

# CASCADE FLYER



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

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## ***President's Message:***

Another year almost shot. Let's all send it out in style at this year's Holiday Party. By popular demand we will meet at McGrath's Fish House at 6pm for the festivities.

Next month we are back to our long cold (and hopefully snowy CO winter) but for this month let's celebrate.

## ***Calendar:***

16 December - Monthly Meeting - Holiday Party!  
18 December - Monthly Flyout

20 January - Monthly Meeting  
22 January - Monthly Flyout

17 February - Monthly Meeting  
19 February - Monthly Flyout

17 March - Monthly Meeting  
19 March - Monthly Flyout

## ***Web doings:***

To make it even easier to get your copy of the now free FAA charts, I have placed copies of the Klamath Falls and Seattle Sectionals, as well as our local WAC chart up on our web site. You can find them under 'Charts'.

KBDN now has a web camera, although at the moment it shows much more pavement than sky:  
<http://icons.wunderground.com/webcamramdisk/k/b/kbdn/1/current.jpg>

With luck a live copy will soon be on the CO-OPA web site.

As always you can check out current and past CO-OPA newsletters, view our membership list and view hot aviation links on our website at: <http://co-opa.com>

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

## ***My Inbox:***

The City of Bend has posted draft copies of the first few sections of the new KBDN Airport Master plan on their website. Grab your copy here:

[http://www.ci.bend.or.us/bend\\_airport/new\\_master\\_plan.html](http://www.ci.bend.or.us/bend_airport/new_master_plan.html)

The next planning meeting is tentatively scheduled for early January, so contact Gary Judd if you are interested in attending.

Also notable for its absence in my INBOX were any newsletter tidbits. Send me content for all the world to see and become famous.

## ***Random Thoughts:***

Does the left hand know what the right hand is doing?

On Wednesday 15 December, the Bend City Council had a meeting for the purposes of trying to convince the FAA to close Juniper MOA and turn it into an Unmanned Ariel System (UAS) when not being used by the military.

You can see copies of the letters online, but you should probably be sitting down and away from all sharp objects:

[http://www.ci.bend.or.us/docs/UAS\\_delegation\\_proposal\\_11\\_1\\_10\\_02sg.pdf](http://www.ci.bend.or.us/docs/UAS_delegation_proposal_11_1_10_02sg.pdf)

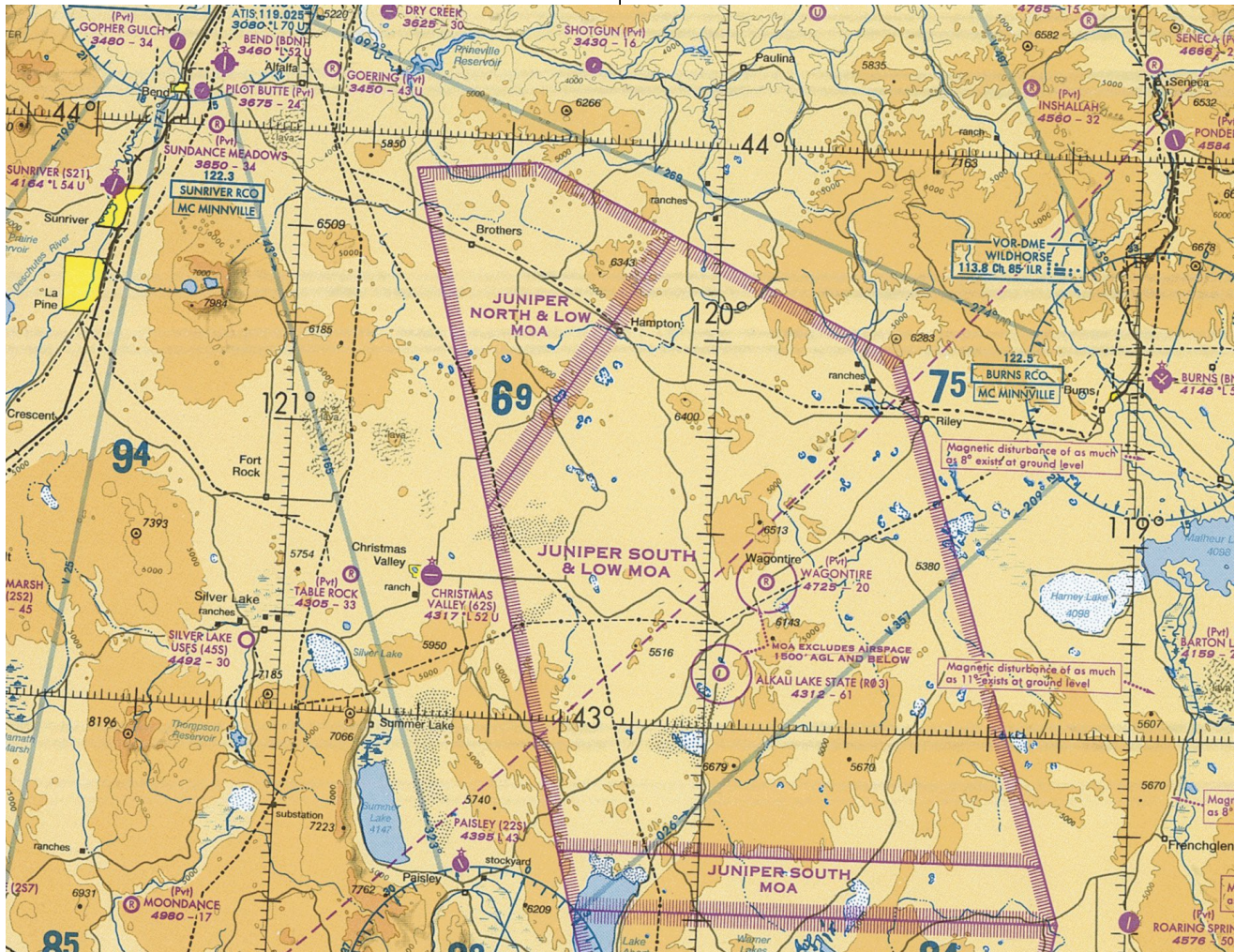
[http://www.ci.bend.or.us/docs/UAS\\_Support\\_LETTER\\_est\\_zone\\_for\\_UAS\\_drones.pdf](http://www.ci.bend.or.us/docs/UAS_Support_LETTER_est_zone_for_UAS_drones.pdf)

After committing \$300,000 to the KBDN master plan process you would think that the Bend City Council had figured out that major aviation initiatives require major planning and outreach?

Don Wilfong and I were there to represent the CO-OPA. Peter Lefler was there to represent the EAA. We were able to convince the City Council that there were factual errors in the proposal documents and near unanimous

## Random Thoughts - continued

opposition to the plan in the pilot community. In spite of this, the council vote was simply a formality as the letters had already been drafted and the decisions made.



Any pilot that takes a glance at the Klamath Falls South Sectional can see the many problems with closing the Juniper MOA to traffic below 18,000 feet. The major problem is that it completely blocks off east/west traffic using US 20 and north/south traffic using US 395.

There is also Victor Airway 357, from Lakeview to Burns, almost in the middle of the MOA. Close the MOA in marginal weather and air traffic will be seriously disrupted. Worse yet, as an uncharted defacto restricted area it is certain GA pilots will fly through that area and stand a chance of an ugly encounter.

In addition to GA aviation uses, the Oregon Rocketry organization maintains its Brothers Launch Site in the North West corner of the MOA. They are occasionally waived up to 35,000 feet, so check your NOTAMS when in the area.

The lack of planning and input so far has resulted in a truly flawed plan. If there really is an economic benefit to Central Oregon by creating a restricted area then some workable compromises may be made. So far no actual economic benefit has pinpointed. Let us hope until there is paying customer that the Bend City Council finds a better use for the efforts.

– Gary E. Miller