

CASCADE FLYER



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

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President's Message:

Be sure to drop in this month to see what mayhem may happen. Bring your ideas, your enthusiasm and let's have a great meeting. Festivities start at 6pm in the Flight Services Building. Chow down at our 6:30pm potluck and stay for a formal program at 7pm.

And be sure to reserve time on your calendar for your calendar for our annual holiday party. The chapter will provide the main dish and the members all the trimmings. Always one of the best meetings of the year.

Calendar:

18 November - Monthly Meeting
20 November - Monthly Flyout

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

Web doings:

Wow, the FAA is now allowing FREE downloads of sectionals, WACs, Low Level IFR charts, approach plates, etc. They made it a little hard to find; go to their web site and click 'Free Digital Products' on the left nav menu:

http://www.faa.gov/air_traffic/flight_info/aeronav

The charts are GeoTIFFs. A .tif file is like a lossless JPEG file and the GeoTiffs have been accurately encoded with latitude and longitude information. Pretty much any image viewer can load them up, but they will not do you much good in your GPS.

NOAA has been giving away coastal charts for 10 years so good to see the FAA catching up. The NOAA charts

come in vector and raster versions so the FAA still has more work to do.

KBDN now has a web camera. NOAA wanted a way to visually verify what the ASOS was telling them. With luck it will be reachable from our website soon.

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 Bend Airport Master Plan process is off and running. The meetings are open public meetings so I'll try to pass on the details if anyone wants to attend. Looks like it will be about 95% FAA due diligence and paperwork with only a smattering of real decisions to make.

So far the main decision is that KBND will be updated to a C-2 class airport. It has been determined that the airport has over 500 visits by C-2 aircraft a year so the airport must be upgraded to C-2 standards. That means wider safety zones, a wider west taxiway that is further from the active runway and other improvements. More on that as I hear about it.

I'll let folks know if anything comes up that we actually get to make a decision on.

Random Thoughts:

Declining membership has been a problem not only at the local CO-OPA level but also at the state OPA level. At the local level it will help if each member talks up the chapter and tries to recruit new members.

The OPA will also be tackling this head on with several changes. The Propwash will again be mailed out to members and FBOs, for at least some if not all issues. With luck this will help with membership retention and be something to give out to prospective members.

Random Thoughts - continued

The OPA will also be starting mailings to new pilots in the state of Oregon to let them know we are around. The pilot population in Oregon has been stable for a few years at around 20,000 pilots in the FAA database, with about 2,000 new pilots added every year. Which means that we are also losing about 2,000 pilots a year.

The most exciting news is that Albany Aero Club is going to be offering two free multi-engine type ratings as membership incentives in 2011. No need for you to be multi-engine rated to win.

The AAC owns one wonderfully restored 4 engine De Havilland Heron and has another currently undergoing restoration. To make it extra special the flying Heron was once owned by the Queen of England. You can learn about the Heron on Wikipedia while you are dreaming of flying it from the left seat:

http://en.wikipedia.org/wiki/De_Havilland_Heron

— Gary E. Miller



Photo by Don Wilfong

CO-OPA ANNUAL CHARITY PROGRAM:

.....As I had indicated in a prior e-mail we (CO-OPA) are again doing a charity program in co-operation with some of the Teachers at Pilot Butte Middle School where we help out some needy and deserving students. We have done this program each year for the last several years and it has been very gratifying. 100 percent of all donations go directly to the cause with all work being donated.

I realize that this is a tough year for a lot of people and reaching into one's pocket to help others may be more difficult than it has been in the past, however the poor economy has made the need for our program even greater this year.

We are not asking for a lot from any one person.....but.....a little from a number of people will

add up and make our program work.. Not only do the teachers do all of the shopping and wrapping they also contribute financially to the program.

I want to thank those of you that have already sent in your donation this year and I would like to ask everyone else to please send in what you can. We will be taking donations at our monthly potluck/ meeting Thurs. evening Nov. 18 at Pro-Air and we hope to see you there however if you can't make the meeting please mail your donation to:

CO-OPA,

c/o Norma Wilfong,

210 S. E. Cessna Dr.,

Bend, OR 97702. Please make

your checks payable to CO-OPA and write Charity Fund on the check.

We hope to get your donations in as soon as possible so as to allow the teachers to have time to do the shopping for the gifts and to be able to wrap them without waiting until the last minute. Most gifts are essential items, like clothes, with only a few fun gifts. We will be delivering the gifts on Dec. 24 so they will be there in time for Christmas. Thank You in advance for your help. Norma Wilfong, Chairperson

-- Don Wilfong



David Dressler's Cardinal – Photo by Ed Endsley

FUEL MANAGEMENT:

My friend Adam was in town visiting and I asked him along on flight to see the Central Oregon sights. My usual tour route is to depart BDN and head for Mt. Bachelor and The Three Sisters area. That iconic billion dollar view we all enjoy! It's my favorite tourist trip and never fails to impress.

Well this auspicious morning we trundled out to the airport with a very sleepy passenger, Adam isn't a morning person... I had an uninterrupted preflight meditation and then the requisite expedition photos to document this adventure, like the butt shot of me climbing up on the strut to check fuel levels...

Fuel Management - continued

The the helpful Line Person taking the camera to get us standing in front of the plane looking all enthusiastic for the pending launch!

Adam had never flown in a “small” plane before and was very attentive to my passenger briefing as I installed him in the cabin, with friendly banter, safety admonitions, and seat belts including the usual headset entanglements...

He seemed impressed during the engine start procedures with all the lever twitching, switch flicking, and grabbing motions around the cockpit. As I released the brakes and pulled out onto the apron he seemed mesmerized with the throb of those pulsing cylinders up front...



Photo by Don Wilfong

Then with a mighty cough, the propeller stopped, and we rolled to a stop enveloped in surprised silence... Adam looked over at me with a “what’s up” kind of look while I did my best Jimmy Stewart reassuring smile. I mumbled something about clearing the sump before restarting, knowing full well that Adam’s bullshit detector was throttling up!

Ok, so I came clean and said that I didn’t have the fuel selector valve in the “on” position as I hurriedly made the correction and restarted... Not exactly an auspicious “start” to impress my new passenger.

A checklist is a wonderful thing, especially when it’s effectively used. Is the fuel selector actually in the

correct position? A glance is all it takes but did I actually register the visual feedback or did I just see what I expected to see and had seen a hundred times before... That sort of got my attention about how attentive I was actually being.

I immediately reinstalled the mantle of authority with knowledgeable narration and briefing as we toured the taxiways and commenced the run-up. This time with renewed list checking enthusiasm.

The trip was beautiful as usual and Adam was suitably impressed with the aerial view of the Central Oregon Cascades. Piloting professionalism is a beautiful thing too.

– Ed Endsley



Photo by Don Wilfong



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