

CASCADE FLYER



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

August 2010, Vol. 10, Issue 8

President's Message:

We had a good turnout in July. Let's hope for a repeat in August. All who attended received a Wings training credit for learning about the revamped Wings program from Jim Hultgrien Jr. of the Portland FSDO.

More on that below.

The highlight of the meeting was the awarding of Wright Brothers Master Pilot Awards to not just one, but two, of our local pilots. Norm Coffelt and Allan Bower earned the awards by piloting safely for 50 years. Congratulations guys! Bill Witt, a previous Award recipient also attended to congratulate them. Special thanks also go to Lloyd Swenson for helping make the awards happen.

Be sure to drop in this month to see what magic may happen. Festivities start at 6pm in the Flight Services Building. Chow down at our 6:30pm potluck and stay for a formal program at 7pm.

Calendar:

19 August - Monthly Meeting
21 August - Monthly Flyout.
27-28 August - Air Show Of The Cascades (@S33)

10-12 September - WAAAM Fly-in (@4S2)
16 September - Monthly Meeting
18 September - Monthly Flyout

21 October - Monthly Meeting
23 October - Monthly Flyout

18 November - Monthly Meeting
20 November - Monthly Flyout

Web doings:

If you have not checked it out in a while be sure to revisit the FAA TFR website: <http://tfr.faa.gov>

Select Seattle Center and see all the NOTAMs in our region in a nice text list. Click on a notam and see the full text nicely formatted along with the TFR overlaid on a sectional.

If you are more graphically oriented, select the 'TFR Map' tab, and then Seattle center from the right hand menu. Then you see all the local TFRs plotted on a zoomable sectional. Checking NOTAMs has never been so easy, as long as you have internet access.

The news reported that 2 F-15s went supersonic from Portland to Seattle today to greet a hapless 172 pilot that forgot to check NOTAMS. Barging into a VIP no-fly zone cannot be a good thing. Check your NOTAMs or at least call Center.

Another newer FAA web service, not as polished, but showing progress, is <http://sua.faa.gov>.

That is working on plotting all active Special Use Airspace. Now you have a chance to see if a MOA is active before taking off and calling center. The long term plan is to combine the TFR and SUA sites into one for one stop up to date information.

As always you can check out current and past CO-OPA newsletters, view our membership list and view hot aviation links on our website at <http://co-opa.com>

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

My Inbox:

I'm getting more and more information on the Airshow of the Cascades set for the last Friday and Saturday of August. Veterans get in free courtesy of Butler Aircraft, the headline sponsor.

Scheduled acts include: Air Force F-15 Fly-by, Alpha "Mystery" Jet, Bud Granley Airshows T-6 and Yak-55, Central Oregon SkySports Skydivers, Classic Aircraft Museum F-86, Fraser Blues Formation Demonstration Team Navions, Homeland Fireworks Wall of Fire and Fireworks, Julie Clark American Aerobatics T-34a, Renny Price Hammer Head Aerobatics SU-29, Rob Harrison the "Tumbling Bear", Steve Ellison Extra 300, and many more.

Rumor has it that there might even be another major act on the way. It is a great event to cap the summer, hope to see you all there.

Details on their web site:

<http://www.cascadeairshow.com/>

Also be sure to note the Western Antique Aircraft and Automobile Museum Fly-In at Hood River airport on September 10th to the 12ths. The WAAAM has the finest collection of antique aircraft anywhere.

Random Thoughts:

Either someone poked the FAA with a stick, or I am just hearing more about them lately.

The good news is the FAA has taken a stand against the FCC proposed banning of ELTs on 121.5. For now the new rule is unpublished and our old ELTs remain legal. Otherwise news is non-existent other than that negotiations are ongoing. Or maybe just vacations are ongoing.

The bad news is that onetime/lifetime registration for aircraft is coming to an end. Aircraft owners will need to re-register their aircraft, and pay a fee (of course), every three years from now on. Look for a letter from the FAA in the next three years when it is your turn to start paying up.

In other bad news, the FAA Wings program, as we know it, is dead. The good news is that it is reborn in a better online form.

Those that attended our July meeting received a one-hour Wings training credit just for hearing how the new program works. Many thanks again to Jim Hultgrien Jr. of the Portland FSDO for dropping by and enlightening us.

It is a cliché, but this really is FAA 2.0. Almost all of the new program is online (except the flying parts).

First you need to go to <http://www.faa.gov> and sign up for an account. Then take 3 seminars or online training courses, and 3 hours of specified flight training. Completing that all in one year counts as a BFR.

Many of the free safety course you have seen online, from people like the AOPA, count for Wings credit, so the next time you are snowed in you can finish your ground requirements while snug in your own home.

The first wings level requires one hour of flight instruction in take-offs, landings and go-arounds. One hour of slow flight, stalls, and basic instruments and one hour on airport operations. When completed your CFI signs your logbook and credits you on the WINGS website.

When all 6 credits are complete you can print a web certificate, insert it in your logbook, and skip your BFR. Check it out, the program looks well put together and easy to use. Now I'm looking forward to a rainy day to complete my ground requirements.

Just signing up has benefits. You can also sign up for email alerts about nearby NOTAMs, nearby FAA events and general FAA news. I have found the email to be minimal yet informative. They even sent a heads up on the Obama Seattle TFR. Just that would have saved our hapless 172 pilot a big headache.

Be safe everyone.

Gary Miller

McCall on the Fly --- Fly-In, Airshow & Seminars

Saturday, August 14, 2010 Too late for this year but good to know this is back and running, although apparently in a different form.

WINGS seminar - Flying the Idaho/Utah Backcountry "Aim Point-Airspeed" Pavement, Devils, & Dirt.

McCall --- continued

Speaker(s):

Lori MacNickol, Greg Poe, and Jean Nora Jessen

Brief Description:

The McCall Fly-in continues and this year, the Airshow with numerous performers.

Fly-In, Airshow, Static Displays and Seminars. Come see Greg Poe, Lori MacNichol, Bob Finer, Mark Petersen, Steve Appleton and more!

Fly-in starts Friday, seminars Saturday at 9, airshow at 11. There will be a temporary FAA tower for this weekend in effect 8 to 8 on Friday and Saturday. If flying in call Flight Service for the details (NOTAMS).

Location of Seminar:

McCall Airport

Deinhard Ln and Highway 55

McCall, ID 83638

Directions to Venue:

Seminars held in the McCall Aviation Hangar on NE section of ramp on the McCall Airport.

Fly-in Seminar?: Yes, MYL

Seating: 100 seats at the facility

Sponsoring Division: FAA Safety Team

Contact Information:

Cliff Smart

Phone: (208) 387-4015

cliff.smart@faa.gov

Airshow Performances at 11:00 am by; Greg Poe - Fagen MX2, Bob Finer - Pitts S1, Mark Petersen - P51, Steve Appleton - Hawker Hunter Jet.

Seminars by: Greg Poe - Living the Dream at 9:00am, Lori MacNickol - Aim Point / Airspeed at 9:30am (WINGS credit), and Jean Nora Jessen - Flight of the Three Musketeers to follow.

For WINGS credit, the speaker Lori MacNichol invites you to treat yourself to the next level of airmanship and experience the Idaho and Utah backcountry through this multimedia presentation, which includes digital video of the backcountry.

Idaho and Utah offers a wealth of Backcountry airstrips that are nestled in the deep canyons of the wilderness. However, flying in the mountains and landing on backcountry airstrips demands precision of aim point / airspeed control.

This seminar is instructional in nature and will focus on the finer points of spot landings! The goal is to give the pilot tools to capture the aim point and master airspeed control whether it be on pavement or in the dirt.

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Acknowledgement of Industry Sponsor(s):

A special thanks to the sponsors: Kelley's Whitewater Park - Idaho Army/Air National Guard - Frontier Communications - Golds Gym - Minuteman Printing - IAA - InIdaho.com.

For more Fly-in info:

www.InIdaho.com/McCallonthefly

Credit Applicability:

FAASTeam Project Information:

National Project:

Approach and Landings

QUOTABLE QUOTE:

"Just because your voice reaches halfway around the world, doesn't mean you are any wiser than when it reached only to the end of the bar." --- Edward R. Murrow

The Cobalt Co50

Cobalt Aircraft Industries, a French start-up, unveiled its new five-place composite pusher design at EAA AirVenture in Oshkosh, Wis.



“This is the first of many things,” said David Loury, an aeronautical engineer and the company’s founder—Cobalt’s first airplane, its first Oshkosh, and its first press conference.

The all-composite Co50’s design features a wide, electrically actuated panoramic canopy and a canard for stall resistance and high-speed performance. It will be propelled by a 350-horsepower twin-turbocharged Continental TSIOF-550-D2B in a pusher configuration, with FADEC and its attendant single-lever power control, Loury said.



Projected maximum cruise speed is 245 KTAS; at a 75-percent cruise power setting at 8,000 feet, the Co50 is expected to cruise at 220 knots while burning 25 gph. The airplane will be certified to fly at up to 25,000 feet. Fuel capacity is 109 gallons.

Maximum takeoff weight is planned to be 3,087 pounds, with a useful load of 1,213 pounds and a full-fuel payload of 552 pounds. The Cobalt Co50’s dimensions are similar to those of the Cessna 400 or Cirrus SR22, Loury said.



“We are planning to fly the prototype before the end of the year,” he said, adding that Cobalt is targeting certification at the end of two years, while acknowledging that the process could take three or four.

Loury said he made the first drawings of the Cobalt design in 2002. “The goal was to have a traveling tool that was very efficient and didn’t correspond to anything on the market,” he said. “We have a long way to go.”



Cobalt is in the process of setting up a U.S. office in San Francisco, and by early 2011 will decide on a U.S. production site. The company plans dual production facilities in the United States and France, Loury explained, adding that 90 percent of leads so far are in the United States.

“We’ve had tremendous interest in the past three weeks,” he said. Current price of the Co50 is \$650,000; potential purchasers can make a refundable 10-percent deposit or, by making a nonrefundable deposit, guarantee the price of their aircraft.

COOPA Flyouts

Nothing to report as there was no formal flyout in July although one plane made it to Prospect. Hopefully, August will be better ... at least we will meet at the Madras Airshow, as usual. Ed.

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