

# CASCADE FLYER



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

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## PRESIDENT'S MESSAGE:



I would like to thank Dave Hice from Epic Aircraft for coming out to speak to us last month. He was full of information on the new company and it's products. It was news to me they built the prototype almost downtown in Bend. I must have driven by their factory every day for a year and missed it. The thought did cross my mind that it was an awfully large "Powder Coating" factory for Bend, but I never suspected it was a cover for an airplane factory.

Ground breaking on their new building at S07 will be this December. It is just amazing to see how fast the Bend City Council can move when properly motivated.

Just after our meeting Epic announced they are also going to be building a jet aircraft in the new building. With companies like Epic our town should become as good a place to work as it is to live. You can check out more info at: <http://www.epicaircraft.com/>

More thanks to Greg Philips for updating us on the great things he is facilitating at the Bend Airport. Nelson Road is finally under construction, the AWOS site is selected, the East Side is being opened up and a lot more. These things might have happened eventually without Greg but he has sure been speeding things along smoothly.

Last month Clay Trenz put out a call for help. He is still trying to locate the video tape taken of Cal Butler's talk for us. Does anyone remember who taped it? If you think you remember please contact Clay or myself so he can preserve this valuable oral history.

This month's speaker will be John Taylor. John is a former Naval Aviator; a member of the now expired Bend Airport Ad Hoc Committee, and teaches a class at Mt. Hood Community College on Aviation Business. John will present some of the material he teaches at MHCC, and, if we are lucky, a few Navy stories as well. The MHCC Aviation website is here:

<http://www.mhcc.edu/aviation/>

Next month, when history repeats itself, will be the best meeting of the year. The annual Christmas Party! Mark your calendar; December 16<sup>th</sup> will be the big night!

If you have any ideas for speakers, or presentation topics, please forward them to me. Our speakers' calendar for next year is wide open.

## **Elections:**

You are probably sick of elections, but there is one more to go. You need to perform your patriotic duty and vote for chapter officers. There have not been a lot of volunteers for the executive committee so if anyone wants to get more involved then raise your hand on Thursday. Maybe the threat of being stuck with me for another year will be sufficient motivation?

## **Calendar:**

18 November - Monthly Meeting  
Election of 2005 Officers.  
20 November - Monthly Flyout

16 December - Monthly Meeting  
Xmas Party  
18 December - Monthly Flyout

20 January - Monthly Meeting  
22 January - Monthly Flyout

17 February - Monthly Meeting  
19 February - Monthly Flyout

## Web doings:

Check out the CO-OPA website if you have missed the recent newsletters:

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

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

Weather.gov has put up a webcam pointed directly Mt. St. Helens from the North. Their intent is to show the volcano caldera but it is also a great view of the weather in the vicinity. Check it out here:

<http://www.wrh.noaa.gov/pqr/msh.php>

Lest we forget, our own Bend and Sunriver Airports also have great webcams, courtesy of SunAir, Sunriver Resort and Viewports:

<http://www.viewports.com/airport.php?city=S07>

<http://www.viewports.com/airport.php?city=S21>

Regards, GARY



**Don and Norma Wilfong celebrating their 25<sup>th</sup>**

## **SAFETY CORNER:** by Joel Premseelaar



"Seeing is believing," the old adage says. Well, 'taint necessarily so! Yeah, I know what you're thinking, "Here he goes again; pontificating about vision." There's a lot more to the subject than I'm presenting herein. After I discuss the "Gibson Effect," and other landing allusions in the next installment, I promise that I'll move on to other subjects.

I don't know the reason for it but, in the aviation pubs ... er ... publications, O.K. in the pubs too, the subject of vision from a pilot's perspective is somewhat neglected. This is serious stuff, but I'll try to make it brief. Some of the following applies to night and some to both day and night conditions.

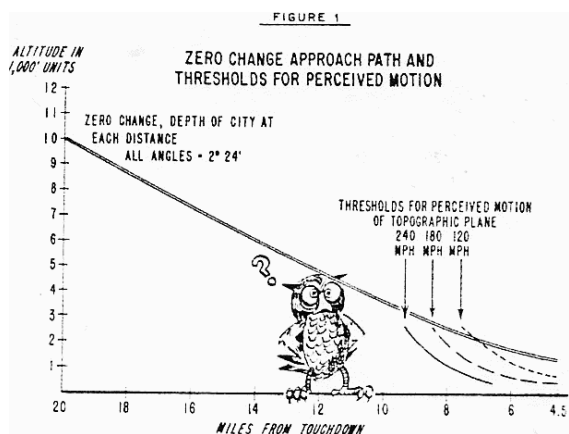
Your eyeball has rods and cones. You knew that. At high light levels, you see both details and color with your cones, which are concentrated at the center of your eye. The field of view of your cones is deceptively small. The number of cones drops precipitously as they depart from the center. No doubt, you also knew that you have a blind spot about 17° on the nose side of each eye. In the dark, the cones barely function, if at all. Your best vision is with your rods and they grow in numbers toward the edges of your field of vision. In the rod mode, everything is in shades of gray and details are compromised. The rods are highly susceptible to oxygen deprivation. That's why the military demands that you start using oxygen at 5,000' MSL at night. When pulling "G's", the brain is deprived of oxygen carrying blood so you start blacking out from the periphery. Just before blacking out, it appears that you're looking through a tube. One other thing, you have dutifully taken half an hour to night adapt haven't you. Yeah! Right!

When scanning for an airborne target. Remember your rods and cones. Stare sector by overlapping sector. If you swing your eyeballs, they'll jump and you'll not see the target called out to you by ATC. Remember also that ATC calls out the target relative to your magnetic course and not your longitudinal axis. As proof, challenge a companion to smoothly swing his/her eyes across the room and watch them go spasmodic. Now have them track your finger as you move it across the room. Their eyes will track a moving target smoothly. If you do spot a target anywhere in a sphere around you and it grows larger while maintaining a fixed relative position to you, you've become a player in a game of "chicken" 'cause you're on a collision course. You may very well have a

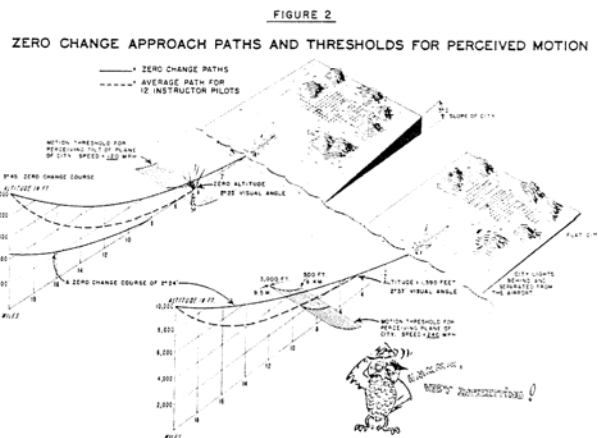
target out there on a collision course if you're in the boondocks scanning without radar support. Change heading every so often to induce relative motion. You're more apt to see a moving target than a fixed one.

Consider the above as you read on. While staring at a bright star, select a faint star 15° to 20° to one side of it. Now try to look directly at the faint star. Well how about that? It disappeared. Want to see it again? Look back at the bright star. Lo and behold, there's that faint star right where you first saw it. Lesson learned: when it's dark, and you want to see a particular object, don't look directly at it.

Weird things happen when you encounter a single point light source at night. This is not hard to come upon in eastern Oregon. Stare at it and it will appear to move. That's an autokinetic illusion. You can produce this phenomenon at home in a dark room with a single point light source at the far side of the room. Moreover, if your wings are level and you spot a light on the ground and somewhat to the side, you'll get a true perspective of altitude. Banked toward the light, it will appear to be at your altitude and you'll instinctively want to climb. Banked away from it, you'll swear that you've gained altitude and swear aloud as you pitch into oblivion. Fly directly at it. Pitch change will fool you; e.g., nose up creates the illusion that you're at a safe altitude.



Night crashes in airports serving about 20 cities that included Tokyo, Mexico City, and Big Springs, Texas tweaked the curiosity of Drs. Con Kraft and Charley Elworth, both of Boeing. They found a common denominator for the crashes. Each runway involved served a lighted city that spread out and slanted upward beyond its airport or had a humped runway. The background lights created a deceptive reference for the pilots on the approach. Kraft and Elworth simulated the situation with an adjustable backdrop and "flew" eleven of twelve experienced test subject pilots into the ground (yours truly among them). From the figures, note that the minimum speed addressed is 120 mph.  $1.3 \times V_{SO}$  for us, the "bottom feeders" of our atmosphere, is 78 mph. In terms of time to the runway, the difference would be negligible; however, we'd be closer to the runway when we scattered aircraft parts short of it.



## BELIEVE THE VASI!

Think twice about planning a night arrival at an airport that fits the above description and does not have a VASI or its equivalent, especially if its approach is over water or unlit terrain. If you or someone you know has a private airport (A heads up to Don W. and Don M.; maybe Madras or the county will fund the following) I will, upon request, provide plans of an inexpensive "Poor Man's ILS" used by the Navy at Moffett Field (San Francisco Bay area). The Poor Man's ILS adds another dimension to that provided by a VASI in that it provides both glide slope AND azimuthal inputs to the pilot. It is constructed using plywood panels and 4"X 4" posts or other materials of choice.

Haze, whether weather created or caused by your windshield's condition, will make you think you're high in your landing approach resulting in a clear-cut case of OOPS and OOFDA!

If the terrain or lights behind a hill are disappearing as you approach it, you'll make a definite impression on Mother earth. If the terrain or lights behind the hill do not change, you'll ricochet off its top. Happiness is seeing the terrain or lights emerging from behind the hill.

When VFR on top, do not use the clouds as a reference for the horizon; they can be slanted any which way and so will you be.

Digest the above and then think: "John Kennedy Jr. Accident" With a 'fright' instructor aboard, experience how subtle an entry into a "Grave Yard Spiral" can be.

## RULES AND LAWS:

The rules are made by men who think that they know better how to fly your airplane than you. The Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the rules but you can never suspend the Laws.



## THE ALVORD DESERT by Steve Wright

The Alvord Desert is a large dry lakebed located in southeast Oregon, just east of the Steens Mountain. One of the attractions of the area is a hot springs, located on the southwest edge of the lakebed, near a gravel road. The beauty of the Steens Mountain, combined with the adjoining flat desert/dry lakebed, is fabulous. The weather in the summer can be quite warm, 80's - 90's. Nights can be chilly. The hot springs always warm the body up. The nighttime stars are infinite. The Alvord Desert is a dry lakebed only part of the year, in the warm summer months. Other times, the lake can be wet and muddy.

Bobbie (my wife) and I have been flying to the Alvord Desert for the past 2 years and this year marks the third. The area is also accessible by road, with reported travel time from Bend to be 4-5 hours. Typical flying time in my Cessna 175 is 1.5 hours. Landing the airplane on the dry lakebed is smoother than most paved runways. We typically park the airplane on the edge of the dry lakebed, near the gravel road and hot springs. We bring all our camping gear, food, and lots of water. I hear this is one of the driest areas in Oregon. Starting this past September, I began thinking about the Alvord Desert, trying to plan a camping trip there. Weekend after weekend, it just seemed to not work out for me for one reason or another.



October arrived with a great Indian summer. I had been watching the weather and knew that warm weather had to be nearly over. The weekend of October 15th-17th looked pretty good, although I knew a small front was expected toward the end of the weekend. Prior to our departure from Bend, it looked to me like the Bend/Burns/Alvord Desert areas would not be affected significantly by this cooler/wet weather. We departed Bend on Friday, 10/15/04, around 12pm. The flight over the high desert was nice. We had a slight tail wind, which is always nice, and negative turbulence. We meandered over and around the Steens Mountain, viewing small lakes, streams, and fall colored aspen trees. The top of the Steens is nearly 10,000 MSL. And appearing over the east side, a beautiful white, dry lakebed.



**"The Desert". The Alvord Desert is about 4,000 MSL.**

As I figured there was some wind pushing west over the top of the mountain, I did not fly over west and straight down to the lakebed as there was sure to be rotor/turbulent winds. We flew down the south side of the Steens, eventually veered to the east, and approached the desert from the southeast. This all looks so nice. We circled the area near the hot springs, checking the color of the lakebed: light tan color good, dark brown color bad. With various car, ATV, motorcycle, land yacht tracks on the desert floor, all looked well for landing. We stepped out of the airplane around 1:30pm. It was 79 degrees outside with little wind.

Within about 10 minutes of landing, a pickup with two guys drove up and offered us a ride to the hot springs. How nice. However, we declined for the moment, mainly due to just arriving. We unloaded all of our camping gear and got the airplane tied down. I have been told by more than one person to make sure the airplane is tied down really good. The Alvord winds could really get strong sometimes. Later that afternoon, we walked over to the hot springs. Those hot springs do wonders. We always seem to meet nice people there too. We figured it was about a 15-20 minute walk to the hot springs from our airplane. A relaxing stroll back to our camping spot, Bobbie set up our tent, I cooked up some dinner, we enjoyed a beautiful sunset, and had a nighttime campfire.



Saturday morning arrives. And it was nice on the desert, weather wise. The days temps got up into the lower 80's, abundant sunshine, and we even saw a few dust devils in the area. We took a hike up to the local orchard. The peaches, plums, and apricots were well gone, but there were lots of juicy apples. Hiking back down from the orchard lead us to the hot springs. Once again, the heavenly soak. While at the hot springs, a guy walked up, who I recognized. His name is Carl. He is 86 years old and lives in a house about 1 mile south of the hot springs. This is the only nearby house. Carl is basically the caretaker for the hot springs, which is actually owned by the Alvord Ranch folks. The Alvord Ranch house is 10 miles north. We had a good soak with Carl and learned a lot about the area. He offered us a ride back to our airplane and tent after our hot soak. We gladly accepted. Carl had previously told us a bunch of flying stories too and I got the idea he really liked flying. I offered to take him up for an evening airplane ride. His eyes got real big; you just knew he wanted to fly. So off we went. We flew about a half hour loop around the lake, over plateaus, hills, valleys, saw a bunch of wild horses, flew over Carl's house, then in for the easy greaser landing. We enjoyed another evening meal and a good campfire. More stars and a small crescent moon. That evening after we retired in the tent, the wind started kicking up. Must be the front moving thru, so I thought. Our tent blew, rattled, and shook most of the night. I think I got 2 hours of sleep.



Sunday morning arrives ... Still windy ... I got out of the tent to see some pretty wild looking clouds all over the place. And these clouds were moving like racecars. Not the time to be flying. I consider myself a fair weather flyer. Leaning in the conservative direction and making the no go decision when there's any question. The original plan was to fly home Sunday morning. Our other plan was to fly home Sunday evening if we needed to wait longer for this front to move thru. It was cloudy and windy most all day Sunday. We went to the hot springs in the late morning ... Ahhhh ... Met some more nice people. A few raindrops fell on us from time to time. We headed back to camp for the afternoon. I took about an hour-long bicycle ride on the desert, by Carl's property, and up in the hills. Then headed back to see Bobbie and

have some dinner. We still had a couple hours of daylight and thought we might just try for one more hot springs dip prior to dinner.

The time was about 430pm +/- . We started walking away from camp toward the hot springs when it started raining, big drops. We decided to not go. We turned around and got into the airplane to get out of the rain. The rain really started coming down hard. The wind was gusting out of the south. It was about 55 degrees. I had called Redmond AWOS and Burns AWOS a couple times. Bend was at 6C for quite some time, Burns had recently dropped from 17C to 5C. This sounded like a pretty cold dose of air coming in. We are in the airplane and it is getting more windy by the second, pouring down rain, hail starting to mix in. At some point, I noticed the wind shift from south to northwest and the temperature started dropping fast. We went from 55 degrees to about 37 degrees within a half hour it seemed. The airplane was rocking and rolling. We didn't want to get out, but we sure didn't want to continue this uncontrollable ride. The airplane was tied down and holding, but one time the airplane seemed to pop up a few inches. Could this thing get airborne with the extreme wind? I started seeing my airspeed indicator coming off the bottom. Not good. It registered higher than 45 MPH with some of the wind gusts. Much of the desert/dry lakebed ground around the airplane was muddy and slick by now. We looked out the windows as our tent was blowing, shaking pretty hard, leaning, being pushed sideways, and flattened.

Finally, one of the tent supports broke. The tent stakes were pulled out of the ground due to the wind and rain. The tent flipped over. It was starting to get dark, the wind and rain were not letting up, and our tent and gear were ready to fly across the desert. I decided to brave the elements and go rescue some of our gear out of the tent before it was lost. I transferred a majority of the camping gear from the tent into the airplane. Got soaking wet in the process and was slipping and sliding over all the mud. Back in the airplane I went. We were waiting and hoping this mad storm would calm down. Well, it didn't calm too much, although, now the airspeed indicator was registering 35-40 for gusts. I told Bobbie we should get out of the airplane, make a run up to the road, and head over to Carl's house. We were getting anxious for some permanent shelter.

It was dark by now and we had been rocking and rolling for about two hours. I could see the lights on in Carl's house from the airplane. The house was about 1 mile south. I gathered a backpack full of essentials and we made a run for it. Running up through the sagebrush away from the lake, ground was a bit muddy, wind in our face. We made it up to the road in a few minutes, then turned south toward Carl's house. We made it to Carl's, it was about 8:00pm, they took us in, fed us dinner, and gave us a nice dry/warm bed to sleep in ... Ahhhh ... We were out of the storm. I slept pretty good that night. We had been told we might not be able to fly out for a couple days or more due to the wet desert floor. An option considered was towing the airplane up to the gravel road



for take off. Or, we might not be able to fly out due to adverse weather.

Monday morning arrives. I looked outside and saw a beautiful, mostly clear sky. The weather looked good. Now, the big question was, is the lake bed dry enough to fly off? We had a quick breakfast at Carl's, who gave us a ride over to the airplane to check the damage and see if we could fly out. The desert floor was dry enough, the airplane was in good shape, the tent, that's another story. A look at the Steens Mountain revealed a dusting of snow. Clouds obscured a majority of the mountain. However, the south side of the mountain looked clear. We gathered all our gear, packed the airplane, and flew out of there. The flight home was done at about 7,000 MSL most the way. Clouds were broken and overcast above us. Snow was noted on a majority of the ground below. As we neared the Bend area, the clouds began to get lower, so we got lower. As we got within 2-3 miles of Pilot Butte a light mist rain started. No problem, we are there. It looked like we flew through the small window of opportunity from the Alvord to Bend.

WE MADE IT BACK !!! I think if we had not flown back Monday morning, it might have been several days before the weather was VFR again.

That was one big cold front, a bold start for the 2004/2005 winter season. Lessons to be learned: Be prepared, have options, carry tie downs, help those in need, and enjoy every day here on Earth.

A true and memorable Alvord Desert trip we will never forget.

### **A BIT OF HISTORY:**



The only DC-2 left flying in the US ... and if McDonald Douglas had not been 'acquired', this one may not have been added to the Air Museum at Boeing Field!

This particular DC-2 came off the line as No. 77 (out of 156), on March 13, 1935, to join the Pan Am fleet (also another bit of history).

### **SEPTEMBER FLYOUT:**

Gary took some great photos which didn't get into last month's Newsletter ... here is a selection ...



**Gary on RWY 30 final at DLS**



**Westbound near Hood River**



**Broken Top**

## **REDMOND TOWER TOUR:** Sat. Oct. 23.

Plans were made to fly to Nampa, Idaho, have breakfast and visit the Warhawk Air Museum ... well ... with the weather looking like it was not going to co-operate, a contingency plan was made to meet at the Fountain Place Restaurant, have breakfast and then go on a tour of the Redmond Tower. We were set, no matter how the weather turned out and Dwight said if we were able to fly somewhere just call them on the tower frequency and cancel the tour.

We met at the Flight Shop and after a consideration of the weather we decided to head for the Fountain Place where everyone ate their fill...It was good food, good service and we did a lot of hangar flying. Some of the issues on the ballot were cussed and discussed and I think we solved most of the worlds problems.... now if we could only get the officials in power to listen to us.



The group consisted of: Gary Miller and his son Daniel, David Sailors, Ed Endsley, Mike and Ann Bond, Don and Norma Wilfong, and three new members Volney Sigmund and Curtis and Jackie Turner. It was nice to see some new faces along with the regular gang...We hope they will become regulars at our meeting/potlucks and on our fly-outs.

After our breakfast we headed to the foot of the Redmond Tower where we were all checked in (Security Check) and then we headed up stairs (there are a lot of stairs) where you emerge into a whole new world with a panoramic view of the surrounding area. If they were watching with binoculars I think they could see the planes coming and going from Bend Municipal Airport, Cline Falls Airport, Pilot Butte International Airport and maybe even Sunriver Airport..



Dwight and Kevin went out of their way to make our visit pleasurable, their friendliness and their willingness to answer our many questions made the whole visit not only a lot of fun but educational as well. Be courteous and let them know where you are and where you are going if you are in their area. We spent quite a bit of time up there visiting and enjoying the view. If you get a chance to talk to them (not on the tower frequency) be sure and thank them for everything.

You missed a good time. We hope to see you at the meeting/potluck on Thurs. evening Nov. 18 and then we hope to be able to go to Nampa to the Warhawk Air Museum on Sat. Nov. 20. I will be checking things out and will e-mail everyone with updated plans. If we cannot go to Nampa then we will try for somewhere else ... or ... maybe just hangar talk at a local eatery.

We wish you all Blue Skies and Tail Winds ...  
Don & Norma Wilfong



