

CASCADE FLYER



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

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President's Message:

There is a young future for aviation and Sean VanHatten gave us a look at it during last month's meeting. It was good to hear all the aviation adventures he has already had, especially flying the Zlin to Florida, and we wish him many more. With luck there are many more like him to inherit our aviation heritage.

The month's speaker will be Heather Madden. Heather is a promising student in the COCC aviation program and commutes to work in her own Cessna 150. Sounds like another fun program, so plan to arrive at the Bend Flight Services building around 6pm for the usual chatter and stay for the potluck at 6:30pm and another great formal program at 7pm.

As our calendar below shows, 2009 is quickly heading for the history books. So be sure to attend this month's last regular meeting of the year and put December's Holiday party on your calendar now.

Calendar:

19 November - Monthly Meeting
21 November - Monthly Flyout

17 December - Monthly Meeting/Party
19 December - Monthly Flyout

21 January - Monthly Meeting
23 January - Monthly Flyout

18 February - Monthly Meeting
20 February - Monthly Flyout

Web doings:

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:

Good news in this morning's Bend Bulletin. The city of Bend is going to apply for a \$3.6 million Connect Oregon III grant to construct helicopter facilities at KBDN. The required matching funds would come from the annual FAA grant and from Leading Edge Aviation. The cost to the city should be minimal.

Nice to see something good happening for the Bend Airport and the temporary construction jobs and permanent training jobs will be a welcome addition!

In a bit less welcome news, expect to see your annual bill for the OPA in your mailbox early December. Still, at the price it is a great deal. All OPA memberships are now annual and are due by January 1st.

Save a stamp and pay online with PayPal. Details on their web site:

<http://oregonpilot.org/membership/renew.html>

Random Thoughts:

com-mu-ni-ca-tion (kə-myōō'nī-kā'shən) n.

1. The act of communicating; transmission.
- 2a. The exchange of thoughts, messages, or information, as by speech, signals, writing, or behavior.

The subject of communication has come up briefly the last several times I have dealt with other pilots. What I have heard on the ground leads me to believe that definition #1 above is what pilots think communication is, but I insist as pilots we need to be thinking about #2s. What I have seen and heard in the air has scared me.

This is not an abstract subject as communicating is one of the main ways pilots avoid unpleasant mid-air encounters with other aircraft.

When prompted at a recent meeting, a local CFI cleared his conscience on the subject by saying:

"We teach our pilots to communicate by announcing their aircraft type, tail number and 'on downwind', 'on base', etc..."

Sure, that advice meets the AIM suggestions, but actually communicates very little. When there are four identical training aircraft in the pattern giving me the tail number (which is 3" high and not visible to me) it is not much help. Much better to something like "*tan* Skylane is number two following the *white* Skylane".

Now the *white* Skylane knows the *tan* Skylane has him in sight. Any other merging aircraft know to merge in behind the *tan* Skylane or behind the yellow Skylane, not in between them. They also know if they see one where to find the other. In just a few more words a lot of information is communicated.

Last weekend I had a wonderful flight up to Hood River and heard this repeatedly on the channel: "Hood River traffic, aircraft on crosswind, Hood River." "Hood River traffic, aircraft on downwind, Hood River." "Hood River traffic, aircraft on base, Hood River."

Almost sufficient given the lack of traffic, but which runway was he setting up for?

Not knowing if he was a glider/helicopter or an airplane there was also no way to know if he was on left or right traffic. Much better would be if he had said:

"Hood River traffic, Piper on left base two five, Hood River."

Yeah, maybe he really should say fife instead of five, but unless there are Germans on the radio that seems a bit much for me.

Here I will go out on a limb and say that we should not report: on crosswind; on downwind; on base; or on final. An aircraft is far more visible to others when in a turn. So an aircraft should better report: "turning crosswind; turning downwind, turning base; and turning final."

In addition to being easiest when turning those locations are much more precise and thus the other pilots looking for you know better where to look.

In the Hood River example earlier, a lot of you were thinking: just get on the radio and ask the other pilot. That raises communication from mere broadcasting to a full exchange. Good idea. Sadly, either to due to inattention or equipment difficulties the other pilot never responded to my requests for further information.

This is not an uncommon occurrence. Pilots are taught by well-intentioned CFI's (like the one above) that communicating is simply broadcasting some fragment of your position and intentions. In definition #2a it also includes listening to the broadcasting of others, understanding what they said, understanding how that affects your plans, and then broadcasting either your understanding or requesting a follow up.

I know many of us have heard, and seen, one pilot calling a perfect pattern to 16, while another calls a perfect pattern to 34, neither listening to the other (or playing a big game of chicken). So far someone figures out the conflict by short final but it is still scary to watch.

So all this can collapse to a simple idea; communicating includes not only broadcasting, but listening and understanding.

Practice that every flight and stay safe.

Gary Miller

***“Go around, traffic crossing runway” ...
no hoax ... check Google Maps***



This sharing arrangement between road and runway may, sooner or later, be a thing of the past. The Government of Gibraltar unveiled plans for a new airport terminal and tunnel. In a May 2007 press release, it notes:

“Even with current airport use Gibraltar can no longer sustain a situation of severe traffic tailbacks, disruptions and delay every time an aircraft takes off or lands. This is even less acceptable in the context of increased use of the airport following the Cordoba Airport Agreement, which has enabled the normal operation of our airport.”



The main road will be relocated, passing under a tunnel at the Eastern end of the runway. Once it emerges, on the north side of the runway, the new road will run parallel to the frontier, passing under the air terminal fly-over section. However, as of 2009, no schedule has been announced...



Belite FAA Part 103 aircraft

Many pilots and aircraft owners have appreciated the latitude of the Federal Aviation Regulation (FAR) Part 103, which has opened up many legal options for flying enthusiasts. However, FAR 103 airplanes have traditionally had great difficulty meeting legal weight requirements while providing airplane functionality. As a result, many people have flown what are called ‘fat ultralights’ – overweight aircraft.



Belite Aircraft has solved this problem and offers an ultralight with the feel of a real airplane. The Belite incorporates stronger, lighter carbon fiber technologies, instead of older steel, wood, or aluminum. The result is a full-featured airplane with a real instrument panel that meets the 254 pound limit specified in FAR Part 103.

The resulting weight of the Belite is about 180 pounds, not including instruments and firewall forward. A modern smooth and reliable 2-stroke engine keeps the plane legal.

Belite includes additional innovations like a full instrument panel that takes the experience beyond that of a traditional ultralight. The Belite can also accommodate a parachute system. With a rate of climb of 400 fpm (depending on engine choice), a cruise speed of 62 mph and two-hour endurance, the Belite offers outstanding flying fun. Build time is less than 200 hours (not including fabric and paint).

The Belite airplane requires real pilot skills. As a tailwheel airplane, it is remarkably easy to take off and land, but tailwheel operating knowledge is required. It is a very low inertia airplane, and care must be taken to keep approach speeds high enough to have energy for a good flare to land.

Belite --- continued

In short, flying the Belite provides the economy and freedom of an ultralight and the flying characteristics of a Light Sport aircraft.

The Belite has a control stick and rudder pedals for standard 3-axis aircraft controls, highly effective flaperons and classic taildragger styling. It also features a tough welded 4130 steel frame and folding wings for easy transport and storage. Wheels and brakes are tough aluminum and steel. Braking action is perfect and smooth because of the hydraulic brakes. The Belite aircraft sets a new standard for lightweight, durable construction. It is available in both kit and fully assembled versions.

'Bear eats Cub'

You've probably seen this result of not cleaning an airplane after a fishing trip



.... but who would think to carry 3 cases of duct tape to return it to 'flying condition'? (actually, it was delivered to the 'crime' scene)



No, it didn't fly through the house ... it IS the house...



... and what a view!



Trust a pilot (or 'it's a guy thing')

During a commercial airline flight an Air Force Pilot was seated next to a young mother with a babe in arms. When the baby began crying during the descent for landing, the mother began nursing the infant as discreetly as possible.

The pilot pretended not to notice and, upon disembarking, he gallantly offered his assistance to help with the various baby-related items.

When the young mother expressed her gratitude, the pilot responded, "Gosh, that's a good looking baby.. and he sure was hungry!"

Somewhat embarrassed, the mother explained that her pediatrician said that the time spent on the breast would help alleviate the pressure in the baby's ears.

The Air Force Pilot sadly shook his head, and in true pilot fashion exclaimed, "And all these years, I've been chewing gum."

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