl Taylor for being our January speaker. Darryl gave us a great rundown on what it is like to be a production test pilot at Columbia. It is always good to hear that they are doing well over there.

Either the current officers are doing a great job or no one else wants the job. I'll let you decide for yourself. Either way the current officers were re-elected to their current positions. Many thanks to Nancy Lecklider for being our Vice-President, Don Wilfong for being our Secretary/Treasurer, Ed Endsley for being our Program Chair and of course Mike Bond for putting together our newsletter.

Norma Wilfong updated us on our Christmas charity. Once again we have really brightened up the holidays for some needy individuals and we can all feel good about that. Many thanks to Norma for leading this effort.



Bumps ahead?

Calendar:

15 February - Monthly Meeting REGULAR TIME: 6pm!
17 February - Monthly Flyout

15 March - Monthly Meeting - SPECIAL TIME: 5pm!
17 March - Monthly Flyout

19 April - Monthly Meeting
21 April - Monthly Flyout

17 May - Monthly Meeting
19 May - Monthly Flyout

16 June - Bend Municipal Airport Open House
21 June - Monthly Meeting
23 June - Monthly Flyout

Web doings:

As always, the CO-OPA website contains recent newsletters and other goodies.

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

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

My Inbox:

June may seem like a long way off but planning for the 2007 Bend Municipal Airport Aviation Day is well underway. Last year the event was the day before Father's Day. That worked so well that this year will also be the day before Father's Day (16 June). Barbara Malcolm from Incredible Events will once again be helping us manage the event. She is looking for sponsors, volunteers, exhibits and of course airplanes to put on another great show this year. If you can help out on any of those counts then drop her an email:

barbara@impressive-events.net

Random Thoughts:

Needless to say, I also have a few non-aviation related friends here in Bend. Somehow the subject of flying and the Bend Airport often come up. Often this in response to a question like: "Done anything fun lately" or "Been anywhere fun lately". In my case, and most likely your case, some recent flying adventure will be the happy answer and be useful for hours of casual cocktail party conversation.

Most of you reading this will be very familiar with how the conversation often goes as soon as you bring up the Bend Airport. I'll mention the Bend Airport and they'll think I was talking about the Redmond Airport. After that confusion is taken care of someone is bound to comment that the Bend Airport is that place east of town that the city maintains for all the rich pilots.

Now they've done it. It's time for me to try to educate a few more people about the airport. Sure there are a few rich airplane owners, this is Bend after all, but there is so much more to the airport that is really important to everyone in the area.

Airlife is a big one. Sure, Airlife keeps a helicopter at the hospital but they also keep their 3 fixed wing aircraft, and the crews to fly them, at the Bend Airport. Those aircraft make emergency healthcare available to most of Oregon east of the Cascades and are reason enough to have a municipal airport.

By now if my audience has not fled they are stuck for the duration. I tell them about the 1,000+ good jobs at the airport. Columbia varies but employs well over 500 just by itself. Then there are the many other manufacturing companies like Epic Aircraft, Electronics International, Precise Flight, Snowline Manufacturing, Windward Performance and more. If the airport was a single employer it would be the third largest in the area. That is an economic asset worth having nearby and deserves a little nurturing by the city.

The airport is also building the future. COCC has around 50 aviation students and is planning to increase to around 200 in the near future. Our youth are our most important asset and getting them good educations is the best use of that asset.

People don't tell me the airport is just for rich pilots twice. After the first time, they know that it is more a vital safety, education and economic center in the community.

Gary Miller

Feb. 17th flyout, together with the 99's, planned for Pendleton, weather permitting.

JAN. FLY-OUT FUN.....

It was decided to join the EAA Group upstairs from Pro-Air at the 3456 Cafe and have breakfast before we flew anywhere. Our group for breakfast was small...it consisted of Gary Miller, Ed Endsley, Mike and Ann Bond and Don and Norma Wilfong. There was a much larger group of EAA Members seated at their own large table.

It was decided that our fly-out would be to fly over Crater Lake and then do some additional flight seeing on the return. Mike and Ann were not able to go on the flight so that left two planes....Gary Miller and Ed Endsley in Gary's Turbo 210 Cessna and Don and Norma Wilfong in their 182 Cessna.



The weather was fantastic and the air was smooth....We climbed to 11,500 in the Skylane and Gary stayed lower for separation.....it is a really big sky out there and it amazes me how hard it is to see the other aircraft unless you are quite close....we kept in constant radio contact and did, on occasion, see each other.



Crater Lake was it's usual beautiful self and beckoned to us to do two complete circles around the lake before heading north.

JAN. FLY-OUT -continued



.....we flew up the Cascade Range over most all the lakes and around the North side of Mt. Bachelor before heading home...Gary and Ed returned to Bend and the Wilfongs landed at home on Pilot Butte International.....



... I know, not Bachelor, but ...

We had a wonderful flight and the only thing missing was you.....maybe next time.....

We are still looking for a Fly-Out Director for CO-OPA.....Think about it !!!!

Don Wilfong, Temp Fly-Out Chair



From Ed's archive: A Jenny over Crater Lake, 1924

WINGS SAFETY SEMINAR

March 15th, 6:00pm at the ProAir classroom, Mike Benedict, the new FAA Safety team (FAAST) program manager, from Hillsborough FSDO, will discuss accident statistics for the Northwest region and springtime weather. To allow us to attend, our March meeting will start at 5pm.



First, you have to set an example....

A deer is on the runway...

Tower: Cessna 289 cleared for take-off.

Student: "What should I do? What should I do?"

Instructor: "What do you think you should do?" (think-think-think)

Std: "Maybe if I taxi toward him it'll scare him away."

Inst: "That's a good idea." (Taxi toward deer, but deer is macho, and holds position.)

Tower: Cessna 289 cleared for take-off, runway 23.

Std: "What should I do? What should I do?"

Inst: "What do you think you should do?" (think-think-think)

Std: "Maybe I should tell the tower."

Inst: "That's a good idea."

Std: Cessna 289, uh, there's a deer down here on the runway (long pause)

Tower: Roger 289; hold your position. Deer on runway 23 cleared for immediate departure.

(Two seconds, and then -- I presume by coincidence the deer bolts from the runway, and back into the woods.)

Tower: Cessna 289 cleared for departure, runway 23. Caution, wake turbulence, departing deer.

It had to be tough keeping that Cessna rolling straight for take-off.

This item was supplied by Bill Lewis for our EAA 1345 newsletter, but I thought a reminder to COOPA was in order

Got Mags?

I used to get an AD note on my Bendix Magneto switch every two years or so. It told me to check the function of the key magneto switch by shutting down the engine down using only the switch. Well, this was real easy since my old C-90 didn't have a fuel cut-off type carburetor.

What I am leading up to is that in probably over 98% of aircraft the engines are shut down using the fuel mixture.

Do we really know if the magnetos are properly grounded or is that prop still hot? Hot props are not only dangerous to the pilot but also to the ground handlers who park and move the aircraft.

As a suggestion; next time you shut down try just using the magneto switch and see if the engine quits!

**WHATEVER YOU DO,
FOLLOW THE MANUFACTURER'S
RECOMMENDATION FOR USING THE
MAGNETO PROCEDURE AS AN ALTERNATIVE
SHUT DOWN.**

At first, I thought this was a screenshot from a flight simulator, but it is real...



It was taken at Mountain Air (2NC0) in North Carolina. Runway length 2900'; elevation 4420'; the highest airport east of the Mississippi.



**Another
view of
2NC0**

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