



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

January 2015, VOL14, #1

PREZ SEZ:

Hello everyone; I hope all are safe and had a great holiday.

This month, we are going to look forward into the New Year to see both, where we have been and where we would like to go! The conversion from a 501c-7 to a 501c-3 is almost complete. For those of you that are eligible to vote, hopefully you have received an email with an attachment of the new bi-laws and a link to "survey monkey" to vote yea or nay. We needed to update the bi-laws to give the chapter a good mailing address as well as make the elected officer positions 2 years instead of one.

The reasoning for this change is to hopefully give the elected officers a chance to get their feet both wet and effective. Speaking for myself (and I know I'm a little slow sometimes) I didn't feel that effective till the first year was almost over!

This month, on Wednesday, January 14th we will be meeting @ 6 o'clock at Mike Robertson's hanger (2 hangers South of

Leading Edge's "Green Hanger" - look for our sign). Pizza & Burgers are on the menu so come hungry! The "Young Eagles" meeting will take place 1 hour (5 o'clock) ahead of the regular meeting, and you are welcome to join them as well.

We are still looking for a "Young Eagle" candidate for the "Hayward Air Rally" scholarship program. The candidates need to be between 16 & 18 years old. I know of 2 interested parties but I haven't seen any "action" from either yet. We only have till February 1ST to get the nominations in so, let's not blow this great opportunity (like we did 2 years ago!) for a deserving "Young Eagle"!!! Here is the link if you know of someone that would be interested.

<http://www.hwdairrally.org/scholarship/index.html>

Still some good flying days ahead so, be safe out there and I'll see you on Wednesday!

Thomas Phy, President

Treasurer's Report

Financial: For period 01/1/14 to 12/31/14

TOTAL INCOME	\$2885.29
TOTAL EXPENSE	\$5105.45
NET INCOME (loss)	(\$2220.16)
TOTAL CASH IN BANK	\$1220.63

Jack Watson, Treasurer

December Meeting Minutes

Minutes of the annual Christmas Banquet held on November 12, 2014, at the Black Bear Diner at 1465 NE 3rd St. in Bend, OR.



ATTENDEES

There were twenty-six in attendance including: Tom Phy, Jack Watson, Dale & Lynn Anderson, Mike & Ann Bond, Charles Brown, Eric Simpkins, Devan Simpkins, Mike Robertson, Robert Read, Jim Standish, Jim Mateski, Rob Breitbarth, Ken Haffner, Bert & Sheila Volny, Fritz Volny, Tom "Zippy" Himstreet, Ed Fredrickson, Gary Miller, Mike Wissing, Nathan Wissing, Don Wilfong, Ed Endsley and Larry Hagemeister



PROGRAM

As the principal reason for the meeting was fellowship and good cheer, the informal portion of the meeting began at 6:00pm with dinner and beverages ordered individually by attendees.

CALL TO ORDER

The Business portion of the meeting was formally called to order at 7:30 pm by President Phy who initiated self-introductions and brief remarks by the attendees concerning their individual projects and activities. This was followed by the awarding of service certificates and pins from EAA National to the Chapter Officers.

ADJOURNMENT

The meeting adjourned at 8:00 pm

Jack Watson, Treasurer

ED NOTE: *For the first time, EAA1345 was able to host members of the Chapter, the '99's, EAA617 and Central Oregon OPA at one combined function ... we must do this again sometime!*

Builders' group RV-12 progress



Young Eagles Support Group - Meeting Announcement (YES)

Meeting: Young Eagles Support group, ages 10 and above, parents invited to attend and participate.

Location: Bend Airport, south end, look for EAA signs directing you to the hangar (sign says "EAA 1345")

Date: January 14th (Wednesday)

Time: 5pm - 6 pm. EAA meeting to follow, all are encouraged to stay and have pizza, salad and attend the EAA Chapter meeting.



RV-12 in Flight

YES group Agenda:

- Welcome and introductions
- Does cold winter weather affect flying?
- Progress with building the RV-12 & testing the Sonex
- Plans for future meeting topics
- Adjourn



Sonex aircraft

Please plan to attend, and boost your participation (and maybe a career) in aviation!

--

Eric Simpkins

Sonex progress



Dale's Sonex fly-by, on his 5th flight

Attached is a picture of my Sonex on a touch & go recently. Test flights have been going well - fly a bit, check it over thoroughly, fly a bit, tweak the carb, fly a bit, adjust the valves, fly a bit, check it over thoroughly, etc. I've only flown it a few hours total so far and all in the pattern. It is hard to describe the thrills of test flying an airplane you worked on for 5 years. It is also a thrill that it flies well, and feels good, especially to land. The weather has been a challenge lately although the calm, cold air is nice. My next flights will be beyond and above the traffic pattern a bit more - stretching the envelope of trust.

We would also like to attract people interested in Eagle Flights. We can't do flight lessons, but we know who does, and can encourage ground school info. Know anyone interested in learning to fly? Let us help!

Dale Anderson, Young Eagles Coordinator

Pilot's Tip of the Week

Deadstick - Emergency Landing Pattern

Featuring Wally Moran

Wally:

"As a glider instructor, Bob, I've logged over 1,500 dead-stick landings. I regularly teach glider pilots how to get the airplane on the ground safely. The secret to getting that glider into the field is to use the same, consistent pattern every time.

This consistency helps establish an awareness of appropriate glide angles and can be used at the home field or in the event of an off-field landing. Off-field landings are not uncommon in the glider world and are routinely done without any incidents.

The same technique is also the secret to successful emergency landings for power planes. We need to plan and practice a standard pattern which we'll use every time. Doing it this way provides two distinct advantages.

One, a standard pattern constantly allows the pilot to adjust his approach as he flies through lift and sink and changing winds. Secondly, it's something we can practice on a regular basis, so we're apt to be more proficient when the time comes."

Bob:

"Wally, can you describe for us what this pattern looks like?"

Wally:

"Sure, Bob. The standard pattern should start on downwind leg. Abeam our touchdown spot. The spot that we've chosen in the field that you've helped us select in the earlier workshop.

We should do that at approximately 1,000 feet above ground level, and at a distance that will put that touchdown point at about a 45-degree angle below our wing.

This will be closer than the typical landing pattern that a power pilot is accustomed to."

Bob:

"It sounds easy enough, but how do I determine 1,000 AGL when I'm landing in a strange field?"

Wally:

"First of all, one should always have a general idea of the elevation of surrounding terrain if they're keeping up with their navigation. Furthermore, we'll get a chance to practice every time we enter the traffic pattern, Bob. If we just pay attention, you'll soon recognize the fidelity of ground objects from this altitude.

It's an altitude we use regularly every day. If we look out the window and try to establish references, it'll become quite easy for you to do it even in a strange place.

As a further exercise, you can fly out to a sparsely populated area where you know the elevation. Level off at 1,500 feet AGL. Look around, descend to 1,000 feet, and note the difference. Then descend to 500 feet if it's safe to do in this area and note the difference again.

Climb back up to what looks like 1,000 feet without your altimeter and see how you do. I'll bet you'll be pretty close. Practice this exercise from time to time and keep it fresh in your mind.

Also, each time you enter the pattern, descend to what looks like pattern altitude to you without the use of the altimeter, then check to see how well you did. You'll be surprised how well you can do. You can practice this every time you fly.

Actually, it's not important to be 1,000 AGL on our downwind as long as we set up the 45-degree angle. Your altitude will compensate for the distance. If you're a little low, you'll be closer. If you're a little high, you'll be farther out."

Suggest you sign-up for more of these great tips from PilotWorkshops at tips@pilotworkshop.com

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