CASCADE FLYER

Banner Photo: Gary Miller

CENTRAL OREGON • OREGON PILOTS ASSOCIATION NEWSLETTER

NOVEMBER 2002 Issue

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NOVEMBER MEETING

This months meeting will be on Thursday, November 21st, 6:00pm at the Bend Airport (S07) in the Flight Services building (The Flight Shop).

GUEST SPEAKER

by Clay Trenz

This month Mr. Claude Sandell will be joining us. Claude and his wife Judie recently moved to Bend from the Portland area. Claude is a past President of The NW Antique Aircraft Club at Evergreen Field. Also, he co-founded the Air Museum at Pearson Field. Claude is a professional commercial photographer and has a passion for antique aircraft. He will share his collection of antique aircraft photographs, composed over the past forty years, with us.

NOVEMBER FLY-OUT

by Don Wilfong

Plans at the moment are to meet at the Flight Shop Saturday, Nov. 23 at 09:00 hrs. with a departure at 09:30 for Lakeview.

We will arrange transportation to town and back from the airport. If we need an alternative destination we'll head for Klamath Falls, Kingsley Field. There is a good resturant on the field. Don't forget this is a towered airport. If a better destination is found we can make the necessary changes at the meeting on Nov. 21.

See You Thurs. evening at the Flight Shop for our monthly Pot Luck and Meeting.

PLEASE REMEMBER TO FLY FRIENDLY

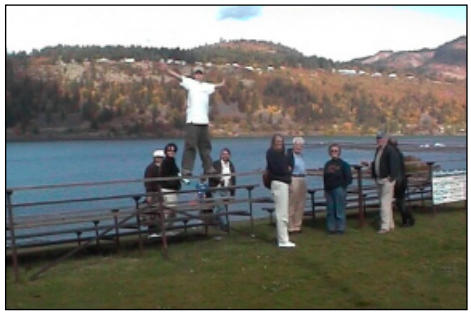
OCTOBER FLY-OUT

by Don Wilfong

We gathered at the Flight Shop for a 10:00 departure. I thought we were getting a late start...but...it all worked out really well. Mike and Ann Bond flew their Cardinal RG, Gary Miller (with co-pilot Kimmy the dog) flew his Turbo-Centurian and took Darrel McOmber and Darrel's two young Grandsons along. Ken and Marie-Louise Sandine flew their Bonanza and Norma and I flew our Skylane, we took Doug Knight along as he needed to pick up his car at the Hood River airport. He has a Turbo-Skylane RG and he keeps a car at Hood River, in the summer, so he can fly up and go Sail Boarding on a regular basis. The plan is that Doug and Darrel will both be on our membership roster soon.

The crew poses for a photo Op upon arrival to 4S2 airport.

The flight was very enjoyable with no weather problems and the scenery was spectacular. On final approach most everyone noticed a sinking feeling off the end of the runway and had to add a little more power than planned, it was a surprise but not a problem for anyone (it was just a reality check, to see if we were awake).



The usual crew, plus some extras along the Columbia River. Oh yeah, how big was that fish?

Hood River has a good airport located in a picturesque valley that slopes up from the Columbia River to Mt. Hood. The valley is covered by orchards interspersed by small towns. The Rail Road

***continued** page 2 column C*

HANGAR FLYING

by Joel Premselaar

I'm sitting here staring at a blinking (no I'm not an Englishman) curso(e)r and feel like doing just that; @#$% ^ &*, because I haven't the foggiest idea of what pearls of wisdom I have to pass on to you. I'm only doing this because Jack threatened me with a fate worse than death if I didn't produce something.

Free-associating, by dint of the previous paragraph I see the word foggiest. Fog means instruments and that reminds me that some time ago I promised to explain equivalent airspeed (EAS). EAS is of little concern to us low-down characters; however, some of our speedy and blown high flyers have a need to know. Those highfalutin pilots (and those of us who aspire to be counted among them) driving their hotrods in the upper regions should know how to deal with EAS. Let's look at this from the beginning. Right up front, I'll admit that this is a bit complex; but, if you're so inclined, you may find it of consequence or, at least, interesting. At least you'll have an appreciation for Mach meters.

Our airspeed indicator is just that, an indicator that measures the difference between static standard sea level pressure (29.92‰ hg @59° F) and the air pressure striking the aircraft's pitot tube. The mechanism driving the airspeed needle (a paraboloidal gear) is designed with the assumption that air is incompressible. However, we know that air IS compressible. I'm getting ahead of myself now so let's go back to what happens after you read IAS. The IAS instrument has specific errors due to its plumbing, to say nothing about hysteresis and other things. You should have a correction chart to tell you what that is, hysteresis excepted. In addition, as I mentioned in a previous article, there is a thing known as position error. For example, anything that changes the air flowing into the pitot tube and/or around the static source(s); e.g., flap position, configuration changes (military aircraft are significantly affected by various store configurations), etc., will affect the pressure at the static source(s). Instrument error and configuration changes also have an effect upon your altimeter. For example, your pilot's handbook illustrates the differences between IAS and calibrated air speed (CAS) as well as altimeter readings for different flap

***continued** page 4 column C*

AIRPORT MANAGER UPDATE

Andrew Lindsey, Management Assistant, City of Bend, Public Works, indicated the deadline for Airport Manager applications was Friday 11/01/02. On Wednesday, 10/30/02, the HR Department had received around 25 applications. The Human Resources Department will be responsible for conducting interviews, etc and Mr. Lindsey was not sure what the schedule for the position is. He did email them Monday morning, 11/04/2002, asking what He could do help them. As soon as Mr. Lindsey knows something he'll let us know.

Update, Thursday, 11/14/2002, Mr. Lindsey reported they received 54 applications for the Airport Manager position and the human resources department in the process of reveiwing these applications.

LANCAIR CLOSES DEAL W/ INVESTOR

From AOPA ePilot: (10/25/2002)

Lancair Company officials say they have found an investor and will receive in the coming weeks more than enough cash to continue the company's operations and rehire staff. Lancair had been looking for $25 million, but the pending investment apparently will exceed that amount. The investor has requested not to be identified, but will become a controlling partner. The deal could be concluded as early as November. Lancair chief Bing Lantis said that the company will stay in its present location, on its current business plan, and under the same management. Operations at the Lancair plant, shut down since July, will reopen in November with 99 percent of the former staff. Certification of the Lancair 350, the so-called all-electric airplane, is expected in January, with the Lancair 400 gaining certification as early as next April. There is a backlog of 180 aircraft orders for which deposits have been taken--half are 400s and half are 300s. There are 56 Lancair 300s currently flying. The company sold three 400s on Tuesday (10/22/2002).

If you would like to sign up for the AOPA ePilot or get more information regarding their service visit the "ePilot Frequently Asked Questions" at: http://www.aopa.org/members/files/pilot/epilot/faq.html or write to: epilot@aopa.org .

BEND AIRPORT IMPROVEMENT

by Jack Kohler

The newly formed Central Oregon EAA chapter 1345 has made the Bend airport a little better and safer. The members of Bend High Desert Flyers, EAA chapter 1345, and other pilots have noticed the wind tee at the Bend airport has been difficult to see, not always accurately providing the direction of surface wind and occasionally in conflict with the wind sock.

During their August EAA meeting, members discussed taking on the project of performing the necessary preventative maintenance and see if they could return the wind tee to becoming more reliable, easier to locate and read while at TPA. Following a unanimous vote to undertake the project, contact was made with acting Airport Manager, Andy Lindsey to request permission and proceed. The local EAA volunteers reviewed FAA Circulars and prepared a project plan for Mr. Lindsey which was approved.

The project involved the removal of the wind tee from it's pedestal to inspect the bearings and slip rings that provide the voltage to lights on the wind tee. Inspection revealed the bearings needed to be repacked with grease and the slip rings needed cleaning. To enhance the wind tee's visibility, a radius of 75 feet was cleared and covered with "road grindings" (black macadam) and outlined with white painted tires thus providing easy contrast for reading the wind tee in the pattern.

As viewed from the pattern, the wind tee is clearly defined and reliable since the maintenance..

The EAA chapter submitted a public announcement identifying and thanking the local business' that provided the resources for the project. The local volunteers included Bud Candland, Dennis Douglas, Dale Evans, Gerald Holmes, Sonny Kline, Tom Phy, Randy Potter, Jack Raplee, and Greg Tanner. For those of you that have seen the results, realize the vast improvement these volunteers have made to the wind tee. To everyone involved, Thank You. S07 is a little better and safer thanks to the new EAA chapter 1345, the Bend High Desert Flyers.

For additional information regarding EAA Chapter 1345, contact Dennis Douglas 541 322-9453.

October Fly-Out from page 1

has tour rides available that might be fun to plan for a future fly-out on some warm summer day.
With Doug's recommendation, we all loaded up

The gang enjoying brunch at Bette's Café. It's Odd, but the cat that ate the canary seems to pop into my head.

in his car and a taxi and went down town to eat at Bette's Café where the service was good and so was the food. After eating we walked around town a bit and then walked down to the waterfront where we watched people, on their boards, being pulled around by their para-sails. There was not enough wind for the sail boarders to be active.

When we all felt it was time to head home we crowded into a taxi and went to the airport. Gary, Kimmy and I rode in the baggage compartment behind the back seat of the van (it actually was quite comfortable.)

The flight home was just as enjoyable as the flight there. Norma and I split off from the other 3 planes and landed at home (Pilot Butte Airport) bringing another great CO-OPA Fly-out to a close.

Everyone was able to tiedown together on the ramp.

Thanks to Clay Trenz for planning the fly-out. He had scheduled Hood River last month but we took advantage of the beautiful weather at the coast and went to Astoria instead.

We missed those of you who were not able to join us!!! (But we had fun anyway)
Don Wilfong dwnw@bendnet.com

C. O. VFR REPORTING POINTS

by Jack Kobler

"Redmond Tower, Decathlon November Four Hotel Whiskey, six thousand over Gray Butte, landing Redmond."

Gee, I'm 6000' and approaching Redmond for landing as well, where is this guy? Has this ever happened to you, do you wonder where these reporting points are and if you're in their space?

How does one get to know the secret of local area VFR reporting points since they are not labeled on the sectional? Unless you've been interested in the local topology and cross reference Forest Service maps or have been a long time resident, the chances of knowing the names of all the surrounding buttes is pretty slim, especially for VFR reporting.

Well, I decided it was time to find out and who would know better than Dwight Coker, ATC Manager (Redmond tower). After talking with Dwight I learned the location of several common VFR reporting points for Central Oregon. Although these reporting point features are represented on the Klamath Falls Sectional they are not labeled as to their proper names. Each of the following VFR reporting points (Figure 1) are referenced, using a radial (magnetic) and distance (statute miles), from Redmond Roberts Field Airport (RDM).

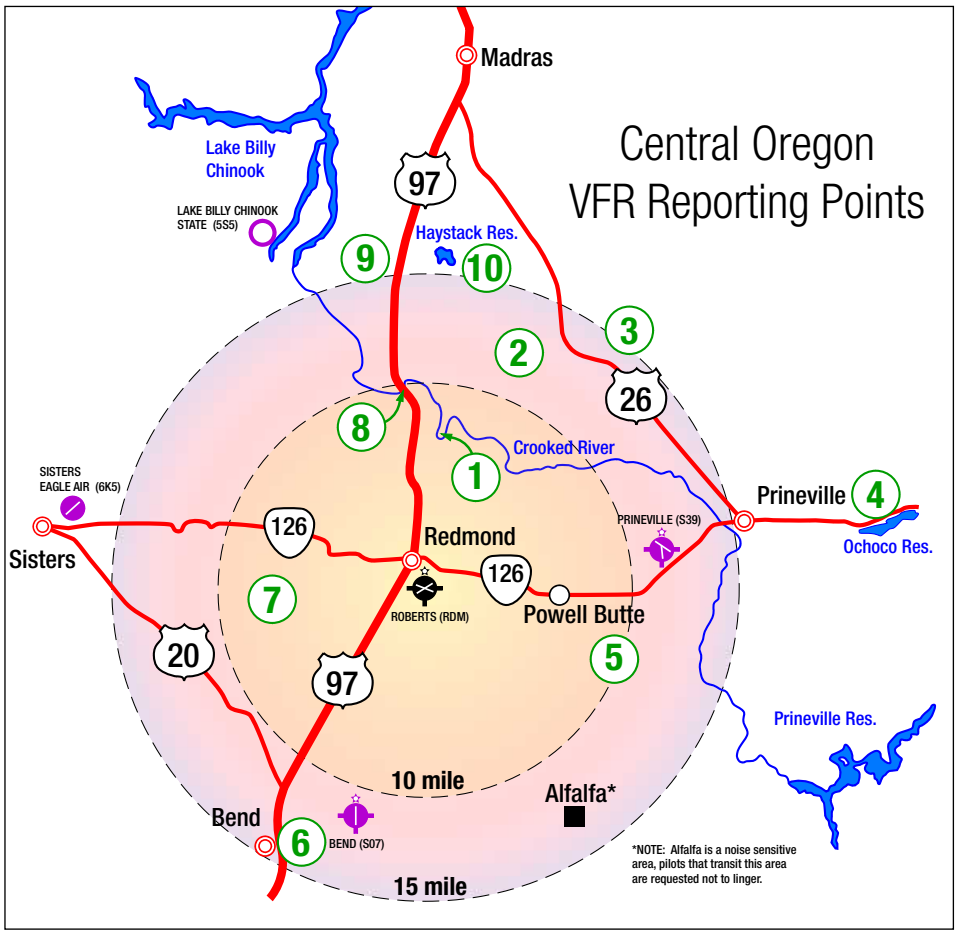


Figure 1

1. **SMITH ROCKS:** (343°, 7 miles) This is a popular recreational rock climbing area along the Crooked River. The river makes a very pronounced bend around the Smith Rocks landform making it an easily identifiable VFR checkpoint.
2. **GRAY BUTTE:** (355°, 11 miles, ele. 5108') This butte is located to the north of Smith Rocks and has a fairly pointed peak with a couple antennas atop.
3. **GRIZZLY BUTTE:** (020°, 16 miles, ele. 5640') This VFR reporting point is approximately 6 miles east of Gray Butte and the highest elevation of the local reporting points. It can be identified by the cluster of towers and antennas that are atop. Prineville is approximately 11 miles to the southeast.
4. **OCHOCO RESERVOIR:** (065°, 22 miles) This reporting point is approximately 5 miles east of Prineville and the reservoir is represented but not labeled on the Sectional (Klamath Falls Sectional).
5. **POWELL BUTTE**: (099°, 10 miles, ele. 5220') This can be a confusing reporting point since there is also the town of Powell Butte. When reporting you'll need to distinguish between "Over Powell Butte the Town" vs. "Over Powell Butte". As you can see from the map this error could be significant since the two reporting points are not the same distance or radial from Roberts Field (RDM). Powell Butte is actually an elongated series of hills running north/south and can easily be seen when departing RDM rwy 10. When reporting "over Powell Butte", accuracy is very important.
6. **PILOT BUTTE:** This is on Hwy. 20 east of downtown Bend. Most residents know where Pilot Butte is located and when reported, is usually regarded as synonymous with Bend.
7. **CLINE BUTTE:** (250°, 7.5 miles, ele. 4101') This reporting point is a little confusing and potentially hazardous since Cline Butte is also the location of Deschutes VOR.
8. **HIGH BRIDGE:** (329°, 9.5miles) This is where Hwy. 97 crosses the Crooked River north of Terrebonne and northwest of Smith Rocks. Also known as the Crooked River Gorge Bridge or Ogden Scenic Wayside.
9. **JUNIPER BUTTE:** (330°, 16 miles, ele. 4100' approx.) Hwy. 97 skirts the east side of Juniper Butte approximately 10 miles south of Madras. This butte can be recognized having a visible "C" on the northwestern slope next to the town of Culver. There is also a tower on the eastern side as shown on the sectional with the elevation at the top of the tower at 3170' MSL, 204' AGL.
10. **HAYSTACK RESERVOIR:** (342°, 16 miles) This reporting point is about 4 miles east of Juniper Butte on the east side of Hwy. 97 and approximately 10 miles south of Madras. Haystack Reservoir is the only significant body of water in this area.

There you have it, you too know the secret of the most widely used and recognized VFR reporting points not identified on the sectional. Now you can actually find, identify and accurately report your position over one of our many Central Oregon VFR Reporting Points. Now, lets pull chocks...

AOPA ASF SAFETY QUIZ

FUEL AWARENESS

Fuel-related accidents occur at the rate of more than one per week. In one year 51 fuel exhaustion accidents occurred and, although there was nothing to fuel a post-crash fire, four were fatal. In that same year another 13 accidents were attributed to fuel starvation and two, one of which was fatal, were caused by fuel contamination[1].

1 Air Safety Foundation Nall Report - 2000.

The AOPA Air Safety Foundation's newest Safety Advisor, Fuel Awareness, is now available. There is much that pilots should know about fuel and fuel management. You may view it online at www.aopa.org/asf/publications/sa16.pdf then you can test your knowledge by taking the following quiz.

1. ASF recommends landing with at least _____ of fuel reserves on board.
   A. 30 minutes
   B. 45 minutes
   C. 60 minutes

2. Pilots should lean the mixture only at high altitudes.
   A. True
   B. False

3. What color is 80 octane fuel?
   A. Red
   B. Green
   C. Blue

4. Operating with carburetor heat on will result in a _____ mixture.
   A. leaner
   B. richer

5. Worn or defective fuel cap seals can allow water to enter the fuel tanks.
   A. True
   B. False

6. _____ fuel containers should not be used to fuel aircraft because they cannot be grounded to the aircraft.
   A. Plastic
   B. Metal

7. Fuel only needs to be sampled once each day — before the first flight of the day.
   A. True
   B. False

8. Because fuel burn is a constant (at any given altitude, power setting, and mixture setting), pilots should think of fuel in terms of _____.
   A. gallons
   B. pounds
   C. hours and minutes

9. Pilots coordinating with ATC and running low on fuel can declare a _____, which means delays cannot be tolerated and will likely result in an emergency situation.
   A. direct routing request
   B. minimum fuel advisory
   C. priority situation

10. Fuel samples must be disposed of by pouring the uncontaminated sample back in the fuel tank.
   A. True
   B. False — the sample must be disposed of on the ramp.
   C. False — there are several correct ways to dispose of the sample.

Answers to the quiz can be found at the end of this newsletter. For more information visit AOPA Air Safety Foundation.

THE RULE CHANGE

FAA Administrator Marion Blakey announced that the final rules to require pilots to carry a government-issued photo ID along with their pilot certificate will take effect Monday, October 28, 2002.

A valid driver's license issued by a State is a form of acceptable photo ID.

The chart below is a brief summary of the regulatory changes contained in this final rule.

Final Rule No	Part 61 Sec. No./Para.	Summary of the Rule
1	§ 61.3(a)	Each person must carry a photo identification acceptable to the Administrator when exercising the privileges of a pilot certificate.
2	§ 61.3(l)	Each person must present such photo identification when requested to do so by the Administrator, an authorized representative of the NTSB or the TSA, or a law enforcement officer.

For additional information regarding the Photo ID Rule for General Aviation Pilots visit the FAA's web site at:
http://www2.faa.gov/index.cfm/apa/1062?id=1607

Answers for ASF Safety Quiz
1.c, 2.b, 3.a, 4.b, 5.a, 6.b, 7.b, 8.c, 9.b, 10.c.

Hangar Flying *from page 1*

settings.

O. K., back to CAS. We of the lower flight domains know how to determine true air speed (TAS) from CAS. Hey, if you can't do this I'm going to tell Don Mobley and then you'll really be in trouble! Those high (I don't mean those under the alcofluence of incolol) and fast (subsonic range) flyers and aeronautical engineers use EAS. As I stated earlier, IAS assumes that air is incompressible; so, compressibility must be factored in to arrive at the true dynamic pressure the aircraft is feeling and to arrive at a valid TAS. If you use CAS for Va (maneuvering speed) or Vb (turbulence penetration speed) at high speeds and low density altitudes without compensating for compressibility you'll be at a lower speed than the real limitation. Say, for example, that you're descending through 20,000 ft. at 300 kts CAS, your EAS is 8 ? kts less. O.K., now you're in a Lear jet and you're at 40,000 ft tootling along at 300 kts CAS, your EAS is 275 kts. In each case, what have your filed as TAS with flight service?

CHAPTER OFFICERS 2002

PRESIDENT:	Nancy Lecklider 3054 NW Clubhouse Dr Bend OR 97701 541 330-1853 nancybob@teleport.com
VICE PRESIDENT:	Dean Cameron 20015 Chaney Rd. Bend OR 97701 541 389-8285 dcameron@empnet.com
SECRETARY: TREASURER	Gary E. Miller 109 NW Wilmington Ave. Bend OR 97701 541 383-2435 gem@rellim.com
FLYOUT CHAIR:	Don Wilfong 210 SE Cessna Drive Bend OR 97702 541 389-1456 dwnw@bendnet.com
PROGRAM CHAIR:	Clay Trenz 2314 Monterey Pines Bend OR 97701 541 317-2899 claytrenz@aol.com
EDITOR:	Jack Kohler 63070 Deschutes Mkt Rd Bend OR 97701 541 389-1493 jkohler@mactechsys.com

Visit our web site at: co-opa.rellim.com for more info and link to the state OPA website.
For members only lists: User Name: S07
Password: 123.0