

CASCADE FLYER



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

October 2007, Vol. 07, Issue 10

President's Message:

Turnout was a bit thin last month but it did not stop us from having a pretty good meeting. First of all we had a chance to meet our new Bend airport manager Sue Palmeri. Sue wanted us to feel sorry for her about having to adapt to our coming winter climate. Then we found out that she was born in Connecticut and grew up in New Hampshire. Our winter climate should make her feel right at home. Best of luck to you, Sue, in your new job.

Topping our program was Kyle Skidgel the daughter of our members Dave and Pat Skidgel. Kyle regaled us with tales of teaching and flying charter flights for Professional Air and driving jet powered drag racers. We all know that Jet-A powers some dandy aircraft but who knew it also made for for great drag racing.

Be sure to attend this month's meeting as Bend's own balloon chair pilot adventurer will be speaking to us about his high altitude exploits. Our program chair Ed Endsley will be sending out some more info on the event soon. Meet at the Flight Services building at 6pm for some hanger flying, at 6:30pm our famous pot luck and then our formal meeting at 7pm.

Calendar:

18 October- Monthly Meeting
20 October- Monthly Flyout

15 November- Monthly Meeting
17 November- Monthly Flyout

20 December- Monthly Meeting - XMAS Party
22 December- Monthly Flyout

17 January- Monthly Meeting
19 January- Monthly Flyout

Web doings:

For chapter news and pointers to other aviation goodies check out our chapter website:

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

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

Random Thoughts:

Sometimes it's the progress...

Last weekend was a spectacular clear fall day perfect for flying. My mission was to head to Eugene for the day, but instead I resorted to travel on four wheels instead of by air. Such indignity.

Sometimes it is the weather, or the smoke, or mechanical problems. This time it was progress in the way of a good flight. The hitch, as most should know by now, was that the Bend airport was closed to allow the new runway to be paved.

I could have relocated my plane to KRDM before the closure, and moved it back after the closure. Then I could have been free to fly over the weekend. Each move would have required about 90 minutes and the help of a driver on the ground to shuffle a car around. Given how bad the weather had been, and how bad the long term forecast was, it seemed at the time to be a bad bet. Maybe it was a long shot bet but it would have paid off handsomely. Oh well.

Some minor work remains to be done, and one more short closure for runway painting, but the new runway looks to unavoidably be ready for opening before the end of the month. Sadly the runway opening will not be the end of the current construction. The old VASI is long gone and a new PAPI will not be installed until next year. There is also the matter of the old runway which will need to be removed. That will require more noise, more dust and more closures.

Random Thoughts --- continued

On the eve of this great accomplishment it is good to look back a bit at how long this has been in process. Planning for the new runway goes back at least to the work by an airport committee on the airport master plan update in the mid '90s. At the rate we have been going it is almost time to start work on the next 20 year plan. Scary thought.

Another scary thought is how much still remains to be started. Hangars have been virtually unobtainable for a decade and now tie-down space is also in short supply. The planned new east side facilities will probably be sold out the day they open and yet construction is still barely in the planning stages.

The city, the county, the state and the FAA have all done a great job getting the new runway almost here, but let's not stop, or even pause. Much more needs to be done. Sometimes progress gets in the way of what we want to do, but the lack of progress will hurt us even more.

Gary

Program News

To the Pilots of Central Oregon...

If you missed the September meeting you missed a great happening!!! Dinner (our famous CO-OPA Potluck) was wonderful with everyone's contributions. Eggplant parmesan courtesy of Ann Bond, a surprise rice dish from our program presenters parents, the Skidgel's, various salads and a French wine personally imported by Gary Miller from a business trip to Paris, topped off by pie provided by Ken Haffner; it just doesn't get any better. We had so much food we shared leftovers for our lunches the next day.

We had TWO, make that TWO, program presentations...

Our new Airport Manager, Susan Palmeri introduced herself and gave a wonderful vision statement for her management of our airport. She is a very capable manager who brings tremendous experience. Ms. Palmeri will continue the progress and look out for our interests. Please give her a warm welcome.

spalmeri@ci.bend.or.us

Our program continued with Kyle Skidgel who is an instructor and charter pilot with Professional Air. Kyle shared stories about pilot training from the right seat and passed along some great tips from her instruction experiences.

Kyle is very personable and I look forward to flying with her soon. The real surprise was that Kyle drives jet dragsters in her spare time... She showed us pictures and described driving the quarter mile in 5.8 seconds and achieving 270MPH... This is one fast woman. Introduce yourself at jetcarpilotz@aol.com and <http://www.proair.com>

The flyout on Saturday was a great experience. Good friends launched two planes at 9:30 and formed up for a great flight to brunch at Melita's in Chiloquin. Excellent food, good conversation, and just a great time all around.

Make a note on your calendar for the next potluck meeting, 10-18, Six PM at the Bend Airport Terminal Building followed by the club flyout on Saturday, 10-20.

Come and make destination suggestions...

See you there,
Ed Endsley, Program Chair,
ed@edendsley.com

Pilot and Flight Crew Procedures During Taxi Operations

FAA Notice Number: NOTC0988

Do you conduct the following 5 steps prior and during taxiing operations? Please go to the following web address or link listed below for more information:

https://www.faa.gov/files/notices/2007/Sep/Pilot_Brochure_FY08.pdf

For more information please contact Anna Cohen at 404-305-5558 or

anna.cohen@faa.gov.



**I'm sure there's
an altimeter in
here somewhere**

"Sentimental Journey" Commemorative Airforce B-17

I heard the growl of 4800 horsepower circling over Central Oregon. The B-17 was banking up into a tight base to final turn and descending under full throttle to a low pass over the Bend Airport.



Tipped up on a wing in a 45 degree bank and accelerating in decent, the noise was gorgeous.



I became aware that this 50 thousand pound plane was aimed right at me with four engines at full throttle. I didn't know whether to run or stand my ground. The very air shook and I was buffeted by the outrageous beating of four big radial engines swinging eleven-foot props screaming down on me at 250 knots. The plane got bigger and lower and passed over me at less than a wing span away and at fifty feet the sheer presence of this formidable Flying Fortress knocked me off my feet.



I scrambled to follow its passage as it climbed in a zooming turning pull up and flew away. I was left there by the runway hooting and hollering and jumping up and down. I burst into tears at the majesty of this magnificent machine and trembled with the realization of what I had just experienced as it disappeared in the distance with the rumble of those radials rolling across the desert.

Ed Endsley



On short final into Prospect State



***Pipistrel "Virus" ... yes, it's an airplane ...
read on ...***

PIPISTREL VIRUS THE BIG WINNER AT PAV CHALLENGE

A Pipistrel Virus flown by Australian pilot Michael Coates dominated the PAV Challenge held recently in Santa Rosa, California. Photo by Stefanie Olsen, courtesy of CNET (www.CNET.com)



A modified version of the Pipistrel Virus owned by Vance Turner of Rescue, California, emerged as the big winner in the first Personal Air Vehicle (PAV) Challenge competition held last week (August 4-12) at Charles Schultz-Sonoma County Airport (STS) near Santa Rosa, California. NASA put up \$250,000 in prize money for the inaugural event, which was hosted by the Comparative Aircraft Flight Efficiency (CAFE) Foundation, and the Pipistrel took home \$160,000 of it.

The Slovenian-built aircraft piloted by Michael Coates won the \$100,000 Vantage (overall best) prize; the \$25,000 CAFE Efficiency prize; the \$25,000 Short Runway prize; and \$10,000 for second place in the Top Speed prize.

Other awards included the \$50,000 Noise prize and the \$15,000 Top Speed prize won by Dave and Diane Anders of Visalia, California, who entered their modified Van's RV-4; and the \$25,000 Handling Qualities prize won by John Rehn of Santa Rosa, California, and his Cessna 172 (pilot: Jeff Stocks). Another Pipistrel Virus was also entered in the contest.

The PAV, one of the seven NASA Centennial Challenges, promotes the use of self-operated, personal aircraft for fast, safe, efficient, affordable, environmentally friendly and comfortable on-demand transportation as a solution to America's future mobility needs. Modeled after the "X Prize" competition, it aims to stimulate rapid, private sector innovation and progress in PAV performance through the offering of substantial prize awards.

Virus 912 is a fast, yet very economic cruise aircraft. Ideal for cross-country flying it is also suited for aero-clubs and training flights. She offers unprecedented handling and performance while remaining highly efficient and every task she is confronted with.

Full composite construction, 12.4-meter wing span and a glide ratio of 1:24 put Virus alongside motorgliders, but she maintains supreme maneuverability throughout the envelope. Features such as 4-stage flaperons, airbrakes, variable pitch propeller with feathering capability and an overpowered engine make the Virus literally a dream aircraft for many pilots. Undercarriage can be tricycle (nose wheel) or tail-dragger type. The engine is the famous and reliable four-stroke Rotax 912.

With the Virus 912 you enter a new world of super-fast economic cross-country flying. Speeding over the skies at over 225 km/h (120 kts) will take you to destinations over 1000 km away without refueling. The advantage of using automotive (mogas) fuel or avgas means you can go virtually everywhere - and you do not need much of it, a mere 10-12 liters per hour at cruise speed will suffice! Efficient? No... the Virus is super-efficient!

Virus 912 comfortable cockpit resembles the Sinus' and has a side-by-side seating arrangement with all the controls reachable to both pilots. The pedals, seat and headrest can be adjusted to suit your body size in just seconds. The large, ergonomically shaped, instrument panel has enough room to fit all the bits and you would wish to have beside the multifunction digital flight display, which monitors all flight- and engine parameters and comes standard with the aircraft. Full dual controls and straight-forward handling make the Virus 912 a fascinating aircraft for both primary and advanced flight training. Glider pilots can make an easy transition into the world of powered flight and still enjoy gliding with the engine shut-down when the weather permits.

The whole of the cockpit is also completely encased with bulletproof Kevlar® & Lexan® materials. This, together with an 1:24 glide ratio and a dedicated parachute rescue system makes the Virus one of the safest aircraft on the market. More than 200 aircraft of the Sinus/Virus family are now flying on all six continents of the World, being subjected to the most extreme temperatures, altitude and humidity and they have performed with an impeccable safety record.

Virus 912 is made using the highest technology composites and best quality aviation alloys, including Titanium and Magnesium. This ensures a very long life-span of the aircraft and virtually maintenance-free operation. And if you do not intend to fly for a while, you can disassemble the Virus912 in only 15 minutes - all the controls are self-fitting, making this task as care-free as possible.

Many pilots consider the Virus912 as their dream aircraft. She indeed does combine very fast cruise flying on unprecedented low fuel consumption, supreme maneuverability, the ability to fly from short runways and being safe in case of engine trouble - but it is dream? No. It is the Virus from Pipistrel... get infected!

Since that time of year is fast approaching, I thought the following from an EAA Technical Counselor would be useful

COLD WEATHER INFLIGHT HAZARDS AND TIPS

By: Technical Counselor Dave VanDenburg (email: WA8DOF@yahoo.com)
EAA Chapter 439 (Michigan)
www.eaa.439.org

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until

you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

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