



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

February 2019, Vol. 19, #2

PREZ SEZ:

Help wanted for the Ford events. The Ford Tri-Motor tour is shaping up.

This month's meeting will be dedicated to arranging & recruiting help in the various committees. Kim has been busy making arrangements for the work crews. Tickets for rides on the Ford are available now on the EAA.org website, or on our Facebook page or on our chapter website. We expect to sell out!

I have requested help from Chapter 617 at Prineville for the Ford tour. The committee thought a pancake breakfast on Mother's Day would be a potential money maker for the portable pancake trailer that 617 has. They did a great job of providing a breakfast at the last B-17 event. It would be fitting to have their help and give them a chance to earn some money to boot. Plus I want us to "rub elbows" with another chapter that has its ups and downs as we do.

Pacific Northwest Wings Flying Club has elected a board of directors and officers, and is working on bylaws and searching for suitable airplanes to lease or buy. If you know of any suitable aircraft for sale or if you want to join the club, share the info with the new President, Marc Gardner (marcgardner61@gmail.com). The next club meeting is Monday, February 11, at 7 pm at Bend Builder's Assist.

Mike Wissing is our new Eagle & Young Eagle Coordinator. Mike was also elected VP. He has his hands full, so give him a hand in recruiting program topics, kids and adults to fly. He is a very experienced pilot in many aircraft. He knows the "ropes". Let him know that you want to fly some folks. We want to start earning some serious "credits" with EAA.

We are tentatively planning to fly some introductory flights along with the Ford extravaganza.

I plan to continue working with the Glastar building project on Wednesday afternoons and on Saturday mornings. Saturdays we will try to fly as weather permits. We had a group of 4 kids and 2 fathers working last Wednesday. What a great combination. We worked on riveting hinges on elevators. Please contact me if you would like to join in on the project. We could also arrange for other times if we get a group together that are interested on different days or times. The Glastar offers many unique building challenges. We will soon be fitting the wings and some wheels. It provides many unique challenges for learning to build.

Gary Judd, our airport manager, has asked for some volunteers for an airport advisory committee. The new Master Plan for the airport is being formulated. Lots of user input is needed. Let Gary know if you can help.



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

Tentative Agenda: EAA Chapter 1345 High Desert Flyers Meeting Wednesday, February 13, 2019

5 PM Movie Time – Watch a historic movie about the Ford Tri-Motor (TAT)

6 PM Pizza & burgers

6:30 Chapter Meeting

Introductions

Announcements:

Pacific Northwest Wings Flying Club up & running, looking for members and airplanes. Airport Master Plan meetings underway; feedback welcome.

Old Business:

We need people to work withal sorts of the events along with the Ford Tri- Motor tour.

New Business:

Membership change and recognition in family dues.

Ford Committee meetings and reports:

Ford Tri- motor event planning

Dale Anderson

President

January meeting minutes

Minutes of a regular meeting of The Chapter held on Wednesday, January 9, 2019, 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 13 in attendance who signed the roster at this meeting.

DINNER

Mike Robertson provided grilled hamburgers and condiments, as well as pizza from Costco.

CALL TO ORDER

The meeting was called to order at 6:35 PM by Dale Anderson.

PROGRAM

Dale opened the meeting by informing those of us who may not have known that the Northwest Wings Flying Club held a meeting Monday evening at our facility, and hopes to be up and running within a few months.

The RV10 that had been being built in the Bend Builders Assist shop has been completed and flew to Colorado a few days ago. Two more airplanes are expected to arrive within the next month.

Bend Builders Assist is looking to hire a few new mechanics, preference given to retired Veterans. If you know someone who might fit the bill, talk to Mike Robertson.

We then went around the room introducing ourselves for the benefit of newer members and guests.

Mike Robertson will be pitting again this year for an airplane in the Reno Air Races and invited us all to come out for the event.

We discussed plans for bringing the Ford Tri-Motor to Bend this summer. It was announced that those interested in being on the planning committee would meet this Saturday Jan 12th for more in-depth planning.

The nominations are open for the Ray Scholarship Fund. Our club plans to nominate Samuel Conklin, a CAP cadet officer and aviation enthusiast. Prineville Chapter 617 has volunteered to donate their Young Eagle flight credits to us to help us send a Young Eagle to the Air Academy at Oshkosh. And we also plan to get the Tom Phy scholarship up and running.

We plan to have a safety briefing before the meeting each month, and attendees should be able to get WINGS credit. Dale wants suggestions from the members for monthly meeting topics and guest speaker suggestions. Mike Wissing suggested Rich Finley and Jim Weatherby.

Mike Robertson is stepping down as VP of the Chapter. We elected a new VP for the Chapter, Mike Wissing. Kim Muinch accepted the position of Membership Director, a position that had been vacant for some time. Mike Wissing also assumed the role of Young Eagles/Eagles Coordinator. It was decided to hold a board meeting, including the newly-elected members, immediately after the regular meeting.

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

Faye Phillips, Secretary

Treasurer's Report

No Financial Report received for period: 01/01/19 to 1/31/19

The following is a repeat of the report through December 2018

TOTAL INCOME	\$2529.35
TOTAL EXPENSE	\$985.93
NET INCOME	\$1543.93
TOTAL CASH IN BANK	\$11,144.48

Jack Watson, Treasurer

Crosswind at landing & take-off ; whether or not to fly

While pilots may compute the crosswind component for takeoff and decide whether or not to fly, we almost never compute the crosswind component for landing after hearing ATIS, AWOS or other current wind reports. We use the reported wind to decide which runway to use at a non-towered airport, but it's extremely rare when a pilot decides not to attempt the landing at all and diverts to another airport.



When you get the local winds and choose, or we are assigned a landing runway, take a moment to estimate the crosswind component using this rule of thumb:

- If the wind differs from the runway heading by **15 degrees**, the crosswind component is roughly **one-quarter** or 25% of the wind velocity. Divide the reported wind speed by four to estimate the crosswind component.
- If the difference between the wind and runway heading is **30 degrees**, the crosswind is **half** of the reported wind speed.
- If the wind makes a **45-degree** angle with the runway, the crosswind component is **three-quarters** or 75% of the overall wind speed.
- When the windsock is pointing **60 degrees** or more from the runway centerline, assume the crosswind component is the **same** as the reported wind speed.

Listening to AWOS or otherwise learning the winds at your planned destination, drives two decisions: which runway to use, and whether to try landing at that airport at all.

History shows most loss of directional control during landing crashes occur with less than 10 knots crosswind component. Compute and record the crosswind component for every landing you make, with a subjective judgment of your level of comfort making that landing. If your personal crosswind comfort gets down to five knots, or less than the typical crosswinds you encounter, it's time get some dual instruction on crosswind landings.

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