



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

November 2019, Vol. 18, #11

## PREZ SEZ:

ATTENTION ALL MEMBERS: We have had several scam attempts using my email address to “reimburse” miscellaneous charges supposedly for chapter expenses. These have been reported to the FBI. I haven’t heard of any official action as yet. If you receive something requesting reimbursement report it & call the chapter member involved – it is a scam.

Looking ahead at the business of the next chapter meetings:

November 13 – Election of officers and volunteers for committees,

December 11 – Installation of new officers and our Christmas Party at the Black Bear Diner 5 pm to 8.

We had a group of 20 High School students tour the Bend Builder’s Assist hangar on October 17. Their teacher, a pilot, arranged for a week-long special session about aviation. Our focus was to describe the experimental side of general aviation and homebuilding as compared to “certified”. They were very enthusiastic and had lots of interesting questions. Several of our members helped with the tour including Mike Wissing, Mike Robertson, Faye Phillips, myself, and two others. We told them about our Wednesday afternoon builders sessions (3 to 5 pm) and would look forward to them showing-up to help on the Glastar project. We will also try to follow-up with them for some Young Eagle flights. They had bad weather when they tried to fly>

We started some committees at the October meeting that we would like to add more members to. The Fly-Out Committee will suggest and coordinate some fly-out events (perhaps in conjunction with Oregon Pilots Assoc.). We have tentatively scheduled a fly-out to Wasco on Nov. 16. The Programming Committee will help the

Vice President to seek-out and coordinate some interesting topics and guest presenters for meetings and special events. A “Flying Start” program could be our next major event focus. The flying start idea is to provide a systematic method of introducing prospective pilots into a more functional connection to flight training. We also have the Builder’s Group which is separate from the chapter, but works with, and reports to the chapter.

Our agenda for the November meeting will be slightly overhauled to try out some new elements. Tell us what you think!.

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

3 to 5 pm Builders group – working on control cables, fuel tanks, inspection ports, wing top skins, etc..

5:30 to 6:00 Sign-in, wear your EAA name tag or make one.

6:00 pm **Pot luck dinner**, please bring something to share, salads, side dish, dessert, drinks, etc. (We are trying to cut down on smoke in the hangar during the cold months).

6:30 **Chapter Meeting**

Aviation humor - Kim

**Opening remarks** – Dale: Introduction of guests, new members, news, announcements

Report on Marshall High School visit –Teacher, Jess Devan and 20 students toured the hangar Oct. 17, (arrange for future YE flights and building sessions?)

Fly-out to Wasco, Nov. 16 – volunteer pilots and passengers  
Christmas Party, Dec. 11, at the Black Bear Diner 5 to 8

**Interview of an experienced Pilot:** (part of an ongoing event) Mike Wissing “African Mike” interviewed by Kim

**Learn something!** (We will skip this item for tonight, we don’t want “information overload”)

**Special Program:** Election of Officers; additional nominations are encouraged.

President: Dale Anderson, other nominations -  
Vice President: Kim Muinch, other nominations -  
Secretary: Faye Phillips, other nominations -  
Treasurer: Jack Watson (would like to be replaced) other nominations -  
Newsletter Editor: Lynn Anderson, effective January 1, other volunteers -  
Young Eagles/Eagles Coordinator: Mike Wissing  
Membership Coordinator: Kim Muinch intends to continue  
Webmaster: Alan Smith,  
Volunteers –  
    Volunteers for a Fly-Out Committee –  
    Fred Berardo,  
    Volunteers for Programs Committee –  
    Henry Graham, Pat Bigos,  
    Volunteers for the “Builders group LLC –  
    Henry Graham, Fred Berardo, Jeff Stolasz,  
    Dale Anderson

**Report on software recommendations** to support membership management, communications, and treasury – Kim

### **Discussion of the ‘Flying Start’ Program**

and how it could be administered:

- Purpose and focus
- Basic structural components
- Tentative dates and times
- Other

**Next meeting** , December 11 Meeting: Christmas Party, Black Bear Diner, 5 to 8 pm  
Any other business?

***Dale Anderson***  
*President*

## ***Treasurer’s Report***

Financial report for period 1/1/19 through 10/31/19

TOTAL INCOME	\$7,651.20
TOTAL EXPENSE	\$4,754.83
NET INCOME <loss>	\$2,897.00
<b>TOTAL CASH IN BANK</b>	<b>\$13,925.95</b>

*Jack Watson, Treasurer*

## ***October meeting***

Minutes of a regular meeting of The Chapter held on Wednesday, October 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

It was a chilly fall day, but it was nice and warm inside. There were 12 in attendance for the meeting.

### DINNER

Fred Berardo brought in pizza from Costco, along with cookies. Chef Mike

Robertson grilled-up hamburgers and hot dogs with all the trimmings.

### CALL TO ORDER

The meeting was called to order at 6:30 PM by president Dale Anderson. Everyone introduced themselves. There were 4 first-time attendees, and at least one of them joined the chapter!

Dale circulated an EAA booklet that prominently listed our chapter’s \$1,000 installation of a memorial brick to Tom Phyl at the Oshkosh Airport.

The September 29th Redmond Aviation Day at the Deschutes County Fairgrounds went off with a bang! Faye, Dale and 2 CAP cadets presided over our booth.

Our chapter's pedal biplane was a big hit. Over 1,000 kids attended, and we have a large list of Young Eagles flight applicants. Kim asked what we could do next year to make the experience at our booth an even better experience for the kids, and Dale responded that a larger-scale aircraft that the kids could sit in would be great. The BD5 was missed.

October 14-18 we will be hosting the Marshall High School aviation program from 1 pm until 3 or 4 pm. This is in collaboration with the Sisters chapter. The program will be an in-depth tour of the Bend Builders Assist Hangar, to illustrate what goes into building an aircraft.

Volunteers are needed to serve as tour guides. Please contact Dale if you can come out and help.

Chapter 617 had their YE rally on Saturday September 21st. No word yet on how that went.

Kim gave a briefing on the workings of EAA's new Chapter Member Roster application and its benefits. He will be demonstrating it at the November chapter meeting.

Chapter Leadership Academy Oct 23-25th in Oshkosh, WI . . . free, if you can get yourself to Oshkosh. Dale wants to work towards the Chapter being able to send board members out to Oshkosh for classes like this.

Dale led a short discussion on the prospects of using some of our funds and raising more for a chapter hangar. We also talked briefly about raising more funds to get the "Tom Phy Memorial Scholarship" going.

The "Ray Scholarship" application period opens next month. Dale asked members to consider nominations. The scholarship award can be up to \$10,000.

Kim mentioned a yet-to-be confirmed rumor that Leading Edge Aviation has been, or is in the process of being sold to a Canadian owner.

Kim also mentioned that Bend Airport Manager Gary Judd's last day as manager is the Wednesday

before Thanksgiving. Kim expressed his concern that the City might not recruit a manager like Gary who is an active pilot. Kim said he wants to form a small committee of persons from the chapter, and from other groups around the airport to monitor and influence the recruiting process.

Mike Robertson stated that he has recently observed contract personnel out on the taxi lane in front of his hangar doing core samples, and other work that he believes is associated with eventually resurfacing or replacing the taxi lanes.

The main topic of the meeting was nominations for chapter officers and committee members. Sign-up sheets for officer positions and committee members were circulated and Dale asked people to give serious consideration to volunteer. Kim reviewed his 6 years of experience serving as an officer for the Oregon Pilots Association and explained that an all-volunteer organization thrives when everyone contributes time to serving the chapter. He mentioned several examples of serving that ANYONE can do. It's not much fun when too many people come just to sit and watch and leave the work to 2 or 3 people.

Dale went on to say that elections will be held at the November meeting, on Wednesday, the 13<sup>th</sup>. Officers will be installed at the December meeting, which also happens to be the chapter holiday party, at the Black Bear Diner in Bend, 5 - 8 pm.

## **ADJOURNED,**

Kim Muinch, filling-in for Secretary Faye Phillips.



**Wasco County fly-out — watch for the 'hump' — can't see traffic at the other end of runway**

## **FROM YOUR NEWSLETTER EDITOR**

*The first Chapter 1345 newsletter was issued in March 2002, the same month Dennis Douglas founded the Chapter. Since then, we moved from mailed copies to email attachments, initially in MS Word format and finally to the current PDF format.*

*The December newsletter issue is the last I will produce after almost 18 years of continuous, uninterrupted publication.*

*Thank you, Lynn Anderson, for agreeing to take on this responsibility starting in January 2020.*

*I think this is a good time to recall some Chapter history ...*

*Our meeting venue moved around during the first years, finally stabilizing, thanks to Mike Robertson, in the current location.*

*The newsletter has depended on timely monthly inputs from Chapter Presidents, Treasurers and Secretaries with occasional inputs from other members.*

*The following list is NOT all-inclusive but does give some idea how many members have 'stepped up to the plate' over the years. It does not include important contributors like YE coordinators.*

**Mike Bond**

<b>Year</b>	<b>President</b>	<b>Vice-president</b>	<b>Treasurer</b>	<b>Secretary</b>
2002	Dennis Douglas	Rip Osterhuber	Don Houge	Jack Raplee
2003	Greg Tanner	Jerry Roselle	Jim Stone	Randy Potter
2004	Ross Morrison	Bill Lewis	Randy Potter	Dennis Douglas
2005	Ross Morrison	Bill Lewis	Tony Partain	Tom Phy
2006	Ray Dillard	Tom Phy	Jim Stone	Dave Waltman
2007	Dennis Douglas	Bill Blackwell	Jack Watson	Dave Waltman
2008	David Nixon	Chuck Smith	Jack Watson	Milo Street
2009	Pete Loeffler	Sean Harbison	Jack Watson	Erik Rustand
2010	Sean Harbison	Tom Phy	Jack Watson	Erik Rustand
2011 **	Sean Harbison	Tom Phy	Jack Watson	Erik Rustand
2012	Tom Phy	Henry Graham	Jack Watson	Erik Rustand
2013	Tom Phy	Henry Graham	Jack Watson	Jack Watson
2014	Tom Phy	Charles Brown	Jack Watson	Jack Watson
2015	Tom Phy	Charles Brown	Jack Watson	Jack Watson
2016	Tom Phy	Charles Brown	Jack Watson	Jack Watson
2017	Tom Phy	Charles Brown	Jack Watson	Faye Phillips
2018	Dale Anderson	Mike Robertson	Jack Watson	Faye Phillips
2019	Dale Anderson	Mike Wissing	Jack Watson	Faye Phillips

- **\*\*No volunteers; board agreed to serve another year, a pattern that has continued for several years.**

## ***Pilot Insights - It's just a little weather – what's the big deal?***

There is a big misconception about the complexities of flying in clouds. There are lots of YouTube videos and flying magazine articles about flights into clouds that result in fatalities. Among them, you'll find one that says: "I don't understand how anyone could make that mistake. All you have to do is look at that artificial horizon thing to figure out whether your wings are level or not." Or, perhaps you are a low-time Private Pilot.

You received three hours of instrument training with a hood of some type, and you did pretty well. So, what's the big deal?

The big deal is that flying in a cloud is very different than pretending to fly in a cloud!

### **Here are two things to know before you fly in a cloud for real:**

How flying "in the weather" differs from flying "under the hood".

How to prepare for entering the clouds.

When you were certified, you demonstrated your ability to fly straight and level, make climbs and descents and fly toward a VOR without looking outside of the plane. But, that hood, in short doses, does not demonstrate that you can maintain control of the aircraft while you are:

*Entering data into the GPS.*

*Talking to someone.*

*Navigating to the correct point.*

*Fighting the fear that something very bad is going on.*

*Trying to calm your passengers who also know that you are in over your head.*

*Or, doing all these things at once.*

*And, never getting even a glimpse of the sky or ground to reorient your head.*

## ***Flying in the clouds for real***

*You see nothing outside but the inside of a cotton ball. Your head tells you one thing about your orientation; your instruments tell you something totally different. And, when you look away from the attitude indicator to retune a radio or GPS, the airplane has a tendency to roll into a bank without you seeing it or feeling it. When that bank degenerates into a descending spiral, all of the back pressure in the world will not stop the descent.*

*So, what do you do? Stay out of the clouds until you have your instrument rating. Do this by obtaining and HEEDING weather reports. Then, if you inadvertently find yourself in a cloud, get out the same way you got in; slow turn back around, slow wings-level descent back down, or slow wings-level climb out of the cloud.*

*Even today, after years of flying with an instrument rating, I know that when I enter the clouds my head and my body will need a minute or so to fully accept the situation. So here's what I do to prepare for entering the clouds:*

*My technique is the same whether climbing into a cloud after takeoff or descending into a cloud for an approach. About fifteen seconds before I enter the cloud, I ensure that I am wings-level, and that my eyes and my mind are focused on the attitude indicator. Then I start that familiar chant in my head: Attitude, altitude; Attitude, heading; Attitude airspeed... By being mentally "on the gauges", before I need to be, I slide into the weather with a minimum of discomfort.*

*The next time you have an opportunity to fly with an instructor, ask to practice these techniques with some real clouds.*

## **2019 CHAPTER BOARD:**

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