

CASCADE FLYER



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

June 2005, Vol. 05, Issue 6

President's Message:

This month our speaker is a long time Central Oregon resident from Sisters. Jim Anderson is a Central Oregon Scientist/Naturalist that has worked for OMSI and currently writes for The Nugget Newspaper in Sisters, General Aviation and The Source. He is also a pilot that has flown his J-3 cub all over the state as part of his work. Just this week Jim has an article in The Source about tree cutting and bird nests. You can read it here:

<http://www.tsweekly.com/newspaper/natural.asp>

This should be a fun program and I look forward to seeing all of you there.

A big thanks goes out to Dale Evans for his talk last month. His photos were a real delight to see and the stories even better. He showed a side of Alaska that the casual tourist can only imagine. If my dogs knew that Alaskan dogs were fed smoked salmon they would start walking north today.

After long and hard planning it is finally over. The planes and guests have gone from the Aviation Day, but the good memories will stay. This years stand out was probably the parachute jumping over the field. The crowd was in awe as the parachutist floated down to a perfect landing mid-field. A big thanks has to go out to our main sponsors this year: The Flight Shop, Airlife and The Baney Corporation (Quality Inns).

Without them the show could not have gone on. Additional sponsors included Western Title, Edge Wireless, Electronics International, Precise Flight, Leading Edge Avionics and more. Last but not least another big thanks to all those that helped with their time and effort to make it a great event.

Once again, any and all suggestions for speakers are welcome. Please contact me with your ideas.

Calendar:

13-15 June - Collings Foundation B-17 & B-24 at RDM

16 June - Monthly Meeting

18 June - Monthly Flyout

25 June - Medford Air Festival

21 July - Monthly Meeting

23 July - Monthly Flyout

18 August - Monthly Meeting

20 August - Monthly Flyout

27 August - Madras Airshow

13-15 September CAF B-24 & B29 at RDM

15 September - Monthly Meeting

17 September - Monthly Meeting

Web doings:

As always, the CO-OPA website contains recent newsletters and other goodies.

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

To access the members only areas the username is "S07" and the password is "123.0".

My Inbox:

We have several other aviation events happening this summer in Central Oregon. This week (13-15 June) the Collin g Foundation will bring the B-17 and B-25 in to Redmond.

In late August there will be the big airshow at Madras. Their schedule is just packed. They have the usual pancake breakfast and a dinner.

There will be lots of aerobatics with performances by our own Tom Elsberg (The Oregon Streaker) and self proclaimed "Famous Airshow Pilot" Buford Throckmorton.

You can find more details on their website:
<http://www.centraloregonairshow.org/>

In mid September the CAF will bring in a B-24 and B-29 to Butler Aviation at Redmond Airport. They are looking for sponsors to help with the fuel bill and lodging the crew. If you can help, contact John Talyor at 318-3833.

Random Thoughts:

I hope everyone had as much fun at last weekends Bend Municipal Airport Aviation Day as I did. Usually we think of the Airport as just the last chance to hit the head before committing lift in an aircraft. It is only on a day like this that we actually get to see and interact with such a wide selection of our fellow airport denizens.

Gliders, gyrocopters, powered parachutes, air ambulances, airplane manufacturers as well as the usual airplanes make up the aircraft that people use at the airport. As we hung around all day and watched the airport work and play we built a sense of community and learnt about those that share the airport. It's much easier to be polite on the radio and in the pattern when you know your fellow pilot.

It was also great to show ourselves to the Bend community. There were a lot of happy townsfolk wandering the ramp and hopefully they have also glimpsed the inner beauty of our airport.

Once again, great job to all those involved this year.

RGDS, GARY



Aviation day: Sparrow Gyroplane flights

"SPIN TRAINING"

So I was young and bold but as Forrest Gump said "stupid is as stupid does".

I guess I wasn't stupid, or at least stupid enough, because now I've grown older and more cautious. And, able to wonder about some of my earlier exploits from that gleefully garnered experience.

I promised to tell you about how I learned to spin a Cessna 150 so here it is. I was freshly signed off for solo cross country and I'll have to tell you later about how I flew to a similarly named destination that just happened to be 180° in the other direction. But that's another story, this is about spins.

I'd read all about spins and felt like I should know about them but my instructor wasn't interested. So one fine morning I decided to see how high a 150 could climb. I was being cautious and thought altitude would be a good thing in case learning the recovery part was challenging. Besides the oxygen deprivation might help my boldness part. Well I can tell you that getting to the service ceiling is time consuming in a 150 and isn't a very oxygen deficient height. So after a suitable period when I was high enough to not be able to see the ground through the smog I thought the time was right.

So here, to the best of my recollection, is what happened. I pulled up about as nose high as I could get a 150 and applied full rudder at the break and held it with full up elevator... Now I'd never seen the blue on the bottom and the brown on the top before and together with the strange tuggings on the seat belt I was rather disoriented. But the most interesting part, once I started to understand that I'd flipped over on my back and was proceeding to see all brown in the windscreen, was that stuff was going around and around and becoming clearer in the smog and getting closer quickly. It dawned on me that now would be a good time to work on the recovery portion of this experiment.

Now remember that I'd read extensively about this so I stomped on opposite rudder and got rid of the up elevator and discovered just how quickly an aircraft can pick up speed while pointed down. Wishing to hold it somewhere near the top of the yellow arc I started pulling back again with some enthusiasm. Besides I thought it would be better to be in somewhat more of a horizontal attitude this close to the ground. Well that whole thing was exciting, but it was over in such a short time I wasn't sure I'd paid enough attention, what with all

Spin Training --- continued

the unusual sensations. So during a slow climb back up to a slightly higher altitude, I went over the experience and decided another try would help me better understand the process. I must admit that the approach to my second attempt was with some trepidation. After all, maybe I'd just gotten lucky. It had been sort of an unusual aeronautical experience compared to my flight training so far. Well, the second episode was about like the first but this time I remembered to pull off the throttle so the recovery was a little less thrilling... Then I decided a power on stall might not be the best way to initiate a spin to simulate that turn from base to final situation. So, back up again. This time entry was from a mushing power off stall and I couldn't seem to get a good break and just entered some sort of a strange steep screaming spiral and in the interest of not breaking the airspeed indicator I decided this was not going to work. Stuff on the ground was getting bigger even faster and I decided I'd explored the envelope enough and that retreating to a quiet contemplation of the days endeavors might be best.

It didn't seem like any of these maneuvers would be a good thing on base to final...

I was 17 years old.

By Ed Endsley



Aviation day: Ed on 64lb folding bike, with Sherpa in background

CO-OPA SAFETY CORNER:

By Joel Prenselaar

PPs:- C'mon now folks. I know what you're thinking. No it's not that at all. PPs mean situations that annoy you sufficiently to be classified as Pet Peeves. Take solace in the fact that your Pet Peeves are mostly not of your doing. Pilots other than our unassailable Cascade Flyer readers, generate PPs.

Preflight PPs:

* A strong wind arose after a farmer has tilled his field that lies adjacent to the airport. Your new paint and glass has been sand blasted. There's enough soil on your aircraft to plant a lawn. The local birds feeding on the disturbed worms, insects, and whatever, decided to help your lawn along by adorning your aircraft with a copious amount of fertilizer. They even assume that you care enough for them to provide them with a nesting site - your engine bay. Even having your plane hangared for safe keeping against sandstorms, hail, etc, is no assurance of protection. I've tried it on several occasions to no avail.

* You look into the cabin and you find that your box of facial tissue has been assaulted. Tissue shreds lie thither and yon. Mice have invaded your machine and are using the tissue for nesting purposes. Now you have a hunt and destroy situation! Use traps you say? That provides an attraction and the second mouse gets the cheese. Mice love to destroy noise and thermal insulation. They have an insatiable appetite for wiring insulation.

The effect of their urine upon aluminum will cause your flying machine to look as though it was exposed to a flak attack over Berlin.

* New England is tough on aircraft. The effect of salt air was expected. What I learned the hard way was that in some mysterious way, my prop's spinner had a block of ice in it. Upon startup, the engine felt as though it would leave its mount. Detective work was initiated immediately after shutdown. To make a long story short, the drain holes located just forward of the spinner's flange were plugged up. Over time, dirt blown in through the prop blade openings caused the blockage. Many spinners I've checked do not have drain holes - naughty naughty!

Safety Corner -- continued

This is how it happened: Aside from my neglecting to keep the drain holes clear, I had parked the Bonanza on the ramp with the prop in the horizontal to keep our feathered friends from using it as a high point potty roost. Wind blew rain into the blade openings. A mean old cold front came in and froze the water collected in the spinner. A vertical prop will allow the rainwater to pass straight through. Obviously, it's one blade down with three bladed props. Four or more blades (I've seen five blades on the Short, a British aircraft) - - no problem.

* Parking on the ramp leaves an aircraft vulnerable to damage inflicted by inept or inconsiderate fellow flyers. They conduct a high power engine turn-up during startup; they blast out of the tie-down slot and blast to execute a sharp turn into a tie-down slot. I've become more selective in choosing my parking slot since I had to replace a ruddervator on my Bonanza. Even with the control locks in, there is a lot of play to accommodate the bungee in the control system. Rudder-aileron linking is the effort of design engineers to respond to safety requirements. Adverse yaw was killing too many pilots who never learned how to properly use rudders. Too many student pilots were never taught coordination exercises let alone practice them if they had been taught how! If I didn't make that clear, I'll wax eloquent upon it in one of our meetings. I'll ride with you to demonstrate what I'm trying to convey. Another PP: Gas truck refueling an aircraft on the line in front of you blocks your exit.

* There's either no one around to give you the proper temperature. Even if, say an FBO, gives it to you, you have no idea where the thermometer they read was located. In the military, we were given actual runway temperature. I guess I'm spoiled. Here is an example that directly impacted (yes, I mean impacted in every sense of the word) my previous plane. It was tied down along side of a Cherokee on 6K5 (Sisters airport). The pilot of another Cherokee chose, of all places, to use Sisters to practice landings in his newly purchased aircraft. After landing on runway 20 and after a bit of ground time, he taxied back to take off of runway 20, an uphill runway. As usual at Sisters, there was a crosswind. On take off, he was sheltered from the crosswind by trees. The trees ceased to exist right at the point at which the runway goes from a gradual upslope to a more significant one.

his point coincided with his decision to abort because his airspeed was too low so he chopped power. Also, at this point, the full force of the crosswind hit him; that, coupled with a quick reduction of power, precipitated a ground loop. Over correcting his recovery attempt he swung into the tie down area and smashed between the parked Cherokee and my aircraft. He was physically unhurt, but his self-esteem was destroyed. The wing of the Cherokee he hit needed replacement but his aircraft and mine were totaled! I was called by Cliff Clemens and was on the scene in less than 15 minutes after the accident. After assessing the situation, I asked the pilot if he knew what the temperature was before take off. He stated that someone in Dave Clemens's office, located on top of a hangar, told him it was about 90° F. I took the temperature on the blacktop runway and it was 105° F! I suggested to that unhappy pilot that I always read my aircraft's OAT gauge after the plane is on the black top awhile because that's the air the engine and the wings feel! As wont as I am to continue having my progeny pay my way by spending their inheritance, I always add a fudge factor to the runway temperature!

Taxi PPs:

* There is only one runway (think S07) and the windsock is limp. Aircraft are taking off and landing in both directions and the unicom is of no help, to the head of which runway will you taxi? It might help if you call out the runway you intend to taxi toward if only you could make up your mind about it. This is a situation where inter-plane communications can minimize the probability of an accident.

* The pilot of a landing aircraft is of the micro-vision type so, without further ado, he enters the taxiway without taking in the macro scene. He has not seen you on the taxiway so you meet him head on and he tries to do that Macho thing (note that it is he and him; a woman pilot would never do such a testosterone thing [I'm basically a coward, hence this amendment]). Common courtesy calls for the plane closest to an adequate wide spot to move aside. It doesn't always happen and that becomes a nasty PP!

* The aircraft mix at airports such as Long Beach, CA and Jeffco, Denver, CO airports, includes the entire spectrum of types and categories. The traffic is humongous! The lineup on the taxiway looks like Highway Five in L.A. It's stop and go.

Safety Corner -- continued

The power required to get rolling again, especially by jets, will blow away the little guys. Poor little Cessna 150s have been totaled that way.

* By the time you taxi downwind to the turn-up area, you will have consumed enough CO to be taken to the morgue. Hey, you airline pilots, please tell me that, under the circumstances I described above, you were on oxygen during taxi before and during your night IFR takeoff. I know that, as a passenger, the odor of JP exhaust in the cabin can be overwhelming.

Run up Area PPs:

* The guy ahead of you is in a hurry and decides to conduct his run up on the taxiway. His counterpart in the run up area uses takeoff power doing a 360° to visually check the sky before taking off. In any case, your plane is rocked and you have to hang on to your flight controls to keep them from slamming into their stops.

WOOPS I'M OVER MY QUOTA. I'LL CONTINUE PPING NEXT MONTH. DO SEND ME SOME OF YOURS AND I'LL INCLUDE THEM. PERHAPS WE'LL MARK THE AVIATION COMMUNITY WITH OUR PPs



Aviation Day: Dale put on a great camping exhibit ... more pix on this and other activities next month.

JUNE FLYOUT destination -TBA

MAY 2005 FLYOUT

CO-OPA Flyout to Albany's "Fly To Fun" event

Saturday morning dawned with the promise of a good EAA auction in Bend and indeterminate weather over the Cascades. I really should have left a few bucks and my proxy with someone for the auction. The lifetime acquisition of tools and parts was a very special collection. Thanks to the EAA group for their thoughtful service and thanks everyone for your attendance and support.

Gary Miller and I looked at the sky and decided it looked benign and decided to launch his T-210 for Albany. We couldn't seem to pull anyone else away.

The reports on aviationweather.gov looked manageable and a looksee seemed in order.

It was so smooth. It was a delightful climb to the Cascade crest and from there the view to the valley beckoned. Albany is fairly easy to spot with those cloud belching, steaming, stinking, stacks, sticking up. Now seeing the airport was something else. The adjacent Home Depot and parking lot is as big and more visible. Final approach over their roof to 34 was exciting.



Albany RWY 16 base (or was it crosswind?)

Gary's landing was another of his textbook forward CG squeakers. Full up trim and see how far you can pull that yoke. He sort of looks like he's bulldogging a steer and just about has it in submission when you hear the squeak. Good job Gary. You know your aircraft.

The "trolley" ride around the airport to the convention center was a thrill. That contraption needs ailerons or at least new shocks. Seatbelts would be nice given the excessive adverse yaw.

Albany -- continued

It sort of seems like a '59 Caddy that had a collision at a rail crossing and they just drove on, careening away, to a new career as a trolley. Automotive transportation, very loosely speaking. Twenty five MPH seemed a little risky. Now that's a true airport car!

The convention was easy to take in at one glance. Much smaller this year, according to Gary. That didn't stop him from extending the tour by bending everyone's ear about everything. What a raconteur. Gary makes everyone feel great. Who was that masked man? Why he's president of CO-OPA.

We arrived too late to hear Rod Machado speak but we met him and had great conversations. He's a real gentleman and I might add a tremendous expert who is very able and willing to share. Gary now has an autographed and inscribed copy of one of Rod's books. I performed my beard and mustache trick for Rod and made him laugh. Wow, I made the humorist himself laugh.

Rod e-mailed me later and said he had tried the trick on the way home but just didn't seem to have enough facial fur to make it work.

One of the aircraft display highlights was a Beech B-50 ... a 1950s twin that stood very tall with a solid military bearing that spoke volumes about that era. You would expect Eisenhower or MacArthur to be arriving. When I heard it firing up I rushed to see it off and got more than I bargained for. A Cessna 152 landed and the Beech pulled into position and hold. The 152 used the entire runway and took forever to pull off. During this wait a little taildragger was closing in on short final. When the Beech finally started it's takeoff another plane taxied across in front of it causing them to momentarily slow but then they gave it the gun and continued on. What a beautiful growl as it passed by and as it lifted that huge landing gear it really looked prehistoric. Meanwhile the little taildragger was just touching down into the maelstrom behind the departing Beech. They were obviously in trouble right from the start with swerves and screeching and rending sounds and finally ended up on their nose, tail in the air. That closed the runway while a group tried to pull it's tail down without bonking anyone. It looked like that part of the ride was as exciting for the occupants as the noseover was. They looked a little discombobulated. But the wrestling wasn't over yet. The gear was messed up

enough that there was much pushing and shoving to get it clear of the runway. Oh, what a little go around would have done for their day.

Lunch options were great and even included an espresso stand. We didn't go hungry. I just wish I could have sampled more. The hot dogs were huge with all kinds of relishes. Gary's grilled chicken sandwich looked great and my double espresso was 'el grande'. The food court was a great place to be. I met friends from Bend, around the state, and from OPA. Chris Dent flew his Mooney from Bend and we shared some conversation about his electrical instrumentation business and of course aviation. As I am writing this Richard Benson called to share stories and say he had stayed both days. I missed seeing him there but sure enjoyed our conversation. He mentioned he had taken his 182 into Santiam Junction airstrip on the way over from Bend and came back IFR on top. Now that's boxing the envelope. Pretty wide range Richard !!!

We kept making periodic trips outside to watch the sky and plan our getaway.

During our departure it looked like the western sky was lightening and the way east was still the main body of the modest front. We dodged spots of virga but had adequate ceilings with visibility to see the mountain slopes and the sun in Central Oregon to aim for.



It was a wonderful flight both ways. We discussed route options in case of changing conditions but even with the zigzags on the way back it only took five minutes longer.

With another of Gary's textbook squeaker landings (he said he was lucky) we were home from another great flyout.

Ed Endsley