



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

January 2018, Vol. 17, #1

PREZ SEZ:

*It's a "New Year"! 2018!
It's not just a new year but, "2018"! Ok.
Not just another one but, "2018"!*

*So we have a new plane and a new project
in the build center and new "Glstar" in
the build start center. Mike Bond's
Glstar "kit" has been gathering dust in
his garage @ home for a long, long time.
Still so much to do; to build and get this
project ready for engine, avionics and
paint this year.*

*Besides this project, we have other new
projects as well. Air shows, flight reviews
and whatever you have going on in your
hanger! What's on your flight review?
What are you planning to have "up -
graded" on your plane?*

*This month's "EAA Young Eagles" on
the 10th Wednesday of January, 2018.
Our meeting is @ the EAA Mike
Robertson hanger, 63030 Powell Butte
Hwy.*

*Dale is hosting a build session starting on
this, the beginning of the next project.
Building starts @ 4 – 6, and the "dinner"
for the EAA Chapter starts from 6- 6:30.*

*We are hosting an EAA Chapter member
to talk about the ladder he gave to the
"B-17" back earlier in 2017.*

*This is a great opportunity that he has
taken advantage of to promote his
company!*

*So, come on out to our hangar on the
Wednesday the 10th of January, 2018!*

*Thomas Phy,
President*

Treasurer's Report

Financial For period: 01/01/17 to 12/31/17

TOTAL INCOME	\$10559.30
TOTAL EXPENSE	\$3993.88
NET INCOME	\$6565.42
TOTAL CASH IN BANK	\$9601.06

*Jack Watson,
Treasurer*

November Meeting Minutes

Minutes from Wednesday, October 11th, 2017,
meeting were not received in time for inclusion in
the newsletter They were received later and the
program details follow:

We had a guest speaker, Tyler (Tye) of Insitu, a
pioneer leader in the design, development,
production and operation of high-performance,
cost-effective unmanned aircraft systems (UAS).

Tye showed us photos of the Insitu UAS and told about some of their capabilities and missions. The company has provided equipment for military operations, many of the details of which he was unable to disclose. Tye talked about the Scan Eagle, which weighs 55 lbs and is powered by a 28cc 2-stroke engine that can run up to 24 hours on 2.5 gallons of gas. The amount of information that a UAS can obtain, and at some distance, without being detected, is amazing. They can fly close enough to a boat in the water to photograph the brand of soda the man in the boat is drinking, without him even knowing he has been spotted. 99% of Insitu's work is overseas. The presentation took up most of the meeting time.

December Meeting Minutes

Minutes of the annual family Christmas Dinner meeting of The Chapter held on Wednesday, December 13th, 2017, at the Black Bear Diner in Bend. Regular Club meetings are held on the second Wednesday of each month at the "Bend Builders Assist"/Robertson Hangar at the Bend Municipal Airport.

ATTENDEES

There were 33 in attendance who signed the roster at this meeting/dinner. The 99's (women's aviation group) were not in attendance, though they were invited.

DINNER

Everyone started ordering from the menu around 6:15 PM. Dinner was served at 7 PM, after the main part of the Program.

CALL TO ORDER

The meeting was called to order at 6:30.

PROGRAM

President Tom Phy asked us to each introduce ourselves briefly. Then there was brief discussion by Sam Monte about the Flight Science Program in the Sisters High School.

Oregon Pilots Assn made us aware that the Cascade Locks Airport is under threat of closure by the City of Cascade Locks, and the Pacific City Airport may be sold after January 2018 by the Oregon Department of Aviation. The Beaver Marsh Airport was sold by them and it hasn't turned out well. It was also mentioned that the City of Bend takes much of the tax revenue from the Bend Airport and spends it elsewhere instead of reinvesting it back into the airport. This needs to change.

Other items discussed was planning an aviation event for sometime during the summer and getting schools and kids' organizations involved in some sort of Aviation Day. After this discussion, dinner was served. WE ALSO NEED MORE VOLUNTEERS TO HELP WITH THE GLASTAR BUILD! Anyone wishing to help out, please contact Dale Anderson.

After dinner, President Tom Phy presented awards to officers and members who had contributed to the success of the Chapter during this year. Kim Muinch pointed out how Tom Phy needs to be acknowledged for all the work he has done, which often goes unnoticed, both during the B-17 event and planning as well as throughout the year.

Meeting was then . . .

ADJOURNED

Faye Phillips

Secretary

Young Eagles Support Group Meeting

Who: Adults, Young Eagles, Potential Young Eagles, Eagles, Civil Air Patrol, and everyone interested in aerospace education.

What: Changes to our usual meeting schedule of educational topics

When: 2:30 to 5:30 pm, every Wednesday, starting 1/3/18, Building on the Glastar Project.

And, 7 to 9 pm the 4th Thursday of every month- Aerospace Education Topics, next meeting is Thursday, January 25, Topic: Winter flying issues

Where: Bend Builders Assist (EAA) hangar, Bend Municipal Airport

Why: For Education, Safety, and FUN with airplanes

Other times and days can be arranged for work on the Glastar as long as some technical assistance and supervision is available. Call Dale at 607-591-1714. The aluminum wings are the focus right now. The left wing is nearly ready to rivet. The skin needs to be dimpled and the spars need counter sinking, and everything needs an interior primer coat. It is like a big jigsaw puzzle, only more fun, and it will fly.

Dale Anderson,
Young Eagles Coordinator, EAA

Landing on unpaved or grass runways



"Unpaved airports can vary from beautiful long smooth grass runways to a gravelly sand bar in a river. So there is a lot to think about here.

Probably the first place to start is with your insurance.

Most FBO's that rent aircraft prohibit them from landing on other than hard surface runways. It will also make a difference if it is a chartered airport or an uncharted strip in the woods. In any event you need to check that out before, rather than after the fact.

Next it is important to learn as much as you can about the airport prior to arrival. In fact, I think there is a FAR that requires us to know that information. That rule goes double if you are landing on an unpaved runway. The best policy is to visit the airport first (by car if possible) and walk the field and parking areas.

Naturally checking the AFD is a good first step but better information will come from a phone call to the airport prior to departure. Every airport is different and you need to learn things like the length of the grass, the condition of the surface, any low spots that might be wet, where it is safe to taxi, any special noise abatement procedures and anything else that might be appropriate.

Then there is the performance aspect to consider: What obstructions are involved and is it long enough to land and stop safely? Usually landing and stopping is not the problem, it is taking off. Some pilot operating handbooks give a performance decrement for grass as opposed to hard surface runways. But remember that is only a guess. Again the length of the grass and the softness of the surface will have a big effect on takeoff distance. Be very conservative in your planning here.

Now let's talk about the actual approach and landing. Depending upon the airport, some pilots like to make a low pass down the runway prior to landing. This gives them a chance to look over the runway surface and to scare off any critters on the runway. Critters on the runway? Oh yes, that can be a real problem at airports that are out in the country.

Some pilots feel a soft field landing is required on all grass runways, but there are many very smooth grass runways where a normal landing is fine. There are lots of great airports with grass runways that are as good or in some cases better than the hard surface runways we use. Our airplanes like to land on the grass and it is easier on our tires.

So do your homework, then go out and have a great time."

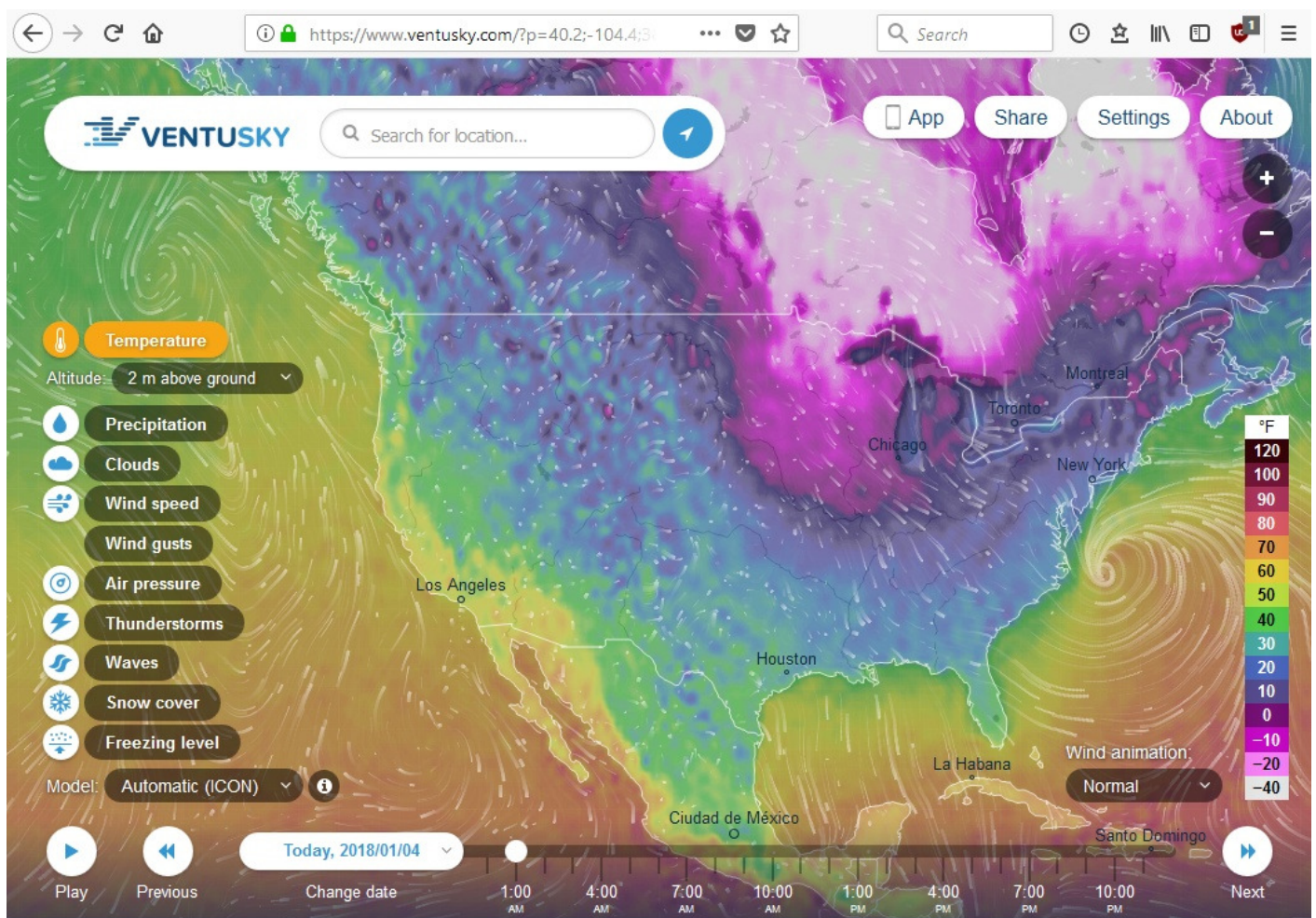
This source of animated weather data was supplied by Dennis Douglas

Taken today, this snapshot shows what the East Coast is in for

We're all interested in the weather. I found what I think is a great site that graphically shows the past and current weather conditions over (user-selectable) geographical areas, with weather predictions for future times using a sliding scale. Here's the link to the site: <https://www.ventusky.com>.

When the map comes up, enter your desired location in the upper-left text-entry box; i.e., where it says "Ventusky". Using the "+" and "-" buttons in the upper-right, zoom the map in or out to get the desired coverage area. Then, using the selection buttons in the lower-left, choose the weather parameter you'd like to see: precipitation, clouds, wind speed, etc.

If you're interested in adjusting the display format, click on the "About" button in the upper-right and, after you've read that, click on the "Show" link at the bottom of the About page. Then, you can use the "Settings" button to make adjustments.



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