



BCOPA PLANE TALK

MAY 2002

Beaverton Chapter Oregon Pilots Association

Inside this issue:

From the Oval Office
by Amanda Woodruff

MAY Meeting

Safety & Training	2
Calendar of Events	3
Letter from Honduras	4
Tower Talk	5
Member News	6
Siletz Bay Oregon Air Fair	7
Fly-Outs	8
FSDO Corner	9
FSDO Cont.	10
Cockpit Quizzes	11
BCOPA Merchandise for sale.	12

I would like to thank everyone for the marvelous turnout at our last meeting! Our members came out in force to hear Grant Dean speak and see his incredible footage of combat flying in Korea. Thanks again, Grant.

I also wanted to share something that I'm not sure everyone has heard about. The Museum of the Oregon Territory in Oregon City has a new exhibit, "The Coming of the Birdman" which highlights the advent of aviation excitement starting around 1910. They have all kinds of displays, from model airplanes, to ballooning equipment and a fantastic replica of the Spruce Goose. The exhibit, like the museum, is relatively small but fun to visit. The "Birdman" runs through September. Kudos to the museum for their attention to aviation & aviation history! *The thing I really enjoyed about my trip to the museum is that the Birdman exhibit adjoins the rest of the Oregon Territory exhibits--which I learned quite a bit about!

I'm excited that the weather is starting to pick up. I'll be starting lessons soon with our very own Mark Fryburg. Can't wait for those flyouts to begin. Jim & Frank are rearing to go & I know we'll have great support from our BCOPA members who are itching to get out (up?) there, too! By the way, don't forget that this is YOUR club. If you have ideas about who you'd like to hear speak or ere you'd like to go for a flyout--let us know! And make sure to take a look at the calendar Vivian has put together--we've got some great things planned!

NEWS FROM TWIN OAKS AIRPARK!

The AirPark has received approval for a **TWO WAY Runway!** It is a 10 year renewable conditional use permit. Now it is just a matter of time for the FAA Approval and Oregon State Inspection before it becomes official.

New Members:

-

In-flight meal:

Next Meeting: May 3rd
Hi Hat Restaurant
11530 SW Pacific
Hiway, Tigard.

COST: \$14 per person

TIME: 6:30 social hour, No Host Bar 7:30 Dinner

MENU: Chinese Menu.
BBQ Pork, Shrimp, Egg Rolls, Chow-Yuk, Fried Rice, Fried Shrimp, Sweet and Sour Chicken.

An Alternative menu is a steak dinner.



IN-FLIGHT ENTERTAINMENT

Our guest speak is Will Robertson, Flight Services McMinnville. Will's Weather Wit and Wisdom will prove to a most interesting evening.

He will enlighten us with services they offer; remind us of weather briefing procedures, discuss pilot reports and generally entertain us.



SAFETY AND TRAINING ADVISORY

By Jane Lundberg

The Union of Heaven and Earth: Flying with a GPS

After spending some time flying around in a Twin Comanche (8F) in Corvallis, I became enamored with the aircraft's Garmin 430. I see the value as a VFR tool and even more so for IFR with cockpit management and workload. It can be a true experience of divine guidance when flying IFR in a Twin upon the loss of an engine. The following excerpt from the safety files describes a recent experience of a IFR pilot in a single engine over mountainous terrain.

"....the plane was cruising along at 16,000.... Then, without warning, it all changed. Suddenly, it felt like I pulled the throttle back to "idle". I checked the throttle control lever and moved it back and forth, with no response from the engine. I tried the same with the mixture and prop controls, with no improvement. Even though I had plenty of fuel in both tanks, I switched tanks and turned on the electric pump. The magneto switch was in the "both" position. I noted that the manifold pressure had dropped to the bottom of the scale. All other gauges (including the oil pressure gauge) were in the green. My emergency training helped out because all of this was done in about 5 seconds. As I watched the airspeed bleed off from 170 to 150 (and decreasing), there was no mistaking we wouldn't clear the mountains ahead. We were going down into the darkness below..... I pushed the "nearest airport" buttons on the GPS, hoping there would be some little airstrip out there in the middle of nowhere.... Fortunately ABC airport came up #1 on the list, only 9.7 miles away. Its altitude is 7,000 feet (9,000 feet below us), so it was easily within gliding distance. The GPS database told me that it has a long (and lighted) runway. A call to UNICOM told us that there were calm winds below. I called Center to tell them that we had a loss of manifold pressure, we were canceling IFR, and would proceed to the nearest airport. As we approached the airport, I made sure to keep my base leg in tight to avoid undershooting the runway..... The landing was smooth and I exited the runway onto a taxiway with snow and ice on it.... The engine was still running, so I slowly taxied to the ramp. I got out of the plane, slipped on the ice and fell down. As I was lying there, I saw a steady stream of oil flowing out from under the cowl-ing....."

Further investigation into this incident revealed a problem with the turbocharger, which had developed a crack in the housing. This particular pilot felt truly saved by his GPS, however he also vowed never to place himself in IFR conditions at night over mountainous terrain again. In a recent conversation I had with the former owner of 8F, (who was the one responsible for installing the Garmin 430 in that aircraft), he mentioned that he had to periodically turn the Garmin off and force himself to deal with the basic VOR technology. He found it so easy to become dependent and even complacent with the GPS.

I am truly looking forward to having a Garmin 430 installed in my Mooney 201 this summer; but I too, will force myself to turn it off and make at the very least the VOR DME approach into HIO on a regular basis.

To learn more about these types of emergencies, and other advanced problems such as turbocharger malfunctions, oil pressure loss and engine overheating, landing gear malfunctions, electrical systems, lost communications, blown tires and braking problems, as well as inoperative instruments etc. please plan on attending our clinic in June. This will be a lecture and discussion evening led by Dave Wiley. He is an IA, FAA Examiner, Master Instructor and also the owner of Wiley's Seaplanes in Lake Oswego. Dave has years of experience as a Bush pilot and is a true adventurer, with many great stories to share as well a real insight into serious flight conditions and system problems. The day, time and location will be announced at the next BCOPA general meeting. Those who have already signed up will be notified also by phone or e-mail. For further details please see me at the next meeting.

The **MOUNTAIN FLYING CLINIC** with Amy Hoover has also been set. Amy has provided brief registration forms with the request for a deposit, which I will have at the meeting as well. This clinic will involve a Ground School at Mt. Hood Community College on July 26th and 27th, followed by scheduled time at Sun River Resort the week of July 28-Aug 3rd. I will have the forms, cost and details at the next meeting. Those who have also already signed up for this will receive an e-mail and/or phone call with all of the above information. We are in the final stages of organizing this event.

CALENDAR OF EVENTS

Please contact the Newsletter Editor for additions and changes to this Calendar

<u>Date</u>	<u>Function</u>
May 3	BCOPA Meeting—Hi Hat Restaurant Will Robertson, FAA Flight Services
June 7	BCOPA Meeting—Farmhouse Restaurant
June 23	Yamhill OPA Plane Wash & McMinnville Lions Club Pancake Feed (MMV)
July 12	BCOPA Meeting—Henry Ford Restaurant
July 10-14	NW EAA Fly-In Arlington, WA
July 20(21 Rain Date)	BCOPA Poker Run
July 23-29	OSHKOSH!
July 27-29	Paisley, OR City Festival
August 3	Tillamook Pilots Assoc. Fly-In and BBQ Lunch**
August 11	BCOPA Annual Picnic—Twin Oaks AirPark
August 9-11	Festival of Flight—Corvallis
August 16-17	Baker City OPA Fly-In
August 17-18	Rose Festival Air Show
September 6	BCOPA Barbecue—Twin Oaks AirPark
September 14-15	Oregon Air Fair
September 21 (22 Rain Date)	BCOPA Scavenger Hunt
October 4	BCOPA meeting—Ernesto's
November 1	BCOPA Meeting—Hi Hat

** All those who fly-in to Tillamook on August 3rd will receive free admission to the Tillamook Naval Air Station Museum. Further information (503) 842-9678 or www.tillamookpilots.org

SAFETY TALK continued Page Two

The following other clinics are still in process: **FORMATION FLYING** (TO BE HELD LATE SUMMER)

VFR PROFICIENCY

AIRCRAFT MAINTENANCE FOR PRIVATE PILOTS

The sign up board for all of these will always be located around the front door at every BCOPA general meeting. Please feel free to send me an e-mail incase you cannot make the meeting. The e-mail response had been strong and I will now start to contact all of those who have expressed interest.

The Membership profile column will return in the next issue. Members who will be featured in upcoming newsletters include: Kitty Runyan, Pete Van Lom(a lady P-51 pilot), Marvin Coolidge and others. If you are interested in having your story told, please contact me to set up in interview. Jane : wings91n@msn.com; 360-936-9453

This is a letter from a volunteer in Honduras. All who donated shoeboxes this year really made a difference in the life of a child. The little time that it takes to fill them makes a big impact to the recipient. Amanda

" Hi.. "

I am doing fine here. The radioactivity arrived on Friday and I have lots of patients lined up for the coming week. I made it through security like a breeze and Flora got me through diplomatic customs with all my drugs and donations intact.

We just got back from a weekend in the Pacific. Filiberto, the physicist is "developing" a "resort" there on the island of Le Tigre off the Pacific Coast. Right now, very primitive. I had the best experience ever of all my times in Honduras. Very few Americans have been there and I got to ride in the back of pickup trucks, float on my back in the Pacific, eat simple, great food and just be a part of Honduran life. We gave out about 75 shoeboxes last night on the beach. I want you to know, out of all the things I have seen here and of all the experiences I have had in Honduras, giving out the shoeboxes was, without a doubt, the most amazing thing I have done. The kids appeared out of nowhere, didn't have shoes, were dressed in rags.. yet they were polite and lined up. A few didn't get anything but did not complain. To see the look on their faces at the prospect of getting something so simple was beyond description. I have seen lots of suffering here, yet this was the experience which made my cry for the first time. Thank you very much for introducing me to all of this. ... Shirlee "



TOWER TALK by Ric Chisholm

Air Traffic Manager, Portland Hillsboro Control Tower

The Hillsboro Controllers will be moving into a temporary facility on June 4th. We will be housed in this facility, perched atop 3 high and 2 wide shipping containers for approximately 10 months while the "*old*" tower becomes a "*new*" tower. \$1.8 million of your tax dollars will be spent upgrading our existing facility. It will be a total renovation of the physical environment and all equipment associated with keeping the facility a safe and comfortable place to work, as well as all new equipment.

Asbestos will be removed, walls will be relocated or eliminated, new HVAC systems will be installed. Items such as external and internal communications will be replaced, all with the latest technology; tape recording systems, radios and **AT LAST!!!** a D-Brite radar system to assist us in delivering better traffic alerts to our VFR traffic. The radar system is called STARS and will turn and burn about 18 months from now.

Next month's column will continue more exciting news from HIO Tower. In the meantime, the folks at the "Tower-under-new-Power" wish you well in your flying endeavors. If we can be of help, please let us know! Tours of the temporary tower will be discouraged, especially since there is room for only 3 people in the CAB.

Stay Tuned!!!

.....Ric

Member News, Classifieds and Items of Interest

BEACH CONDO— 1/2 interest

On the beach at beautiful, secluded, Neskowin, Ore. Mark Fryburg is selling his 1/2 interest in 800 sq ft downstairs end unit at the Chelan Condominiums. 2 BR. 1 Bath. Full kitchen. Fireplace. Storage. Vacation getaway and income property -- operates as motel with live-in manager.

Other 1/2 owned by Mark's sister, Brooke Owen. \$135,000. Contact Lauri Weber, Coastal Village Properties Neskowin

1-503-930-0933 (c), 1-866-218-7631 or 1-503-392-3900 (o).

E-mail: coastalvillageprop@hotmail.com

Virtual tour of unit at coastalvillageproperties.com

More on Chelan condos at at.thechelanatneskowin.com

EAA

Pancake Breakfast

First Saturday of the Month

Cost \$5 8 am to 10 am

Pancakes, Grits, Sausage,
Bacon, Orange Juice, Coffee

Where: Twin Oaks AirPark

Raffle & Door Prizes needed. Donate your unwanted presents, share aviation related personal items such as books, videos etc. Contact Ron Edlin at skykingron@qwest.net

President: Amanda Woodruff 648-4913

Vice President -- Programs:

Allen Patterson

Vice President -- Flyouts:

Frank Wessig

Jim Pappas 614-9203

Treasurer: Roger Henderson

Newsletter Editor:

Vivian Fairburn 372-9105

Membership Chair: A. A Khat

Communications Co-Chair:

Sharon Cordova 625-3221

Communications Co-Chair:

Cheryl Vogt 359-885

Meeting Location Chair:

Tom Morrow 297-3717

Raffle Ticket Sales Chair: Ron Edlin

IFR Quiz Master: Brian Woodruff 648-4913

VFR Quiz Master: Karen Hollenbeck 645-3455

Flight Safety/Training Chair (and member profiles) Jane Lundberg (360) 896-9453

Club Photographer Dan Lundberg (360) 896-9453

Email addresses for club officers:

president@bcopa.org
membership@bcopa.org
newsletter@bcopa.org
flyouts@bcopa.org
programs@bcopa.org
rsvp@bcopa.org

SILETZ BAY Pancake Breakfast March 24th



Left to Right:
A.A. Khat
Frank Wessig
Mary Wessig

Right:
Roger Anderson showing off
his Mooney to interested visi-
tors.



September 14, 15 **Oregon Air Fair** **Albany, OR**

Albany, Oregon September 14 & 15th, 2002

Featured Speaker: Dick Rutan , pilot of the Voyager. December 1986 completed the first-ever, non-stop unrefueled flight around the world.

There will be lots of displays, children's corner, and many workshops. The workshop subjects will be the same on Saturday and Sunday to accommodate attendance.

For More Information visit the website: oregonairfair.org


COME FLY WITH US!!

While the spectacular weather in early March got many of us thinking of flying destinations, the return of winter later in the month "cooled our jets" (literally). To get us back in the fly-in planning mood, here are the dates for some upcoming events, large and small, near and far:

- May 17-19** - Old Fashioned Fly-in, Concrete, WA (3W5)
May 24-26 - Watsonville Antique Fly-in, Watsonville, CA (WVI)
June 14-16 - Gathering of Warbirds, Olympia, WA (OLM)
June 16 - AirFest, Bellingham, WA (BLI)
July 10-14 - EAA Northwest Fly-in, Arlington, WA (AWO)
July 23-29 - EAA AirVenture, Oshkosh, WI (OSH)
August 9-11—Abbotsford International Airshow, Abbotsford, BC (CYXX)

Your Flyout co-chairs for 2002 are **Jim Pappas and Frank Weissig**. A new mailing list server just for broadcasting flyouts has been set up. To use it, send an email to flyout@bcopa.org and all subscribers will automatically receive your message. The key to having a successful flying club is for us all to participate in flying. We would love to see more of you joining in our flyouts, or organizing your own, even if it is just a run down to Annie's for breakfast some Saturday morning. Members of the old impromptu flyout list should already be attached to the new list. If you have not received notice, send an email to: Flyout-request@bcopa.org with the word **subscribe** in the BODY of the message. No need for a subject.

Local Avgas Prices (Reported by www.airnav.com as of 3/29/02)

HIO: Aero Air \$2.90	7S3: Stark's Twin Oaks \$2.00	
Hangar 53 \$2.68	PDX: Flightcraft \$2.89	
Hillsboro Aviation \$2.69	SPB: Transwestern Aviation (Scappoose) \$2.10	
UAO: AAA Aviation \$2.25	2S6: Sportsman Airpark (Newberg) \$2.10	
Aurora Aviation \$2.49		
Willamette Aviation Services \$2.35		
MMV: Cirrus Aviation (McMinnville) \$2.15	59S: Evergreen Flying Service (Vancouver) \$2.45	

New Feature



By Kieth Crimin

PILOT FATIGUE may have been a contributing factor in many of the accidents this office has investigated. Many of the **FATAL** accidents happened at **NIGHT**, on **CROSS COUNTRY**, marginal **WEATHER** and after several hours of flying. These accidents involved Pilots with varying levels of experience. The thing to remember is to have a plan in case you have a delay in the cross-country, avoid night flying and keep the trip legs to about 1 1/2 hours maximum.

Always plan on having 1/4 tank of fuel remaining on landing and take advantage of **FLIGHT FOLLOWING** services. Appropriate frequencies can be obtained from FSS. As always, think before you make an impulsive decision, and don't let your passenger talk you into something you don't feel comfortable with.

SAFETY TIPS:

Plan for go-arounds early in the approach or on down-wind. The wrong time to decide to go-around is with the runway behind you and obstacles ahead. Review the take-off performance charts for your airplane before going east of the mountains. Take-off distance can easily be double the rate of climb cut in half or more! Remember to stay above 1000 feet along the coast and avoid complaints, always a hot spot around Cannon Beach and Newport. Runway Incursions are still a problem, so watch for Safety Programs in your area.

I look forward to getting the annual completed on my Luscombe 8A and doing some flying. I'll see you around the airports. Keep your nose down

.....Kieth



.....By Kieth Crimin

Scappoose Industrial Airport

This airport has been around for a long time. Construction was begun during WWII and completed in 1946. In 1972 the Port of St. Helens assumed control of the airport. Back in my high school days it was a legal drag strip when the Flat Head Fords were the thing to beat. Nowadays it is one of the fastest growing general aviation airports in the area. Instrument approaches are available as well as a great place to practice take-offs and landings. A fine restaurant is adjacent to the field. Numerous types of aircraft use the airport, including ultra-lights. They use the West parallel taxiway for departures and landings and keep their pattern to the West of the airport. Airplane traffic patterns are always on the East side of the airport. 122.8 is the traffic advisory and Unicom frequency. Airport weather data is available on 135.875 or (503) 543-6401. Flight Following is available from Portland Approach on 133.0

Watch out for airplanes making instrument approaches straight in from the North and from the East. You guys making the approaches be heads up, use landing lights and watch for aircraft with no radios. Be a good neighbor and avoid noise sensitive areas, be patient and courteous to other pilots. It is all in the name of SAFETY

Aviation Maintenance Seminar for Private Pilots

(the can and can't do of maintenance and repair on your own plane).

Planned agenda: FAR's; Paperwork and Techniques; Lab time in the PCC hangar with their 12 aircraft.

Cost and Time to be determined based upon interest. Please sign up with name, contact phone # & time preference: **Khat (503) 731-8992** or email: **akhat@xprrt.net**

Cockpit Quizzes



Make sure to turn your quizzes in at every meeting. There will be winners chosen for both the VFR & IFR quizzes. Each winner will receive 5 **free** raffle tickets. In the event of multiple correct entries, each entrant will receive 5 **free** tickets for that night's prize drawings!. Sorry—all contests are open to current BCOPA members, only.

TEAR HERE

VFR QUIZ

Name _____

1. What approximate bank angle is required for a standard rate turn at a true airspeed of 130 Knots?

- A. 20 degrees D. 35 degrees
B. 25 degrees
C. 35 degrees

2. To descend on a 3° glide path with a groundspeed of 140 Knots, what rate of descent should be used?

- A. 500 fpm D. 800 fpm
B. 600 fpm
C. 700 fpm

3. To climb at a gradient of 400 feet per naut.mile, what rate of climb would be needed with a ground speed of 120 Knots?

- A. 500 fpm D. 800 fpm
B. 600 fpm
C. 700 fpm

TEAR HERE

IFR QUIZ

1. How far does the primary area of obstacle clearance extend on either side of a route in the initial approach segment?

2. How wide is the secondary area of obstacle clearance on an initial approach Segment

3. What obstacle clearances are guaranteed in the primary and secondary areas of the initial approach segment?

T shirts & Badge Replacements

T shirts are available at chapter dinner meetings. Polos are \$32 and tees are \$15. OPA supplies may be purchased from Helen Holman at (541) 756-0812 or by sending mail to 93963 Airport Ridge Lane, North Bend, OR 97459. You can also email Helen at rholman@quiznet.net. OPA wings: Gold-\$50.00, Silver-\$30.00. Patches-transfer or cling are \$1.00 each.

Plane Talk is the official publication of the Beaverton Chapter of the Oregon Pilots Association (BCOPA). Plane Talk is published

monthly and is sent to members of the Oregon Pilots Association State Organization and affiliated with the Beaverton Chapter. To become a member of the State OPA, you may request an application from the Beaverton Chapter President Amanda Woodruff at (503) 648-4913 or by email: president@bcopa.org. State membership fees are \$20.00 per year. The same application is used to affiliate with the Beaverton Chapter, which costs an additional \$27.00 per year which includes this newsletter in its member benefits.

Change of Address: Please inform Vivian Fairburn, 314 SW 201st, Beaverton, OR 97006 at least 2 weeks in advance to allow for continued receipt of the newsletter.

Change of Email: Email to: Newsletter@bcopa.org

Newsletter Input: Submissions for the newsletter are accepted in writing to the newsletter return address. You may also send email to Newsletter@bcopa.org.

Beaverton Chapter Oregon Pilots Association

Check us out on the web soon at www.oregonpilot.org

Goals of the Oregon Pilots Association:
Promote and encourage safe flying
Monitor legislative and statutory actions affecting aviation
Promote aviation with the non-flying public
Provide a social forum for pilots

Vivian Fairburn
Newsletter Editor
20884 NW Lapine Way
Portland, OR 97229

BCOPA