

CASCADE FLYER



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

March 2005, Vol. 05, Issue 3

PRESIDENT'S MESSAGE:

It sure was nice to sit in David Dressler's SparrowHawk at the last meeting. That machine will be a blast to fly. Thank you David for bringing that by for the membership to gawk at. Good luck with the rest of your Experimental certification process.

Copies of Joel's VCD were also a big hit. I'll bring more copies to the next meeting.

It was not nice to hear of Dale Evan's recent surgeries. Fortunately, he is now on the mend. Our best wishes go out to him and Ginnie.

This month's speaker will be our own Don-Patrol leader: Don Wilfong. Last month we discussed purchasing an AOPA "Seminar-in-a-box" for a meeting.

When Don offered up that he had home made video of his trips to Oshkosh I knew we had our next speaker. Never been to Oshkosh myself and am eager to see what Don has to show on the Mecca for pilots.

We also have some other urgent business that we forgot to get to last month. David Sailors' has led the effort to put on the Flying Festival for the last two years. David has done a great job and now needs to turn the reins over to a new chairman. We have no shortage of ideas, but we need the key person to head a committee.

April's speaker will be Jim Hardie. Jim flew the OV-10 (Cessna Bronco) in the Viet Nam War. Jim recently spoke for the local Association of Naval Aviators (ANA) and I hear his talk is quite something.

If you have any ideas for speakers, or presentation topics, please forward them to me.

Calendar:

- 17 March - Monthly Meeting
- 19 March - Monthly Flyout

- 21 April - Monthly Meetime
- 23 April - Monthly Flyout

- 19 May - Monthly Meeting
- 21 May - Monthly Flyout

- 11 June - Flying Festival at Bend Airport

- 16 June - Monthly Meeting
- 18 June - Monthly Flyout

Web doings:

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

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

To access the members-only areas the username and password are in the emailed newsletter.

My Inbox:

Medford will have their 2005 Air Festival the weekend of June 25. They will be open Sat and Sun from 9am to 5pm. Looks like they will have all the usual air-show goodies. What is interesting about this is the affair is being professionally managed.

Redmond Airport will get a return visit by the B-17 and B-24 that dropped by last year. (ED: This is scheduled the week after the Flying Festival). Like last time, the organizers would like us to provide some volunteers for crowd control and similar duties. I'll provide contact details next month.

Random Thoughts:

Most of you already know that I am a map junky. So I was disappointed to have to miss the last FAA Safety Seminar on charts. To ease the pain I spent some time on the NACO web site: <http://www.naco.faa.gov/>

Here is a governmental agency that really gets the internet and computers. Go to their home page and click on "Downloads" on the left side. There is a wealth of free information just a click away:

Instrument Approach Procedures, Chart Legends, Airport Diagrams, Change Notices, Change Bulletins and more.

I like to print out enlarged versions of any IAP that I may need. The chart comes from NACO as a PDF. Enlarge the PDF to letter size and print it out. The results will be much clearer than just enlarging the old paper chart. My tired old eyes enjoy the large sized chart.

There is one thing I was expecting to find for download but did not: Digital Sectionals. Not just scanned in charts, but super accurate georeferenced charts. So accurate that on average any symbol on the chart will be accurate to within two pixels of its true position. These are not yet available for download. You can order the sectionals on DVD for the entire Western US for only \$11.70. That sure beats the paper price.

I would expect these digital charts to be available for free downloading from third parties soon.

Regards, Gary



Johnson Creek, Feb '05 from their webcam

PENDLETON FLY-OUT ?

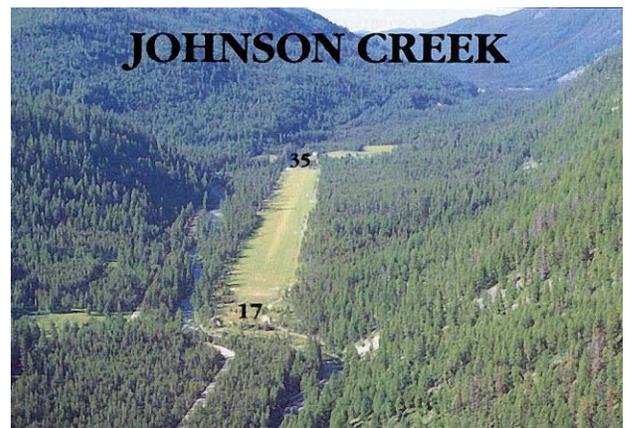
Well not yet ... with predictions of rain and/or snow for our area, on the afternoon of our *second* planned trip to Pendleton (Feb. 19), a decision was made to cancel the fly-out. Several people had already indicated they didn't like the sound of the impending weather.

A last minute invitation was made to have everyone meet at the Black Bear Diner here in Bend for breakfast and some hangar flying. Seven of us showed up: Gary Miller, Ed Endsley, Doug Watson, David and Denise Dressler and Don and Norma Wilfong. We had an entire banquet room all to ourselves (this might have been to keep us from disturbing the rest of their customers). Everyone seemed to enjoy themselves and it gave us a chance to get better acquainted with some of our newer members.

Hang in there ... we may yet get a chance to go to Pendleton ... several people have voiced a desire to be able to go and that they hope we reschedule it for later on ...

LOOKING AHEAD

I am thinking ahead to summer and would like to plan an overnight (or maybe more than one night) fly-out into Idaho's backcountry...something easy like **Johnson Creek**. For those who have never been there, it is beautiful and they have great camping right by where you park your plane.



Courtesy cars (provided by the State of Idaho) are available for a nominal fee so you can go into the little mountain village of Yellow Pine. Norma and I found a great swimming hole just a short drive from the airport too.

I will try to schedule this trip with a little advance notice so you can fit it into your plans. There are a number of other places, such as **Big Creek, Smiley Creek** or **Sulphur Creek** that are just short flights from Johnson Creek that are fun to fly to for breakfast. All of this and more is available just a few miles from McCall where fuel is available.

As the good flying weather approaches and it is just too beautiful to stay on the ground, we may try to add some fly-outs in addition to our regular monthly fly-outs. Some may be planned to correspond to events being held and some may be spur of the moment, just because it is the thing to do. Let your voice be heard...let me know what you think and if you know of a place or an event somewhere we might all enjoy.

Baker City, Astoria and Prospect (to name a few) all have fly-ins we have gone to and enjoyed.

I will try to provide information on these and others as options as places for a fly-out or for individuals to consider.... Blue skies and tail winds to you all.

Don Wilfong

dwnw@bendbroadband.com

MARCH FLYOUT:

I have long time friends (He and I went through High School together) that live in Lewiston, Idaho. They have agreed to meet us at the Lewiston airport with their "large" motor home and take us down to breakfast.

He is also checking on a visit to the Lewis & Clark Interpretive Center in Lewiston and/or a Museum that is just a few miles from Lewiston.

There is also what remains of an old airport in Clarkston that has one large building left that is "maybe" the worlds largest antique store (some stuff may be spelled Junque) that is a lot of fun to walk through if anyone is interested....

All in all it should be a really fun event...

Since this is approx. a two hour flight I think it is important that we plan to meet at the Flight shop by 07:45 with a departure scheduled for 08:00 March 19, 2005 I know some of you don't like to get up and out that early ... will discuss at the Thurs. night Potluck/Meeting...

Don Wilfong

McCALL, IDAHO

On Sat. Feb. 26 we had an unscheduled fly-out to McCall for brunch at the Pancake House...We had a short walk from the airport and as usual the food was excellent ...



It was a spur of the moment event, so our group was fairly small ... Deane & Stephanie Cooper from Prineville in their Maule, Les Robbins (a potential member) in his Skylane and Don & Norma Wilfong, in their Skylane, with Bob & Nancy Lecklider as passengers.



The weather was beautiful, the trip was fun, the food was good, and there was certainly more snow in the McCall area than in Central Oregon. I try to let as many people as possible know about these spur of the moment fly-outs. We hope to have more fly-outs in addition to our regular monthly one ... which is almost always the Saturday after our monthly Potluck/Meeting night, which is held on the third Thursday of each month.

I will try to schedule ahead and let you know ... but sometimes weather is too nice to just stay home ... so, watch your e-mails..

Don Wilfong

CO-OPA SAFETY CORNER:

By Joel Premselaar

I'll set the scene for you. You're running late for a Wilfong flyaway, so your pre-flight is a "kick the tire and light the fire" precursor, or better said; precursor to what could develop into full-fledged sphincter exercise. You firewall your Traumahawk, or its equivalent, and start boring expensive holes in the sky pursuing the gang and that special \$100 hamburger.

Listening to the other COOPAers on the chatter frequency, you are alarmed by a sudden and significant decrease in your hamburger go-getter's airworthiness. Then, lo and behold, you sense that a great void has entered between the earphones of your headset!

Flight control emergencies include: loss of linkage to or jammed ailerons, rudder, elevators, ailerons and elevators simultaneously, and trim tabs. There is an AD out against some Cessna control wheels; they break off into the hands of the pilot. Here are just three reports in the "Aviation Safety" publication:

A C-150 rudder bar jammed due to a broken rudder bar return spring and its lever arm (Ref. FAA Air Worthiness Alert #2720). A Grumman American AA-5 Traveler had aileron control problems in flight. After landing, the right aileron was found to be detached from the wing at the outboard end. A Super Decathlon had an elevator jammed by the auxiliary antenna of its ELT. This pilot now opens the access panels in the tail cone to check for foreign objects.

During a preflight check, I found a broken elevator hinge on a JRB, Navy's designation for the Beech 18. Also on a preflight, I found a damaged right ruddervator on my Bonanza. The aforementioned Traveler may have incurred damage for the same reason as my Bonanza's did. Some inconsiderate pilot generated excessive prop wash on the flight line. Even though I had my flight controls locked, when I returned from lunch and did a walk around, the dirty deed had been done. The list goes on and on. Moral? Do a preflight each and every time.

Back in the old days (Yeah, here I go again) they built wings by the mile and cut them off by the yards. The wings stalled from the tips inward. As a consequence, we had a training exercise called the "Falling Leaf." You stalled the aircraft and if a

wing dropped, you picked it up with opposite rudder. Use of the ailerons was an absolute "no no" because that would put you into a terminal maneuver faster than you could say "SPIN." I cannot find any reason why the Falling Leaf has disappeared from the training curriculum. It was an excellent exercise developed to preclude spins and to enable a wings level crash landing into trees with minimum horizontal forward motion. O.K. smarty pants. I know a straight in dive equates to zero horizontal forward motion, but that's not conducive to longevity!!

To ensure that the ailerons remain effective at the high angles of attack, most of the airplanes we fly today are designed to produce a stall at the wing roots first. An additional benefit of this arrangement is that the buffeting of the tail as a consequence of the wing root's stall produces a favorable stall warning system. Design features to accomplish the above include spoilers on the wing root, washout (a twist in the wing that results in a lower angle of attack at the tips than at the wing root) and a combination of both. Even with today's wing designs, I don't recommend use of ailerons in a stall. Given this mini-treatise, the way to practice for control loss of aileron(s) is to practice the Falling Leaf maneuver. I strongly recommend that you have someone experienced with this maneuver to ride shotgun for you until you master the technique.

First off, check your aircraft's Pilot's Operating Handbook for limitations re stalls and slips. For example, there are aircraft that stipulate specific flap settings ranging from none to three-fourths (rarely to full) for slips; therefore, it applies to the Falling Leaf maneuver. Also, select a fuel tank that has sufficient fuel in it to preclude unporting its standpipe.

Here's how to execute the maneuver: establish level flight condition at Vs, manually lock up your ailerons, induce a wing to drop by applying rudder (the rate and amount of rudder application is gained with experience), when the wing starts down apply opposite rudder. Do this repeatedly and you'll descend in the manner of a falling oak leaf. The Falling Leaf is a confidence building exercise and, to reiterate, is a means to preclude spins.

Realistically, forget all this stuff I tell you about how airplanes fly; in truth, an airplane flies because of money!

BY POPULAR REQUEST

PREMSELAAR'S AVIATION VIDEO LIBRARY

- Special Student Pilot (King)
- Night Flying (King)
- Communications (King)
- Complete Jeppesen Review (King)
- Take-offs and Landings (King)
- Complete Airspace Review (King) Dated??
- Taming Stalls and Spins (King)
- Weather Wise (King)
- IFR With Confidence (King)
- VFR With Confidence (King)
- Aviation Weather (AOPA)
- Stall/Spin (AOPA)
- Private Pilot Flight Test; (Parts 1&2) (ATC)
- IFR Enroute and Holding Patterns (Bartlett)
- Take-offs/Landings; Night Flying
- Engine Management-EGT & CHT (GAMI)
- History of the Naval Ordnance Test Station (Parts 1&2)
- Modern Air Combat
- Flight Deck
- Top Guns & Land of No Slack
- Air Superiority
- SR-71 (Time /Life)
- SR-71 (Discovery Channel)
- Fastest Planes in the Sky
- Test Pilot
- American Air Museum in Great Britain
- Desert Storm, the Air Assault
- F-104; P-51; Ju-52

- Aircraft Carrier
- F-190; German Seaplanes; Arado
- Top Guns; Oregon Air National Guard
- Doolittle; Chenault; Wings of Eagles; Memphis Belle
- Battleships
- World War I (The Great War) (Two tapes [8hrs])
- Frontiers of Flight; Red Star; Firepower; ME-163; Soviet Air Power
- Carrier Operation; Fighter Pilots
- Aviation Developments (6hrs)
- Aviation Developments, (Parts 1&2)
- Women of Courage, WW II Wasps
- Transport Aircraft Through the DC-3
- NOTS China Lake Test Flights



**The
Lecklidars
arriving at
Big Creek**

AND FINALLY

Tragedy in Eastern Canada

Gander NLFD (CP) Canada's Worst Air Disaster occurred earlier today when a Cessna 152, a small two-seater plane, crashed into a cemetery early this morning in central Newfoundland.

Newfie search and rescue workers have recovered 826 bodies so far and expect that number to climb as digging continues into the evening.