



NEWSLETTER

Central Oregon Chapter
Oregon Pilots Association



December 2001 Issue

IN THIS ISSUE

- December Meeting - Christmas Party
- Hangar Flying
- Where Was Everyone... ???
- Activities and Upcoming Events
- FAA Medicals
- Check This Out
- December Fly-Out Coming Up Soon

DECEMBER MEETING – DEC. 20th

Dean Cameron

Thursday, Start at 5:45 :

Guest Speaker: 5:45, Dinner 6:15, Gift Exchange: 7:00 p.m.

Pay attention, this meeting is different! This meeting/dinner/party is open to everyone, not just members. Bring a friend, significant other, your teenager (if they will come). This month we again will try to have David Hales, the new manager of the City of Bend as our guest speaker. However, Mr. Hales will be the first item on the program which will **start at 5:45**. We hope to have a 15-30 minute talk/interview time to learn more about our new city manager. Please try and be there. If we have a good turnout, Mr. Hales will know that the airport is important to a lot of people. If the turnout is small, he could also come to the opposite conclusion!



PARTY AT 6:15!!! We will start with a truly grand Christmas Dinner. This dinner is special. Our chapter will be providing the main course (see your dues really do go toward a good cause). The members need only bring appetizers, side dishes (vegetables, etc.), and deserts. After dinner we will have the **2nd Annual Gift Exchange**. This is not intended to

be a stressful event. Last year was a lot of fun and this year should be even better. The gift should be something that is vaguely aviation related. It should be something that you already have but don't need anymore. Therefore, it doesn't have to be in perfect condition, just something which may have some value to someone else. Some ideas might be: window shade covers for that old Piper that don't fit your new Cessna, a perfectly good set of tires from the old Cessna 210 which won't fit on the Bonanza, a blan-

continued page 2, column B

HANGAR FLYING

Joel Premselaar

Sometimes I feel that I may be classified as a pontificator so I may as well go ahead and pontificate. This time around I'll address the subject of control. Sometimes we are controlled. Sometimes we are in control (we like that one, don't we). Sometimes we lack control. What has all this got to do with flying? Well, get into a comfortable chair while I do some pontificating.

First off, except for the terrible twos, our parents control us. When we go to school our teachers control us even to the extent of having to raise one hand, as the case may be, sometimes two fingers just to obtain permission to respond to nature's call. After school we are subject to other kinds of tyrants. Tired of all this, we seek the absolute freedom that flight promises only to have some instructor beat us on our head and shoulders with a rolled up sectional. Then we are, to put it in that famous anecdote, "free, free, free at last" or are we? Now we have to contend with the "gubmint" 'specially since 9/11. Well then, when do we get a chance to be in control?

When we are in uncontrolled airspace we are as free as we'll ever be. Really? What's the situation when, as we're making like a bird, the airplane we're controlling challenges us and tells us in no uncertain terms, "I've had enough of your neglect or whatever so now I refuse to function". Now we enter the realm of "lack of control." Are we going to let a piece of machinery control us? By no means!

Instead of just boring holes in the sky, why not prepare ourselves for the moment we hope will never happen? Hmmmm. Why fool ourselves? If we fly enough, we enter the realm of "there are two kinds of pilots, those that have and those that will (here choose any emergency except for none).

How do we regain control from a capricious aerial steed? One answer is to dream up an anomaly and plan the countermeasure(s) before flight. In the air, simulate the fault, and practice the remedial action(s). In a recent edition of Aviation Safety, I read descriptions of autopilots that automatically adjust trim in response to c.g. and flight conditions, and when they fail or if the pilot shuts it off, he's got a huge out of trim situation. I experienced an electric elevator trim failure in an F2H-3 Banshee. The failure mode ran the trim to full nose up (this was rectified by a retrofit). The stick force exceeded even my Schwarzenegger size biceps (that lump you see on my cheek is my tongue). It was only a matter of time

continued page 3, column A

WHERE WAS EVERYONE... ???

Don Wilfong

Saturday morning arrived and the skies were blue and beautiful. We checked the weather and going to Independence was not an option but going to Pasco was great.

We (Don and Norma) flew out to Bend

where we were joined by Mike Brownlie and Denise Pinkerton in Mike's Mooney. Then Gary and his co-pilot "Kimmey" showed up with Gary's Turbo Centurian. We all waited until about 09:00 and took to the air. Gary had a low battery and took off a little after the other two planes but was only moments behind us when we landed.

We went straight to Pendleton and then turned toward Pasco in order to avoid the Restricted Area around Boardman. Every-



*Top L, Mike Brownlie,
Top R, Planes L-R Miller, Wilfong, Brownlie
Bottom, Gary Miller*

thing went flawlessly except that when Gary extended the gear to land, his battery went dead and he used his handheld to communicate with the tower. The F.B.O. put his battery on the charger while they drove us

around the field to the eatery. they bent over backwards to give great service and came and picked us up when we were finished feeding our faces. We were a little late for breakfast, but the food was good.

With Gary's battery all charged and okay, we all headed west along the north side of the Columbia past Arlington (avoiding the Restricted area) then headed toward home. there were clouds but absolutely no problem.... it was a beautiful flight both ways and a great time was had by all. ✈

ACTIVITIES AND UPCOMING EVENTS

Dean Cameron

I am hoping that this holiday season brings family and friends together. In my book there is no better way to get together than by flying. Unfortunately, the weather is not always cooperative. So I wish everyone a sunny Christmas and New Years Season!

This last month we had an educational opportunity with the FAA. They covered some of the new changes in airspace since 9/11 and gave some really usefull information. This was one of the better meetings put on the FAA which we have had. One of the issues addressed was the many new **TFR's** (Temporary Flight Restriction areas). There are quite a few along the Columbia River and in the greater Seattle/Puget Sound area. No circling is allowed over power plants, military bases, reservoirs (they defined that as most bodies of water), and major sporting events and public gatherings. It is really important to get a full briefing to know where all of the restricted space is. Also discussed was the importance of understanding the intercept procedures if you are intercepted by a U.S. Military or law enforcement aircraft. If you need to brushup on the Intercept procedures the **AOPA Online - Intercept Procedures** was recommended. Finally, they covered operations at towered airports. I'm glad I went. I was reminded of several things which I had forgotten and learned a few new things. ✈

FAA MEDICAL

Daniel M. Skotte

FAA MEDICAL now at the Bend Airport by appointment one Saturday a month (at the PACKASPORT hanger) Class I, II, III. Dates as follows;

December 22, 2001
January 26, 2002
February 16, 2002

Call 593-5400 for appointment. Same day FAA Medical available in Sunriver. ✈

PARTY AT 6:15!!! from page 1

ket for back seat passengers, an aviator flight jacket that used to fit many Christmas' ago, a prayer candle to light before every flight, a baseball cap for sunny days and bald pilots, a step ladder for the vertically challenged, a batch of fudge to take as survival gear on a long cross country, etc. Be creative, have fun, don't spend money unless you have nothing you don't need any more! Wrap the present to your own personal style (brown bag, plastic bag, garbage bag, fancy paper). Everyone (men, women, children, young, and old) should bring a present to receive one. You don't know what treasure you may receive unless you come and join in the fun. Last year I got exactly what I needed; I bet you can do just as well. ✈

Hangar Flying from page 1

before I'd stall because "Gs" were rapidly robbing me of airspeed. Instinct, or whatever, directed me to simply put in aileron and make turns until I could slow enough to physically overcome the stick force. In your healthy aircraft, introduce a lot of nose up trim but instead of allowing the aircraft to climb, roll into a turn. Try it. You'll like it!

Remember the engine out practices your instructor imposed upon you? Did he literally shut down the engine? If he did, it was a dumb, dumb, very dumb thing to do for many reasons. A windmilling engine's prop drives the engine and if you're fortunate enough to get your shock cooled, cold, and loaded up engine started again, you'll be rewarded with a detrimental clank resulting from backlash. On carbureted engines, you may get icing and not have enough heat to deice. On larger engines, especially the round ones, you may wonder what the clattering sound is on startup. Reason: the pistons of aircraft engines have short skirts and the larger clearances at the top when cold. The pistons will expand to proper clearances when hot. Piston slap on a cold engine will produce a sound like coal going down a metal chute. A windmilling engine will load up, i.e., foul the plugs inhibiting a restart. Be honest now, you're among friends; have you ever lost power on a

fuel injected engine because you forgot to change tanks? Did your pucker factor run off the scale before you got it started again and heard that comforting purr of a smooth running engine?

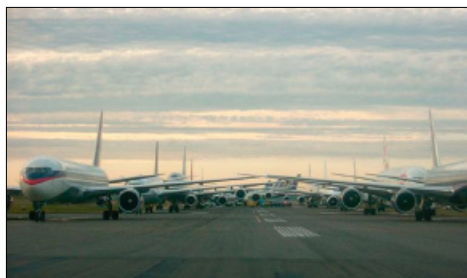
How then should we safely simulate an engine out forced landing? Use about 900 – 1000 RPM (mixture adjusted for take off power and density altitude and carb heat as appropriate). To simulate the drag of a windmilling prop, get to, and hold 1.3 V_{so} with the controls slightly crossed (1.3 V_s for a wheels up but flaps down landing). Of course, I know you won't forget to straighten out on the abort or if you intend to land. To simulate a dead stick landing, do the above in symmetrical flight conditions. Do the following for a twin just once at a safe altitude: following the handbook, feather the critical engine and wing down trim for a straight telltale string. Do not change the wing down trimmed condition and start the dead engine. Adjust the power until the controls unload. Record the trim and power settings. Use these settings to simulate the feathered engine. Repeat the process for the other engine, unless you do not have a critical engine, i.e., counter rotating props.

Once again I exceeded the intended length of the article. I do have more but I'll hold off on flight and landing with loss of flight controls and other anomalies until next month. ✈

CHECK THIS OUT

Jack Kohler

These pictures were forwarded to me by my long-time friend (American Captain Alec Hamilton) and show the aircraft that diverted to Gander, Newfoundland on September 11th. It looks



like over 40 aircraft. I heard the town of about 10,000 hosted about 7,000 stranded passengers. ✈

DECEMBER FLY-OUT COMING UP SOON

Don Wilfong

Please send me an e-mail and let me know if you think you will or will not be available (weather permitting) for a fly-out on Saturday, Dec. 22 at around 9:00 A.M. or so. I am thinking of Christmas Valley, Sunriver or Chiloquin. I need to be sure the runways and where we need to walk will be clear of snow. I know Sunriver is kept open as they provide a van. I need your feed back to know whether or not to plan on a fly-out as it is close to Christmas. Please answer (either way) to dwnw@bendnet.com. The final play will both be e-mailed back to everyone and announced at the Christmas party. ✈

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