

CASCADE FLYER



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

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President's Message:

In like a lion, out like a lamb? The weather for our January meeting was downright ugly, not so this month! So no reason at all not to come meet in the Bend Builder's Assist hanger on the Third Thursday, 20 February. The street address is 63030 Powell Butte Hwy. Many thanks to Mike Robertson allowing us to use his space. Bring something yummy to share at our 6:30pm potluck. Then we will finish up a short informal meeting a 7pm.

Scary how good the weather has been this month. This Saturday, our Fly-out day continues the trend. Wunderground forecasts mostly sunny, highs 55F with light and variable winds. At least on our side of the Cascades. Where should we go?

New Airport Manager:

Bend short listed four very qualified applicants to replace the retired Gary Judd as Bend Airport Manager. The rumor is that one has been selected, but I have been unable to confirm that yet. After meeting them all, I can say that no matter who was selected we will get a good one.

Fly-Out (not):

The January weather did not improve between our Meeting day and Fly-out day. So we headed to The Pickled Pig on the Bend Airport for our Fly-Not day.

Calendar:

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

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

16 April – Monthly Meeting
18 April – Monthly Flyout

Prineville (S39) Change:

On March 26, Prineville Airport will change their CTAF from 122.8 to 122.7. If we are lucky maybe the charts will change at the same time and pilots will notice. I plan to tune both 122.8 and 122.7 for a while.

FAA Safety Meeting

The FAA Safety Meeting at Epic Aircraft last month was well attended and all that attended had their eyes opened. 45% of all the Resolution Advisories (Ras) in the entire Seattel Center (ZSE) area are near the Deschutes (DSD) VOR.

The conflicts are most common when traffic to redmon Airport (KRDM) are landing on Runway 5. Traffic departing Bend Airport (KBDN) heads towards the VOR, and crosses directly though the final approach course to Runway 5. See the chart on page 2.

There are several things that KBDN pilots can do to avoid the conflicting airspace.

One: when flying to/from KBDN on the north, fly over the KRDM Class D, not over the VOR.

Two: Contact, or at least listen, to center on 126.15.

Three: instead of holding over DSD, use one of the other published holding patterns.

Four: listen to KRDM AWOS on 119.025 to know when they are landing on Runway 5.

Newsletter Inputs:

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<http://co-opa.com>

Please send comments and story ideas to:
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