



The Bend High Desert Flyer of Chapter 1345

WEBSITE: <http://1345.eaachapter.org/>

KBDN AWOS 134.425

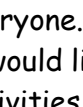
November 2018, Vol. 17, #12

PREZ SEZ:

Happy Holidays to everyone,
It's been a heck of a year! Tom's departure,
skipped Airventure, engine replacement, winter
coming on. What's next?

Well, How about a fun get-together and dinner
at the Black Bear Diner. Everyone's welcome.
Bring friends and family to celebrate the
Christmas and New Year Holidays with us
airplane geeks. Let's get started on an
improved 2019. We are going to have some
exciting events this coming year. The start-up
of a flying club, which can make flying more
affordable for many.

The next flying club meeting is 7 PM, Monday,
January 7, at Bend Builders Assist.

The visit of the first commercial airliner - the
Ford Tri-Motor, and all of the associated
airport activities is a spectacular event for us
to facilitate. We just received notice that it
will be here the week up to Mother's Day. May
6 to 13 with flights Friday through Sunday,
which is Mother's Day. Give mom something
special, a ride in the first commercial airliner (). It really is a wonderful experience
from many perspectives. For example it's
history. And, It is a smooth and easy ride for
everyone.

I would like to see an increase in flying related
activities for everyone; More new members in
the chapter with all sorts of background and
experiences; More Young Eagle flights and
the creation of the "Flying Start" events. Our
primary need is to re-build the chapter with

enthusiasm for flight once again. A couple of
weeks ago three pilots got together for a lunch
trip to Christmas Valley after flying a bunch of
Young Eagles in the morning. Lynn and I
tagged along for the ride. We had a blast. I
vowed then & there to facilitate more of that
in our chapter. When was the last time you
took another member for a ride to lunch, or
have asked a pilot to ride along? We have so
many people interested in flying that just don't
have an airplane. Let's do something about
that. We also need to recruit CFI's into the
chapter. There is always a need to get current
or to learn something new or to transition.
Maybe the flying club idea can facilitate that
too. I hope so.

Airplane building sessions are getting back into
the swing of things. We meet Wednesday
afternoons 3 to 5 pm and Saturday mornings 9
to noon. Other times can be arranged but keep
in mind I'm a volunteer too. You can be a
volunteer builder! The only pre-requisite is you
need to read and follow directions. (I'm
working on that second part.)

**Tentative Agenda: EAA Chapter 1345 High
Desert Flyers Meeting, Wednesday,
December 12, 2018 at the Black Bear Diner**
5:30 Social hour and dinner orders (order off
the menu)

6:30 Dinner, annual awards, reports,
announcements

7:30 Guest speaker - Gary Miller, the
famous Announcer for the Airshow of the
Cascades at Madras

Dale Anderson, Chapter President



**Show your support for EAA Chapter 1345.
Shirts with embroidered logo available \$25
Order from Dale by size**

Treasurer's Report

Financial For period: 01/01/18 to 11/30/18

TOTAL INCOME	\$2384.35
TOTAL EXPENSE	\$721.93
NET INCOME	\$1662.42
TOTAL CASH IN BANK	\$11,238.48

Jack Watson, Treasurer

November meeting minutes

Minutes of a regular meeting of The Chapter held on Wednesday, November 14, 2018, at the "Bend Builders Assist"/Robertson Hangar at the Bend Municipal Airport. Meetings are held on the second Wednesday of each month.

ATTENDEES

There were 14 in attendance who signed the roster at this meeting.

DINNER

Mike Robertson grilled hamburgers and had pizza brought in from Costco.

CALL TO ORDER

The meeting was called to order at 6:30 PM by Dale Anderson.

PROGRAM

It was announced that on Monday November 26th at 6:30 there will be a webinar regarding starting a flying club. Members are encouraged to attend at the Bend Builder Assist building, where we will be connecting to the webinar. Dan Dawson from Pacific NW Wings is spearheading the push to get a flying club up and running.

There was an update on the proposed Ford Tri-Motor that we plan to bring to Bend in June 2019. The money has been raised to purchase a brick for Tom Phy at Oskosh AirVenture; it was decided to book the brick with EAA. We are still building a library in memory of Tom, but we need a place to put it! We also need more books.

We need to put together some committees to coordinate various activities. We need a scholarship committee to coordinate scholarship applications. Kim Muinch would like a list of people interested in being on that committee. We also need a nominating committee. Mike Robertson is looking for someone to replace him as Vice President; we should take a vote at the next meeting.

Our guest speaker was Bend Airport Manager Gary Judd. Gary discussed some of the recent improvements to the airport and some plans for the future. A 120' X 130' hangar is to replace the blue hangar. There is a much to get the lead out of avgas. Shell is onboard with it. Runway 16 will likely become Runway 17 because of magnetic pole shift.

The Chapter's annual Christmas Dinner will be held at the Black Bear Diner on our regular meeting night, Wednesday December 12th. We will start gathering and visiting at 5:30 PM and dinner will begin being served around 6:30 PM

At 8:00 PM the meeting was . . . ADJOURNED

Faye Phillips
Secretary

The most common mistakes pilots make with crosswind landings



A common problem is poor airspeed control, usually too fast.

Sure it's good to have a little extra airspeed on turbulent days, but too much is as bad as too little. Extra airspeed means you will be hovering over the runway longer waiting for that airspeed to bleed off and that means a longer fight with the wind close to the ground. Often pilots will try to force the airplane on the ground in this situation and that never works. Use the speed your POH recommends.

Another problem is to stop flying after the airplane touches down. Remember to hold that aileron into the wind after touch down and increase it as the airplane slows down. If you neutralize the ailerons after touchdown, the upwind wing will come up and the airplane will start to weather vane providing a whole new adventure for you and your passengers.

So watch the speed and fly the airplane all the way to the tie down.

As I was once told by an old pilot, these crosswind landings are easy once you get the drift of them.

The only way to get good at crosswind landings is to get out there and practice. Get an instructor who is proficient and go out and challenge yourself. If you only fly on calm days, you won't be ready on that day when the wind exceeds the forecast."

Eagle and Young Eagle flights

Guests are often intimidated by aircraft. I start with preflight. Why I check fluid levels and belts, flight controls etc. Show them maps and route, who I will be talking to and where / why. Weather briefing etc. Importance of looking for other aircraft - they feel like they are more than just a "passenger". Then go into the "having a bad day" scenarios. Puts things into perspective.

Use the acronym SAFETY for passenger briefings,
Seatbelts - when and how to use them

Air vents - their locations and operation

Fire extinguisher - its location and operation

Exits - procedure for exiting the aircraft in an emergency

Traffic - keep eyes out for traffic and assist pilot

Yoke - use of the flight controls, positive exchange of controls

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I don't have a passenger briefing card, but have a printed checklist I use to brief.

S - seats, seat belts, smoking

A - air vents/airsick bags

F - fire extinguisher

E - exits/doors, emergencies/evac, equipment (panel/flight controls)

T - traffic, talking/sterile cockpit

Y - your questions/concerns



Fly the Ford 2018 – details of visit hosting procedures follow --

Ford Hosting Basics



EAA HQ is here to support you in your hosting efforts; we will do all we can to aid you in preparing for and building out your events. We will provide printed marketing materials, digital materials, event and sponsor ideas as well as connecting you with other successful chapter leaders if you have questions for someone who has been through the experience before. We trust our hosts a great deal and see huge value in looking to your local knowledge and expertise to create a unique event that works for your group. You will work most closely with the Air Tours team Kristy Busse and Olivia Rasmus in advance and then our volunteer crew onsite during the tour event. This is a win-win for EAA Chapters: a great way to have some fun, and carry out the mission of EAA nationally and in your community and earn some funds!

Commission Breakdown:

- \$5/ paying passenger
- 50% of any cash sponsorships raised (sponsorship guidelines can be provided)
- 10% of any online Tri-Motor merchandise sales in the two weeks following your tour stop (printed brochure with special tracking code is provided to you as part of the printed materials we ship to you in advance)

Basic operating requirements:

- **Airport and Runway.** The Tri-Motor needs a 3500'x50' runway for flight operations. Our hosts help with onsite coordination and airport preparations.
- **Hangar with an 80' door.** We have always been able to get this 'comped' by the hangar owner. The Ford's are quite vulnerable to gusts on the ground. We need the capability of putting them in the hangar when the weather threatens. (We can work with smaller doors down to 65' and each is evaluated on an individual basis.)
- **Ticket Operations.** Tables and Chairs and a pop up tent for ticket sales (if outside) onsite during the event.
 - Additional 10 chairs/briefing area can help flight groupings flow smoothly as well.
- **Onsite Volunteer Support.** In order to run the operation safely we need 4 Volunteers per shift (2 Shifts per day), 3-4 days total. (The more the merrier!) EAA provides training video and onsite support.
- **Marketing/Promotional Support.** Hosts help distribute EAA-provided printed promotional materials within their communities. Additional support can include coordination with local Visitor's Bureaus/Chambers of Commerce to help find free ways to promote the visit. EAA provides additional marketing support in the following ways:
 - While the budget is very limited, the marketing team will place paid advertising for your tour stop location. If you have any suggestions of possible radio/print outlets to look into please share those with us as early as possible!
 - An Eblast is sent advertising your location approximately two weeks prior to your event. This communication will be sent to all EAA members and non-members in our system, within a 100 mile radius of your field location.
 - EAA Marketing will also reach out to media outlets in your area to invite them to our complimentary media flight the Thursday of your tour stop.

2018 CHAPTER BOARD:

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