

# CASCADE FLYER



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

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## **President's Message:**

Wow, the last month has been great. The Airshow of the Cascades was a big hit with about 7,000 people for the night show and 10,000 for the day show. The OPA annual convention featuring Rod Machado was thought by most everyone to be the best in almost 10 years. And, except for the smoke, generally great flying weather, so I hope you all got a lot of time aloft.

This month we will have Rob Breitbarth from Angel Flight drop by tell us a bit about that organization. Per the usual, meet in the Flight Services Building to recollect the month just past at 6pm, enjoy our infamous potluck at 6:30pm and on to the meeting at 7pm.

## **Calendar:**

15 September – Monthly Meeting  
17 September – Monthly Flyout

20 October – Monthly Meeting  
22 October – Monthly Flyout

17 November – Monthly Meeting  
19 November – Monthly Flyout

15 December – Holiday Party  
17 December – Monthly Flyout

## **Web doings:**

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

[co-opa.com](http://co-opa.com)

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

## **September Flyout:**

A small but intrepid group braved the flight over the Cascades for our flyout. The destination was the Flight Deck Restaurant and Lounge on Salem Airport. (KSLE). Perfect flying weather, a great brunch and a nice collection of aircraft models (and real aircraft) to view while dining.



Heading to Salem  
Photo By: Ed Endsley

## **Random Thoughts:**

The work of the Bend Airport Master Plan committee was presented to the Bend City Council and the Deschutes County Commissioners in a joint session earlier this month. The work done so far seems to satisfy then so far. There is a lot of work to do, but that means that what has already been done does not need to be changed.

Key future plans include lengthening the runway to the north, adding helicopter pads on the northeast, and finding a place to locate a control tower.

The planning process has determined that for the next 20 years the airport needs to be able to easily accommodate B-2 class aircraft. To accommodate most B-2 aircraft, on most days of the year, at 60% of maximum gross weight the runway should be 6,260 feet long (1,060 longer than today).

As is plain to anyone, the large volume of helicopter training needs to be handled better. The current plan is to add two landing pads near the AWOS to get them off the main

runway (most of the time). This is a system used at Hillsboro and should work well here. This would require that all fixed wing traffic always fly a pattern on the west side of the airport and all helicopters fly on the east side. With luck this will also be better noise-wise for the neighbors.

Another key part of handling a lot of traffic is adding a control tower. Already many smaller airports in Oregon have control towers and soon it will be our turn. Several sites are being evaluated but no consensus has yet emerged.

You can see (and comment) on the new Airport Master Plan (AMP) on the city web site. In the future no one will be allowed to say “what were they thinking” if they passed up this chance to provide their wisdom.

[http://www.ci.bend.or.us/bend\\_airport/new\\_master\\_plan.html](http://www.ci.bend.or.us/bend_airport/new_master_plan.html)

## **Newsletter Inputs:**

Send your newsletter tidbits to:  
[gem@rellim.com](mailto:gem@rellim.com)



**The announcers view as he is about to be knee capped by a B-17G**