

CASCADE FLYER



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

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President's Message:

Many thanks to our own Richard Benson for braving the left wing press, the paparazzi and ugly crowds to educate us on mountain flying and his beloved Monument Airport (12S) for our August meeting. His exhortations for change in our flyout schedule resulted in a heroic and patriotic turnout on the 13th of September for his gathering at Monument.

For those that missed it, 12S is a one way curvy asphalt runway with a 5% grade set in the beautiful John Day River valley. I can confirm that Richard's advice for a happy landing there was spot on. Just focus on flying a normal pattern keying on the touch down zone and ignore the optical illusions that the tilted runway can cause. That made the landing a piece of cake only improved by the desserts at the fine lunch awaiting us.



BTW, we hope Debbie has forgiven Richard for the Bass already...

This month we have Mr. John Carney, USAF Colonel (Retired) for our speaker. Check out Ed's program announcement for a taste of what we can expect.

Plan to come by around 6pm for hanger flying and stick around for our Olympic class pot-luck at 6:30pm and the meeting at 7pm.

Calendar:

16 October - Monthly Meeting

18 October - Monthly Flyout

20 November - Monthly Meeting

22 November - Monthly Flyout

18 December - Monthly Meeting

20 December - Monthly Flyout

15 January - Monthly Flyout

17 January - Monthly Flyout

My Inbox:

Kerry O'Neal, the Sales Manager for Aero Facilities dropped me an email about the 73 new hangers his company is building on the east side of the Bend airport just north of the Epic facility.

They are planning to sell the T-hangers as buildings of 8 starting at \$600k. If you want something bigger they have 60x60s, and up to 100x100s, for \$300k to \$1.175M. You can find a plat and some sample architecture at

<http://www.aerofacilities.com>

If you want to get on their waiting list to rent a hanger, or want to buy one, then contact Kerry at koneal@aerofacilities.com.

Web doings:

The Deschutes County Commissioners have shot down the Bend Municipal Airport Urban Renewal Plan, for now. There is a link to the plan near the top of our home page. You can also 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:

ADS what? Almost 10 years after ADS-B was launched in Alaska as a test program pilots are still asking that question.

According to www.ads-b.com, **ADS-B** is an acronym that stands for:

- Automatic** - It's always ON and requires no operator intervention
- Dependent** - It depends on an accurate GNSS signal for position data
- Surveillance** - It provides "Radar-like" surveillance services, much like RADAR
- Broadcast** - It continuously broadcasts aircraft position and other data to any aircraft, or ground station equipped to receive ADS-B

That is the sort of clear as mud description that only a policy wonk could love, but it is really fairly simple. A simple transceiver, called a UAT, is attached to your aircraft GPS that periodically broadcasts your current position and speed on a shared 978Mhz channel. Any other UAT can grab those position reports out of the ether and display them to ATC and to pilots in the air.

This system has many advantages. It is as fast and accurate as your GPS, which is much more precise than RADAR. No ground equipment is required, other aircraft in your vicinity receive your position reports directly and in real time. No waiting, and hoping, that ATC has seen traffic of interest to you and relayed a traffic alert to you before you are counting the rivets of the other aircraft.

The only ground equipment in the system is a simple transceiver. That ground equipment allows ATC to receive position reports from all ADS-B equipped nearby aircraft and relay position reports acquired from traditional RADAR back to your cockpit. That means that even if you are the only ADS-B aircraft in the area you still receive automatic real-time traffic reports.

Sounds great, but when can we get it? Currently the FAA plans to cover the US with ADS-B ground stations by 2014 and then proceeds to decommission 50% of all RADAR sites by 2020.

I'll believe it when I see it.

Once there is good ground coverage my aircraft will need to be upgraded for ADS-B. Now the ouch part. There is only one UAT on the market now, the Garmin GDL-90, and it costs almost \$7k, before installation. That UAT then does me no good until it is hooked up to a panel mounted GPS display. Something like the Garmin MX20 is required and that is likely another \$7k installed.

So it looks like I am stuck with good old flight following for a while longer. At least until the FAA rolls out the system and either prices come down or the stock market goes back up. Then I'll be able to spot my own traffic and the sky will get a lot safer

September program

Plan to attend the Thursday, September 18, 2008, Central Oregon - Oregon Pilots Assoc. meeting in the Bend Airport Flight Services Terminal Building at 6PM for a pot luck dinner and a very special program. Everyone is welcome!

Mr. John Carney, USAF Colonel, (Retired), will be our special guest speaker. Mr. Carney is a USAF Academy, and Air Force Institute of Technology, AFIT, Wright- Patterson AFB, graduate with advanced degrees in physics. He has worked on nuclear weapons testing, laser weapons testing, and satellite imaging systems. His military service also includes several positions in the Pentagon and the US military delegation to France. His distinguished career spans Vietnam to the space age with a biography too long to enumerate here. You'll need to meet the man and hear his very impressive stories...

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

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

Ed Endsley, CO-OPA Program Chair

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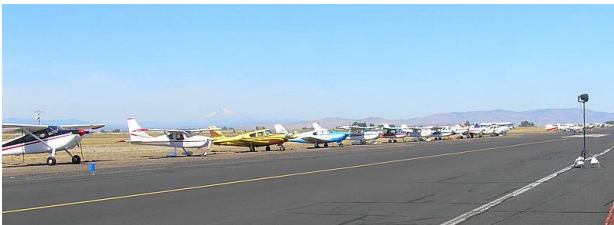
Airshow of the Cascades

...was held at Madras (City-County) airport August 23-25 on quite a warm, cloudless day ...

Although the COOPA contingent was a 'select few'



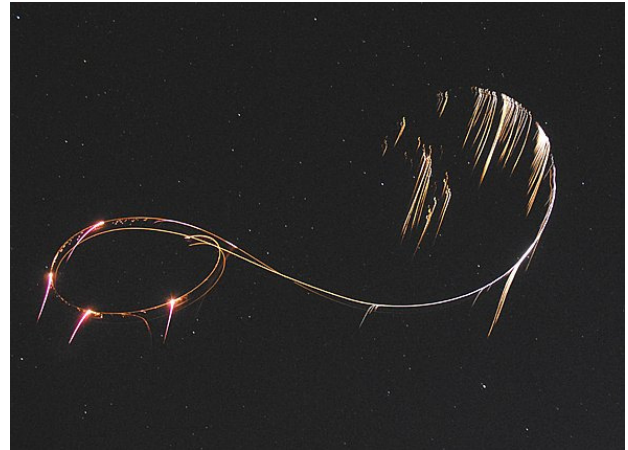
.... I observed the longest flightline, about a half-mile of airplanes, that I've ever seen at Madras; all visitors. ...



.... and a pair of contrasting aerobatic performers.



The prerequisite daytime pyrotechnic 'attack' ...



... and a more gentle, nighttime display from Manfred Radius' sailplane.

A 'blast from the past' ... the Thunderbirds at RDM, 'led' by a Horizon Dash 7. I'm guessing circa 1997



Thanks to Ed Endsley for the last two from his photo archive. I don't know whom to credit for the Monument photos since Don Wilfong sent me bunch taken by several attendees.

Mike Bond

Why I Fly ...

1976 C-177B Cardinal owner Jim Semmes recently posted the following on the Cardinal Flyers newsgroup.

Today I thought it would be a good idea to clean out my bulging overstuffed dresser drawers. At the bottom of one of my drawers I found a couple of paragraphs I had written after being inspired after a particularly enjoyable flight in my Cardinal. It went like this:

Yesterday, I lifted off Imperial County Airport in my sleek, tan and brown Cardinal. It was going to be a beautiful late afternoon hop. Broken white cumulus clouds hung overhead at about 6,000 feet with an overcast at 8,000 feet. The air was still and cool. I was flying by myself with less than half fuel so my plane quickly left the ground and climbed skyward. I later found out that my wife, Margie, had seen me takeoff as she was at the store and saw me head westward towards our home.

As I continue to climb, I approached the base of the beautiful puffy white clouds scattered everywhere. As I skirted toward the top layers, I saw the sun sinking on the horizon sending sunbeams in every direction and lighting up blue pathways to dart in and out of. The majesty of the moment was breathtaking and made it quite easy to forget everything but the quiet serenity of what surrounded me. This is what flying was all about, I thought; magic, peaceful, almost intoxicating.

As the sun dropped and the clouds grew darker, I descended through the openings below. As I came down, closer to the airport, I heard voices on the radio saying the winds had picked up at my home airport. As I entered downwind, a pilot who had just landed responded to my position announcement that the winds were squirrely, gusting from various directions in excess of 18 knots. No problem, I thought, as I drew closer to final approach, making periodic adjustments to stay aligned with the runway. And, as I crossed the numbers and gently let down, I squeaked the Cardinal on the asphalt completing what had been a beautiful evening flight.

Shortly after I shut down my plane, Margie appeared in the Tahoe just on the other side of the fence. She had come from the store where the winds had gusted suddenly and strongly. She wanted to be sure I had gotten down all right, and seemed happy to see me. After I put the plane back in the hangar, I called the FBO to gas the plane so it would be ready for that next magical flight. Yes, flying is in my blood and always will be.

Thank you, Cardinal, for lifting my spirits again.

September 13th fly-out

WOW !!! We had a really great fly-out.....We had a total of seven (7) planes there on the Monument Airport and 2 couples drove.....The Motel was full with 8 people from our group staying overnight.....plus there were 3 of our group that flew home on Sat. afternoon.....there was also several others that either flew in or drove in.



The weather was absolutely beautiful without a cloud in the sky.....it was quite warm but not too warm. Richard and Debbie were the perfect hosts.....they provided transportation to and from the motel, the airport and from breakfast on Sunday morning.



We had quite a spread for our picnic with Debbie having prepared the main dish plus chips and dip, everyone brought something or picked up something at the local store, we had lots to eat, some beer (only those that were not flying until the next day had any beer) and we had pie and ice cream along with a few other deserts. All in all it was a fabulous picnic in a very quiet setting.....Cell phones do not work in Monument so we didn't have any interruptions from phones. Monument is a quiet little town with very friendly people.



The local Tavern served some great hamburgers, with all the trimmings, to some of us on Sat. evening. A few of the locals had a rousing poker game going (I would have liked to have gotten into that one). We didn't hang around too long and then went back to the motel for the night.



The owner (a real nice lady) was there working until 2:30 AM and then was back there at 4:30 AM to start fixing the breakfast for our group....Let me tell you she sure knows how to put on a breakfast.....We had eggs, bacon, link sausage, hotcakes, bisquits and real sausage gravy along with juice and coffee. We all ate until we couldn't hold any more.....

The Tavern normally doesn't open nearly that early and they don't normally serve breakfast. This gives you an idea of how friendly the people in small towns really are.....she offered to do this just because we were coming to town to visit Richard and Debbie and she knew we would all be hungry.....

We are hoping that Richard and Debbie will make this an annual event.....if it draws even more people (and we hope it does) we can move the picnic down to one of the two local parks.....If you were not able to attend this one you really missed a great time.....maybe next year.

Ed Endsley walked out into the field next to Richard and Debbie's home (they baled the alfalfa hay, loaded the bales and hauled it off the field while we were there) where he picked up a handful of alfalfa hay (we are not sure what he planned to do with it and were afraid to ask)....



.....well when he came back with his prize he decided to crawl over the fence instead of walking around..... We have attached a picture of Ed as he (not so gracefully) climbed over the fence with the help of a ladder that Debbie brought to his rescue.

Hope to see you next fly-out.....

Don Wilfong

And last, but not least, the Monument (12S) flightline



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