

CASCADE FLYER



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

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President's Message:

Our September program looks to have been a month too soon. Adam Clark, the Chief Meteorologist for KOHD, did not have to defend his profession much with the wonderful September weather. It would have been much more fun this month when we could put him on the spot to explain our freak 4" snow fall earlier this month and the recent unforecast freezing rain.

Where is global warming when we need it? Be sure to attend this month's meeting so we can discuss that and other weighty matters concerning local pilots. Gather around 6pm for the usual chatter and stay for the potluck at 6:30pm and yet another great formal program at 7pm. This month's speaker will be local pilot Sean VanHatten with some stories we'll all want to hear.



Calendar:

15 October - Monthly Meeting
17 October - Monthly Flyout

19 November - Monthly Meeting
21 November - Monthly Flyout

17 December - Monthly Meeting/Party
19 December - Monthly Flyout

21 January - Monthly Meeting
23 January - Monthly Flyout

Web doings:

There is a new website for all things KBDN. There is a calendar of local events and discussion forums on hanger rentals, aircraft for sale, airport announcements and more. Check it out, sign up, and be a participating member of the local online airport community at

<http://kbdn.groupsite.com>

In case you missed it, Professional Air has shipped their Fall 2009 newsletter. You can get a copy at the top of our Chapter home page.

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:

Several good news tidbits have landed in my inbox this month. Gary Judd, KBDN Airport Manager, reports that FAA funding has been secured for the east side taxiway. Completion of that project will be one of the last steps in opening up the east side of the airport and relieving some airport crowding. With luck the required blasting can be completed this winter while the airport neighbors windows are closed up.

Gary also wrote that the Leading Edge helicopter parking will be moving again. This time the helicopters will take over the east row of reserved parking on the south ramp. The current helicopter area will be returned to its prior use as reserved airplane parking.

Inbox --- continued:

Ideally a space for the helicopters can be found on the east side when the new taxiway is complete. Until then this new plan should reduce some of the problems the current parking has created.

Digging through the spam in my inbox has its rewards. Somewhere in that pile will be my weekly copy of the Avweb newsletter.

This week's issue woke me up when I came across one news item stating that Cessna is resuming production of the Columbia (now Corvallis) aircraft in Kansas and Mexico. The plan has been in action since last May, the month after the Bend factory closure was announced. I guess this was not exactly a secret, but it was news to me.

You can sign up for your copy on their website: www.avweb.com.

Another unexpected item was the passing of long time CO-OPA member Dave Skidgel. We will miss him and our condolences go out to his wife Pat, his son Greg and daughter Kyle.

Random Thoughts:

September 26 was the "I Heart Bend" city wide volunteer cleanup. All the Bend fire hydrants received shiny new red paint and a lot of trash and brush was cleared. Hopefully people also noticed the airport areas around the Flight Services Building and along Powell Butte road got a good sprucing up.

Around 10am Gary Judd and about a dozen volunteers gathered at the airport to make that happen.

I am sad to say that most were not pilots but airport neighbors. The people that live by, drive by, and bicycle by the airport and wanted to do their part to beautify the area. Next time you are considering saving a few minutes by flying low over the airport neighbors consider the nice job many of them did for us.

Local pilots also need to be a bit more courteous to each other when flying the pattern at KBDN. As a case in point, last month I was listening to the Bend CTAF. Traffic was light, but continuous.

The winds were calm and most traffic was using left traffic on the runway 16, the designated calm wind runway. Some traffic was from the south and landing straight in to 34.

I assume the traffic from the south had come some distance and I could understand their desire to get on the ground quickly for a well-earned bio break. The traffic pattern was alternating landing on 16 and 34 but the breaks in traffic were such as to not cause any conflicts. For a while...

Then one of the pilots doing a straight in to 34 decided to do a touch and go, with traffic inbound on 16, and not bothering to announce the maneuver in advance on the radio. Needless to say that led to a serious conflict just north of the 16 numbers.

All of us have been known to cut a corner or two to get on the ground quickly after a long flight, but when there is other traffic in the area we need to either all fit in a standard pattern flow or clearly announce our intentions well in advance so other aircraft can adjust. We have all seen too many near misses in our area and need to sharpen up a bit.

The way air travel used to be ...



New Radar System Will 'See' More Aircraft — Reduce ATC Delays in Mountains

October 1, 2009 — The Federal Aviation Administration (FAA) introduced a new radar system, called Wide-Area Multilateration** (WAM) that allows air traffic controllers to track aircraft not covered by radar in remote, mountainous regions. The new system is comprised of a network of relatively small sensors deployed in remote areas. The sensors send out signals that are received and sent back by aircraft transponders. No other aircraft equipment is required. System computers are able to determine the precise location of aircraft by triangulating the time and distance measurements of those signals. Controllers are able to see those aircraft on their screens as if they were radar targets.

“The new system lets us see aircraft we couldn’t see before due to the rugged terrain,” said FAA Administrator Randy Babbitt. “It improves the safety and efficiency of those flights and saves time and money for passengers and operators.”

WAM began initial operations on Sept. 12 at Yampa Valley-Hayden, Craig-Moffat, Steamboat Springs and Garfield County Regional-Rifle Airports. The mountains in those areas are popular ski destinations but make radar coverage impossible because radar signals cannot pass through solid objects. The resulting flight limitations are compounded by seasonal bad weather, which causes flight delays and cancellations. The Colorado Department of Transportation estimates an average of 75 aircraft are delayed each day at remote airports from November to April.

The radar is being used in the near term while the FAA rolls out Automatic Dependent Surveillance–Broadcast (ADS-B), the satellite-based surveillance system that will be fully deployed nationwide by 2013. WAM will then serve as a backup to ADS-B in the event of a GPS outage and provide an additional source of traffic broadcast to properly equipped aircraft.

**** Editor’s Note:**

I had never seen this word before so looked it up:

Multilateration, also known as **hyperbolic positioning**, is the process of locating an object by accurately computing the **time difference of arrival (TDOA)** of a signal emitted from that object to three or more receivers. It also refers to the case of locating a receiver by measuring the TDOA of a signal transmitted from three or more synchronized transmitters.

Fouga Magister

I was curious about this unusual-looking aircraft, seen earlier this year at the Madras Airshow:



In 1948, French aircraft manufacturer Fouga designed a jet-powered primary trainer called CM.130 for the French Air Force (Armée de l'Air, AdA) to replace piston-engined Morane-Saulnier MS.475 aircraft. When AdA found the aircraft lacking in power from the two Turbomeca Palas turbojets, Fouga enlarged the basic design and used the more powerful Turbomeca Marboré engine.

The distinctive V-tail of the new CM.170 Magister originated on the CM.8 glider Fouga was using to experiment with jet engines. In December 1950, AdA ordered three prototypes, with the first aircraft flying on 23 July 1952, followed by the first production order for 95 aircraft on 13 January 1954. The aircraft entered service with AdA in 1956.

An improved version of the Magister designated the CM.173 Super Magister was produced from 1960. It used a more powerful Turbomeca Marboré IV engine, with 1080 foot-lb thrust and fuel consumption of 119 gal/h. Production of the Magister stopped in France in 1962 but continued to be built in Finland up to 1967.

The development of the aircraft came to an end when the French Air Force selected the Alpha Jet as their new jet trainer.

Mike Bond

High temp composites

Performance Polymer Solutions researches and produces materials that can withstand high temperatures — up to 1,500 degrees. One of those materials — called Liquimide — can bond components together, including aviation engine parts. It was Liquimide that caught the eye of the Ohio Department of Development and earned the company a \$350,000 Ohio Third Frontier Grant for developing the adhesive.

For Jason Lincoln and David Curliss, owners of Performance Polymer Solutions Inc. — sometimes called “P2SI” — the grant is a shot in the arm at just the right time. The material could draw the interest of General Electric Aircraft Engines, Lockheed-Martin, Pratt & Whitney — any company whose aerospace application needs a strong yet lightweight material.

The idea isn't just to research. The idea is to produce — and both owners say the state grant will help.

Composite materials are more expensive than metals, including titanium. But composites earn their way into aviation projects by being light and by withstanding ferocious temperatures, the P2SI owners say.

Look at an F-22 or an F-35 fighter. Much of what you're seeing on the outside are composite materials, Lincoln and Curliss say.

Both men are former employees of the Air Force Research Laboratory at Wright-Patterson Air Force Base, and they believe they have a good sense of what the aerospace industry needs. Indeed, the testimony of Vought Aircraft Industries helped persuade the Third Frontier Commission to award the firm money.

PPG's

What's a PPG? A powered paraglider ... a no pilot license, no certification aircraft, with Operating Requirements covered by Part 103-Ultralight Vehicles. Must be less than 254 pounds empty weight; have a fuel capacity not exceeding 5 U.S. gallons, be incapable of more than 55 knots at full power in level flight and power off stall speed not exceed 24 knots.

With a PPG ...

You
can fly
here.



or
fill-up
here



You live in Oregon ...

If you consider that if it has no snow or has not recently erupted, it is not a real mountain, you live in Oregon.

If you know all 4 seasons: almost winter, winter, still winter, and road construction, you live in Oregon.

If driving is better in the winter because the potholes are filled with snow and ice, you live in Oregon.

If you can drive 75 mph through 2 feet of snow during a raging blizzard without flinching, you live in Central, Southern or Eastern Oregon.

If you know how to pronounce Sequim, Puyallup, Clatskanie, Issaquah, Oregon, Umpqua, Yakima and Willamette, you live in Oregon.

By Comedian Jeff Foxworthy.



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