

CASCADE FLYER



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

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President's Message:

The gremlins conspired against us, again, last month. The DVD player just could not handle Super Cubs flying in the Alaskan bush so that will have to wait another month or two. Now that flying weather has returned there was so much discussion that we would not have had time to watch it all anyway.

This month we will undoubtedly have more great aro-talk and likely a great program too. Plan to attend and get in on the fun. Expect outrageous chitchat starting at 6pm, our ever-popular potluck at 6:30pm and informal formalities at 7pm.

Also this month instead of a Flyout we have a Fly-in. This Saturday from 8am until 2pm, come on out to the Bend Municipal Airport for another great Airport Day. Any day at the airport is a great day and this should be better than most!



Calendar:

- 19 June- Monthly Meeting
- 21 June- Monthly Flyin (KBDN Aviation Day)
- 21 June- Airport Day, 8am until 2pm

- 17 July- Monthly Meeting
- 19 July- Monthly Flyout

- 21 August- Monthly Meeting
- 22-23 August - Central Oregon Airshow (Madras)
- 23 August- Monthly Flyout
- 23 August- OPA State Convention in Eugene

- 13 September - Barbecue @ Monument
- 18 September - Monthly Meeting
- 20 September - Monthly Flyout

Web doings:

What has time for the web now? It is flying season in Central Oregon!

But if you must, you can see our newsletters, useful aviation links, and more on our web site: <http://co-opa.com/>

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

Random Thoughts:

\$6.22/gallon for 100LL at KHWD (Hayward, CA).

That sure wakes you up. If you really want a shock then check airnav.com for a few more prices. I see \$7.80 at KLAS (Las Vegas International). Both make the \$5.09 self serve at KBDN seem like a good deal.

Yes avgas is high, but relative to auto-gas that is not so high. The average auto-gas near Hayward was \$4.50. For that extra \$1.72 a gallon I had paid for the right to fly at 150mph instead of 55mph. Except for the 45mph headwind, which meant I was only going twice as fast as a car.

Random Thoughts --- continued:

How exactly does a trip from KBDN to KHWD compare by airplane to car?

By airplane the trip (no headwind) should be 447 miles, 40 gallons (\$249) of avgas and 3 hours. That works out to about 11.2 mpg. By car maps.google.com tells me the trip is 500 miles and 8.5 hours. At 19mpg, that works out to about 26 gallons (\$118). In essence I bought 5.5 hours of time for just under \$24/hr. Since this was a business trip that was a good trade off, but it still stings a bit.

This caused me to check out some fuel saving strategies and dive into the cruise performance for my plane. No way my plane will ever perform what the book says again, but it is not too far off. Here are the book numbers for cruise performance from KBDN to KHWD (ignoring climb and descent):

10,000 feet

hp %	mpg	gallons	duration
75%	11.8	38.0	2.3
66%	12.8	34.8	2.4
58%	13.6	32.8	2.5
51%	14.5	30.9	2.7
43%	15.3	29.3	3.0

15,000 feet

hp %	mpg	gallons	duration
75%	12.5	36.0	2.2
64%	13.6	32.8	2.3
58%	14.5	30.8	2.4
51%	15.3	29.2	2.5
44%	16.2	27.5	2.7

Looking at the numbers, I save about 2 gallons cruising at 15,000 feet instead of 10,000. That seems good at first, but it costs me an additional 2 gallons to climb the additional 5,000 feet since climb is at full rich. So it is best to pick an altitude for the winds and not so much the fuel economy.

I rarely cruise at 75% because it is hard on my TSIO-520. Dropping to 65% power saves my engine, saves 8.5% in fuel and only costs me 4.3% extra in time. To KHWD that is a savings of \$20 for an extra 6 minutes travel time.

Dropping to 51% power would save me an additional 11.2% in fuel and only cost me 12.5% extra time. That saves another \$24 for an extra 18 minutes. I get to log more hours and yet use less gas. If gas goes up much more, and I have not won the lottery yet, expect me to slow way down.

Let's all hope that big oil gives us a break soon.

Gary

As 100LL gets more and more expensive-

-- here are a couple of LSA's that sip less and you don't require a medical, to boot ...

American Legend Aircraft Company Offers Tundra Tire Option For Its Legend Cub



American Legend Aircraft Company is offering a 26-inch Alaskan Bushwheel™, or tundra tire, option for its Legend Cub certified light-sport aircraft. The Legend Cub is a certified light-sport aircraft similar in appearance to the Piper J-3 and PA-11 Cubs.

The Alaskan Bushwheel 26-inch tire was recently certified and is now available on the Legend Cub as Airstreak™, the wheel measures 26" x 12" x 6" and is modeled after the standard Alaskan Bushwheel, but has a lighter finished weight for LSA aircraft and have been tested and approved to a load rating of 850 lbs. per tire (1700 lbs. total on the Legend Cub), well-suited to the Legend Cub's max. gross weight of 1320 lbs. Offered as an upgrade from the Legend Cub's standard 6.00 x 6" tires, the 26-inch Airstreak tundra tires cost \$2,195.00.

Bushwheels are handcrafted onto airbags, have a sidewall valve-stem, and fit standard 6.00 x 6" wheels. Air pressure can be lowered for rough-ground usage and can be used off-field, or on turf and paved runways. They provide increased ground and propeller clearance, and provide maximum shock absorption for the landing gear and fuselage. Alaskan Bushwheels are FAA TSO C62d approved, and the 26-inch Airstreak is ASTM certified for use on the Legend Cub.

Numerous enhancements, in addition to tundra tires, include a choice of 100-horsepower Continental or 120-horsepower Jabiru piston engines, an electric starter, and modern instrumentation.

The Legend Cub, Legend FloatCub, Legend Combat, and Legend Cub Special are all FAA-certified aircraft for sport, recreation, and training. With the addition of Airstreak tires, the Legend Cub now provides four ways to touch down: land or tundra, sea or ski.

For further information, contact American Legend Aircraft Company at 1810 Piper Lane, Sulphur Springs, Texas 75482; call 903-885-7000.

**ICON A5
Amphibian Special-Light Sport Aircraft (S-LSA)**



SPECIFICATIONS

- Seats: 2
- Maximum Weight: 1430 lbs
- Useful Load: 430 lbs (minimum)
- Baggage: 60 lbs (maximum)
- Fuel (Auto Gas or Av Gas): 20 gal.
- Maximum Speed (Vh): 105 kts (120 mph)
- Range: 300 nm
- Takeoff & Landing Distance: 750 ft
- Rear mounted, 100-hp Rotax 912 ULS Engine

DIMENSIONS

- Interior Cockpit Width: 46 in
- Wing Span: 34 ft
- Aircraft Length: 22 ft
- Trailered Width: 8.5 ft
- Trailered Length: 28 ft

DESIGN FEATURES

- Amphibious design (flies off land or water)
- Seawings platforms for easy access and docking
- Retractable Landing Gear (on ICON A5 Amphibian)
- Folding wings (manual or automatic)
- Custom aircraft towing trailer (optional)
- Headlights and flood lights
- Complete Airplane Parachute, ICAP
- Patent-pending Propeller Guard
- Wing Angle of Attack Indicator (AoA)



BASE PRICE (A5 Amphibian): \$139,000 USD

June 19th meeting

Plan to attend the Thursday, June 19, 2008, Central Oregon - Oregon Pilots Assoc. meeting in the Bend Airport Flight Services Terminal Building at 6PM for a potluck dinner and a very special program. Everyone is welcome!

You are invited for a night at the movies with an aviation theme. We enjoyed last month's socializing so much that we didn't have time for a video of Super Cubs flying in the Alaskan bush. It's absolutely outrageous!!! Now's your chance. Bring your enthusiasm for something unique in aviation!

Thanks to Butch Roberts and Professional Air for their support of CO-OPA and the use of their beautiful big screen TV. <http://proairservices.com>

Don't miss this opportunity for a very entertaining and informative evening. Bring your friends for flying fellowship, fine food, and fabulous fun!!!

<http://co-opa.com/>
Ed Endsley, CO-OPA Program Chair
ed@edendsley.com

Only one...



For the last company picnic, management had decided we could have alcohol.

But due to liability issues, we could only have one drink per person.

..... I was fired for ordering the cups

MAY FLY-OUT:

The Hood River Train was scheduled to make two trips up the Hood River Valley that day with one leaving Hood River at 10:00 A.M. and one leaving at 2:00 P.M. each for a 3 hour trip. (Normally 2.5 hrs. but they had the great train robbery that day so it extended the trips by ½ hour).

We decided to get out early (The Don Patrol) and catch the early train so we departed Pro-Air at 7:45 A.M. to give us time to get a ride down town to the depot, get our tickets and be ready to board the train for a 10:00 A.M. departure. Arnie and Carol Veterick left Prineville in their Bonanza, Don & Norma and their friends Lyle and Rosalie Nelson were in the Wilfong's Skylane and Gary Miller, Ed Endsley and Harry McFadden were in Gary's Turbo 210 (they had a small delay getting in the air due to a low battery).

We all arrived in time to catch the taxi/van for the ride down to the train. It was a 7-passenger van and we had 9 people so Gary sat on the floor and Ed sat crossways behind the back seat in very cramped quartersbut we managed to fit in. The van must have had water in the fuel as we were not sure it was going to make it without walking but it did keep running and got us there.



When we purchased our tickets they gave everyone a bunch of play money so we would have money to give the robbers during the train robbery. We finally pulled out of the station and headed up the valley along side of the river and then up through the orchards to the town of Odell where the train stopped for about an hour while we looked the town over and some of us took part in a barbeque lunch they had set up for us with a bbq sandwich, baked beans, salad and a drink for \$10.00. The train used to go on to Parkdale but the track had washed out and that was no longer possible.



The scenery was great with a view of Mt. Hood shining in the sun as a backdrop to the other views from the train. One car was open, with a roof but the sides were open with no glass. This was great as the day was warm and it made for a very pleasant ride with the breeze in your face and a wide-open view of everything.

It was on the trip back that the “Robbers” came thru the cars with their guns drawn and robbed all of us of all of the money we had (the play money).



When the train got almost back to Hood River the Sheriff's Posse showed up, stopped the train and amid gunfire managed to arrest all of the robbers.

On the way back, Ed managed to get a ride in the Engine and got to drive the train.

We stayed on the tracks so he must have done a good job.



It was a hot day, one of our party said it was 103 in down town Hood River. We walked up town (about a block) to a luxury old hotel where the girls decided to stay put in the air conditioning and the comfortable chairs while a bunch of us walked up the street about 4 blocks and got an ice cream cone. We walked back to the hotel, called the cab, went back to the airport and headed home to end a perfect day.

The weather has not been very helpful in putting together fly-outs but this day it was great. Now that summer is about here we should be having better weather for the scheduled fly-outs.

In June we will be having the Airport Appreciation Day on our regular fly-out day so we might pick a different day to have a fly-out.....watch for e-mails to keep you informed of any plans.

Don Wilfong, temp Fly-Out Chair.

Air & Auto Museum at Hood River Airport

As Don had suggested, a future flyout, might be to return to Hood River to visit the museum, which has over 50 pristine, mostly flyable antique aircraft and many jeeps and automobiles. These photos below were taken during a recent flyout by the Prineville EAA chapter

The cost is reasonable (\$6 for seniors) and is open 7 days a week from 9 am to 5 pm.



Sample planes are 1917 Curtiss JN4D Jenny, 1937 Aeronca LC, 1928 American Eagle and 1931 Curtiss Wright 12-W.

Cars include a 1914 Ford ModelT Depot Hack, model A's, Dodge, Mercury & Studebakers.

Web site: <http://www.waaamuseum.org/>

ATC, with a difference ...

A friend was flying around Camarillo (KCMA) several years back...

Magu Approach, a Navy Air Base, was talking to a Southern gentleman one late afternoon when the female Navy controller was talking as fast as she could to a few local Navy Fighter jocks.

When he checked in IFR in VMC conditions that day, she spit him out some instructions so fast that they had no idea at all what she was saying, and my friend gives instrument instruction in that area all the time.

She seemed to take pride in how fast she could talk.

Well this ol' boy stopped to think about things for a bit, then responded to her: "Maaaam, you heeear how ah taaalk?" She replied: "Yes, go ahead."

He said next: "Weeelll thaaats how ah listen tooo. You can saaay all thaaat agaain like ya'll just did, about 15 moore times, or once, reeeecal slow."

She gave his instructions at an understandable speed after that. Everyone on freq was laughing so hard we could hardly fly.

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Ed Note:

Oh, yes ... If you were wondering about the photo on page 1, it was taken by an RV pilot at 1000' AGL, just north of the Deschutes County Landfill on May 1st of this year ... some dust devil ... or maybe it was methane??