

CASCADE FLYER



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

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President's Message:

A good time was had by all that joined our Holiday Party last month at the Black Bear Diner. For some reason we show up as a group we tend to overwhelm the kitchen, but in the end good cheer was had by all.

This month it is back to the grindstone. 11 meetings in a row at the Bend Municipal Airport Flight Services Building (the two story green one). We'll return to our schedule of tall tales at 6pm, potluck at 6:30pm and a short meeting at 7pm.

Hopefully people had some nice year end flying experiences to share and we can plan our January Fly-out. The current forecast is for mostly sunny and a high of 50F. Bad for the snow sports people, but great for pilots.

Calendar:

16 January – Monthly Meeting
18 January – Monthly Fly-out

20 February – Monthly Meeting
22 February – Monthly Fly-out

20 March – Monthly Meeting
22 March – Monthly Fly-out

19 April – Monthly Meeting
21 April – Monthly Flyout

Web doings:

If anyone has any cool links to add to the CO-OPA web page let me know.

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

co-opa.com

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

December Fly-Out:

The weather was chilly and unstable, and the shopping yet done, so for our December Fly-out we headed over to the iHop for breakfast. Just about the only place that can handle our unruly mob and tame us was copious coffee.

Afterwards, the sun came out, the temperature warmed up, and so Don Wilfong and I headed aloft and decided to check out Christmas Valley Airport (62S). Wow, were we surprised. The runway was in great shape, if a bit snowy on the edges. There is a new helipad and other new site improvements.

The biggest changes are 'downtown'. Since I was last there, there are two new curio shops, a new mini-mart at the gas station and several businesses have expanded. They are now a gateway to the sand dunes recreation area.

Even better, there is a nice new restaurant on the west side of town, just south of the highway across the golf course. Time to add 62S back into our flyout rotation.



Don Wilfong and Gary Miller
Downtown Christmas Valley

Ghost of Fly-outs past:

A few years ago a flight of three departed BDN for parts unknown. Gary Miller in his T210 was flight leader, I flew right seat. Joel Premselar in his A36 Bonanza and Jack Kohler in his Yellow RV-4 comprised the rest of the flight. We flew south in loose formation and I took photos of the flight as Joel repositioned for best light angle. Joel finally bored with our stately progression peeled off and did a tight circle around the rest of us. This is where reality departed and my instincts took over... When I saw him passing our 12 o'clock, I said I've got it and announced on 123.45 "breaking left." I applied full military power and pulled into a 90 degree bank inside of Joel. He was higher so I stayed low to build speed and gain on him. As I approached, I pulled up vertical and fired a short burst into his engine. I veered away from the smoke and oil from his destroyed engine and heard him declare emergency. I established station on his right wing and heard him announce diverting dead stick to Chiloquin. I announced flight of two and moved in trail to short final. Joel made a beautiful landing and held enough energy to turn off and pirouette perfectly to parking between the tiedowns. Gary looked a little pale so I taxied on in and parked beside Joel.. I hopped out, saluted, and offered to buy him and his wife breakfast at Melita's. It was a grand time had by all and one

Ghost of Fly-outs past (Cont):

of the best flyouts of the Central Oregon Chapter of the Oregon Pilot's Association!
– Ed Endsley

Random Thoughts:

Ouch, there have been a few REALLY cold days this winter. But what exactly is cold to an airplane?

According to Lycoming it is when the engine has been allowed to drop below 10F (20F for -76 series engines). Continental says after 2 hours with a wind chill of 20F. Continental's use of Wind Chill baffles everyone since that has to do with cooling rates and not final temperature.

I have always used a temperature of 30F as a minimum for engine starting and that now seems good and conservative. Blow that you both recommend warm hanger or a good preheat.

Once the engine is warm enough to start, take your time before doing a runup and getting into the air. Just because some of the engine is now warm does not mean it all is. Keep an eagle on on oil temperature, oil pressure, and engine roughness. Be sure they are in the normal range before stressing your engine.

Both also mention to be sure to exercise the oil in your prop governor (if you have one). If I am going to ave issues on my TSIO-520C during cold weather operation this will be the issue. Symptons of a cold prop will be some seriously concerning engines surges.

Like many things in flying, don't fear the cold, but manage it well.

Newsletter Inputs:

Send your newsletter tidbits to:

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