

CASCADE FLYER



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

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President's Message:

We had a great meeting in October with Nan Garnick from Butler Aircraft and Susan Palmeri our Bend Airport manager as speakers. Nan has worked a long time at Butler but had to admit that recently earning her Private Pilots license opened her eyes much more than she imagined.

It takes a brave pilot to admit getting lost on your long cross country and we were there to welcome Nan into the ranks of pilots. She only passed her check ride that Monday.

Also many thanks to Susan for dropping buy and filling us in on the management side of the airport. The last two summers have been trying times due to the construction at the Bend Airport but the results have been well worth it and Susan deserves our thanks for helping move that along. The bad news is that the vagaries of FAA funding may mean that the planned east side taxiway may not get funded for 2009.

Be sure to clear your calendars for our world famous holiday party on December 18th. I expect another great time will be had by all when we meet again around the airport Christmas tree.

Calendar:

20 November - Monthly Meeting & Potluck

22 November - Monthly Flyout

18 December - Monthly Meeting & Holiday Party

20 December - Monthly Flyout

15 January - Monthly Flyout

17 January - Monthly Flyout

19 February - Monthly Flyout

21 February - Monthly Flyout

19 March - Monthly Flyout

21 March - Monthly Flyout

My Inbox:

There's no place like home.

Dorothy famously said that a long time ago, but the principle applied long before, and long after, the famous balloon trip to Oz. Epic is rediscovering the old adage.

Epic started in Bend a few years ago and after designing a few new airplane types locally they decided to move certified production to Canada. After a few go rounds in the great white north the grass no longer looked greener in Ontario. Soon Georgia was on their mind. Not the Georgia in the new south, but the former Soviet Union one. They even sent over a prototype aircraft to see if the locals at Tbilisi Aircraft Manufacturing (TAM) over there wanted to try their hand at building the speedy craft.

The prototype is still there, but the contract is off, after Russia bombed the Tbilisi airfield. Seems that they had a little war over there during the Olympics. Now the Bend Bulletin and the local TV stations are reporting that there really is no place like home. Epic plans to once again build and certify their new aircraft here in Bend. We welcome them back even though they never really left.

Web doings:

The Central Oregon 99s have been busy. They are working at turbo charging the venerable Palms To Pines for 2009. You can check their ongoing efforts on their new website: <http://palmstopines.org/tiki-index.php>

Also of note is their Holiday Party at Cafe 3456 on December 6th. You can snag a copy of their flyer off the CO-OPA home page at <http://co-opa.com>

Ed Note: The flyer is also at the end of this newsletter

To access the members-only areas, the username is "BDN" and the password is "123.0". There you can find the membership roster if you are looking to track down a fellow CO-OPA member.

Random Thoughts:

Nan was brave enough to share her story of getting lost on her cross-country to John Day airport. With her shining example it is probably time to bare my soul about my student pilot misadventure.

When my flight training began, my primary instructor made it very clear to me that during my training he was the experienced instructor, he was the pilot in command and that no matter how unsure I may feel that I should follow his instructions. This allowed me to worry about learning how to complete each flight exercise without worrying about bending the airplane due to my total lack of experience flying a machine in three dimensions.

Initially this was a good teaching technique. Placing the burdens of PIC on my totally ignorant head would have been silly and likely led to any of a multitude of bad outcomes. Being totally ignorant at first, and knowing my CFI was really the man in charge, I was very happy to go through the motions of flight planning and pre-flights knowing that as I inevitably missed things that he would gently correct me and ensure ultimately happy outcomes.

Even on that big day, the day I soloed, my instructor was clearly in charge. Sure I went around the pattern three times that day as the only occupant of the aircraft and sole manipulator of the controls, but he was there for the pre-flight, for the first few practices trips around the pattern and on the radio during that momentous event.

I had learned to be a good student, but not yet what I really needed to know; how to be the Pilot In Command. That would come very abruptly one day, and when I had both feet firmly on the ground.

After my solo, my CFI had begun to nag me more and more.

Planning counts and all the bases must be covered. Even if your plans were just changed in mid air, due to unforeseen conditions, he felt that soon he would not be there to stop me from making a mistake. I needed to step up, grasp the totality of piloting and be sure that I stayed aware of all the factors of flight at all times, no longer focusing on just the lesson plan goal.

How little did he know how soon I would get the message.

Soon there came a spectacular CAVU day at Reed Hillview airport. After a thorough briefing and planning session with the instructor I was signed off to practice solo touch and goes in the crowded pattern. I was off to sample nirvana at 1,000 AGL. Life was good.

At the end of my scheduled time I taxied back to the ramp and shutdown the aircraft. While turning in the keys at the dispatch desk I found out the next renter had canceled. The desk clerk said I could have the bouncy 152 for another hour if I wished. Boy, did I wish.

In minutes I was back in the aircraft and back in the pattern. Around and around and around. Trying to get that perfect square pattern, that perfect glide slope, that perfect full stall landing. Around and around.

--- Heaven on earth --- or close to it.

Soon my unexpected hour was up and it was time to park the flying go-cart, call the fuel truck and turn in the keys. Back in the pilots lounge I was walking on air. Students not quite up to my total time wanted to know how it felt. Other students getting ready to go out wanted to know how the wind was affecting the flying conditions.

Then a perfectly normal thing happened, the line driver walked in with the fuel totals. Not that I cared too much as the rentals were wet, but I bent an ear to listen in. "I just put 27 gallons in the 26 gallon fuel tank of that 152. Do you know who just returned it?"

My ears turned a bright red. My stomach turned over like during my first stall. Everyone in the room turned and briefly looked at me, but not another word was ever said about the subject. Like the Grinch the day his heart grew three sizes, I grew a massive amount as a pilot at that moment.

I understood all at once that I had come unreasonably close to a bad outcome and that in the future the only humans ensuring safe operation of an aircraft I was piloting was me, myself, and I. My instructor had given me wings, but now I had been kicked out of the nest. I understood that no matter how much I had planned a flight, that when anything changed I needed re-plan everything. Specifically I understood which person really needed to watch the gas gauge.

One way or another it is a lesson in self-determination that all pilots learn early on.

As far as I know I've never come that close to damaging an airplane since. I plan to keep it that way. Then again, maybe I have, but I was not lucky enough to have someone spot my complacency.

Gary Miller

Special Program Announcement:

Plan to attend the Thursday, November 20, 2008, Central Oregon – Oregon Pilots Assoc. meeting in the Bend Airport Flight Services Terminal Building (The Professional Air Offices,

<http://www.proairservices.com/>) at 6PM for a potluck dinner and a very special program. Everyone is welcome!

Cessna instructor and test pilot, Mr. Eddie Bevan, will share his many experiences in aviation with us. Mr. Bevan has taught at the University of North Dakota and performed flight duties with Columbia Aircraft before joining Cessna. <http://www.cessna.com/>

Don't miss this opportunity for a very inspiring and informative evening.

Bring your friends for flying fellowship, fine food, and fabulous fun!!!

<http://co-opa.com>
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ANNUAL XMAS CHARITY PROGRAM

HEY GANG WE HOPE TO SEE YOU THURS EVE FOR THE POTLUCK /MEETING/PROGRAM WE HAVE BEEN DOING A CHARITY PROGRAM FOR THE LAST SEVERAL YEARS WHERE OUR MEMBERS DONATE CASH AND IN COOPERATION WITH SOME OF THE TEACHERS AT PILOT BUTTE MIDDLE SCHOOL WE PROVIDE A CHRISTMAS FOR ONE OR MORE NEEDY AND DESERVING CHILD. THE TEACHERS ARE THE ONES THAT CHOOSE THE CHILD AND DO THE SHOPPING. MOST OF THE GIFTS ARE FOR CLOTHS AND ESSENTIALS WITH A FUN GIFT OR TWO.

WE WILL MAKE A DECISION THURS. EVE AS TO WHETHER WE WISH TO CONTINUE THE PROGRAM AND IF SO WE WILL BE ASKING OUR MEMBERS TO GIVE SHARE A LITTLE WITH SOMEONE WHO NEEDS AND DESERVES A LITTLE HELP.

LOOKING FORWARD TO SEEING YOU ALL THURS. EVE.

DON & NORMA WILFONG

NOTE: NORMA HAS CHAIRED THIS PROGRAM IN THE AND IS WILLING TO DO SO AGAIN.

Roadable airplane may fly next month

Terrafugia CEO/CTO Carl Dietrich reported that the first Transition roadable airplane might fly in early December.



If it doesn't fly by mid-December, the first flight will likely be postponed until early 2009. The vehicle (Is it a car or an airplane?) has been driving around on

its own power for several weeks and, more recently, is undergoing taxi tests and tests to validate the flight control effectiveness. Static load testing is complete.

Reno from the pylon perspective

By Mike Collins, AOPA on-line

One of the most unique perspectives on the National Championship Air Races in Reno, Nevada — second only to that of the race pilots themselves — is from the base of the pylons that mark turn points on the course. Contributor Robert Fisher shares that experience with this audio slideshow produced exclusively for AOPA Online.

Bill "Tiger" Destefani of Bakersfield, Calif., won the Unlimited Breitling Gold race Sept. 14 in his P-51 Mustang Strega, with a speed of 483 miles per hour. Dan Vance of Santa Rosa, Calif., captured the Unlimited Silver with his Hawker Sea Fury September Pops, and Will Whiteside of Windsor, Calif., took the Unlimited Bronze flying Voodoo, a P-51.

In the T-6 class, Ken Dwelle of Auburn, Calif., won the gold—and set a class record—in Tinkertoy with a speed of 244.523 mph.



John Sharp of Mojave, Calif, won the Super Sport Gold in his NXT, Nemesis, with a speed of 392 mph. Tom Aberle of Fallbrook, Calif, won the Biplane Gold competition. Steve Senegal of San Bruno, Calif., captured Formula One Gold honors, and Curt Brown of Hudson, Wis., was the Jet Gold Race winner.

THERE IS A MORAL HERE!

A C-130 was lumbering along when a cocky F-16 flashed by. The jet jockey decided to show off.

The fighter jock told the C-130 pilot, 'watch this!' and promptly went into a barrel roll followed by a steep climb. He then finished with a sonic boom as he broke the sound barrier. The F-16 pilot asked the C-130 pilot what he thought of that?

The C-130 pilot said, 'That was impressive, but watch this!' The C-130 droned along for about 5 minutes and then the C-130 pilot came back on and said: 'What did you think of that?' Puzzled, the F-16 pilot asked, 'What the heck did you do?' The C-130 pilot chuckled. 'I stood up, stretched my legs, walked to the back, went to the bathroom, then got a cup of coffee and a cinnamon bun.'

When you are young & foolish - speed & flash may seem a good thing !!!

When you get older & smarter - comfort & dull is not such a bad thing !!!

Us 'older' folks understand this one.



For Real! You can now fly around the SF Bay Area by dirigible

COLD WEATHER INFLIGHT HAZARDS AND TIPS

By: Dave VanDenburg EAA Chapter 439 (Michigan)

I would like to review 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.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at www.lycoming.textron.com. Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.



*Aviation Community
Holiday Party*



Come One, Come All
Meet Old Friends & Make New
Café 3456
@ Bend Airport
(Above Professional Air)
6pm No-Host Bar
7pm Dinner ~ \$22 PP
Saturday, December 6th
RSVP Before December 4th



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