



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

April 2016, VOL15, #4

PREZ SEZ:

Spring is here and so is the spring time weather. Windy & cold, then into the 70's and sunny.

It's been busy here at the hanger. RV-7's & 14's being assembled, Dale Anderson's Sonex is down for some maintenance, and the RV-12 is busy taking kids of all ages for a flight.

We are looking to have one of our members step up to the plate and relieve Jack Watson as the Chapter Secretary. Jack has been the Secretary/Treasurer for a very long time and he needs to pass the torch on some of his responsibilities. He's still going to be our money man though so, no worries there!

At our next meeting, Wednesday April 13th, Mike Wissing will be giving a talk on the many (mis?) adventures of the Central Oregon Civil Air Patrol! We will be meeting at the Bend Builder Assist hanger; located @ 63032 Powell Butte Hwy. Dale Anderson will be leading it off at 5 o'clock with the "Young Eagles" portion for an hour. Starting @ 6, we'll be having the usual pizza and burgers with the meeting starting around 6:30.

Friends and family are always welcome!

Thomas Phy, President

No Young Eagles meeting details received this month ... Ed

Treasurer's Report

Financial: For period 01/1/16 to 3/31/16

| | |
|---------------------------|------------------|
| TOTAL INCOME | \$787.00 |
| TOTAL EXPENSE | \$445.00 |
| NET INCOME (loss) | \$342.00 |
| TOTAL CASH IN BANK | \$2559.66 |

NOTE:

2016 Chapter dues in the amount of \$25.00 are now due and payable and invoices were mailed to all members on January 1, 2016. Please note that our Chapter has tax-exempt status under section 501 (c) (3) of the Internal Revenue Code which means that annual dues and contributions are fully deductible to the extent provided by law. Our Federal Taxpayer ID is 30-0022467.

Jack Watson, Treasurer

March Meeting Minutes

Minutes of a regular meeting of The Chapter held on March 9, 2106, at the Robertson Hangar at the Bend Municipal Airport.

ATTENDEES

There were some eleven in attendance including: Thomas Phy, Jack Watson, Dale Anderson, Mike Robertson, Ed Frederickson, Charles Brown, Henry Graham, Mike Bond, "Zippy" Himstreet, Kim Muinch, and Mike Wissing.

DINNER

Consisting of Costco Pizza and homemade bean soup by Dale Anderson with Burgers prepared by Chef Mike Robertson were served at 6:15 pm followed by:

Meeting Minutes - continued

CALL TO ORDER

At 6:45 pm at which time President Thomas Phy announced that as Minutes of the previous meeting and the Treasurer's report were published in the monthly newsletter we would dispense with a reading thereof and commenced the evening's festivities with the query "Anything new and exciting" at which point began some one hour and forty-five minutes of uninterrupted discussion with:

ADJOURNMENT at 8:30pm

Estimating crosswinds in Central Oregon (and elsewhere!)

"There is an easy, but apparently not frequently taught, way to estimate the crosswind component for a given runway and reported wind direction:



- 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.

For example, say you're planning to fly to Stearman Field, a very nice residential airpark just east of Wichita, Kansas. The airport is served by a single paved runway, Runway 17/35. The typically strong Kansas surface winds are reported to be from 220 degrees at 20 knots, so you anticipate landing on Runway 17. This means there is a 50 degree angle between the runway heading, approximately 170 degrees, and the reported wind. What is the approximate crosswind component for landing?

Using the estimation technique, a 50-degree wind angle means the crosswind component is somewhere between 75% and 100% of the reported wind speed—between roughly 15 and 20 knots of crosswind. This puts the crosswind component at or above the maximum demonstrated crosswind for almost all general aviation airplanes. It's far beyond the crosswind component most pilots practice regularly. As much as you'd like one of Stearman Field's chicken roll-ups, it's probably not a good idea to land there for lunch today."

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Have you heard about the purchase contract being mandated by ICON for their new A5 light sport amphibian? A very loose interpretation of this voluminous contract is \$189k to effectively 'rent' for 30 years plus \$10k to retain some legal rights

Courage.

You're a 19 year old kid.

You're critically wounded and dying in the jungle somewhere in the Central Highlands of Viet Nam .

It's November 11, 1967.

LZ (landing zone) X-ray.

Your unit is outnumbered 8:1 and the enemy fire is so intense, from 100 yards away, that your CO (commanding officer) has ordered the MedEvac helicopters to stop coming in.

You're lying there, listening to the enemy machine guns and you know you're not getting out.

Your family is half way around the world, 12,000 miles away, and you'll never see them again.

As the world starts to fade in and out, you know this is the day.

Then - over the machine gun noise - you faintly hear that sound of a helicopter.

You look up to see a Huey coming in. But ... It doesn't seem real because no MedEvac markings are on it.

Captain Ed Freeman is coming in for you.

He's not MedEvac so it's not his job, but he heard the radio call and decided he's flying his Huey down into the machine gun fire anyway. Even after the MedEvacs were ordered not to come. He's coming anyway.

And he drops it in and sits there in the machine gun fire, as they load 3 of you at a time on board. Then he flies you up and out through the gunfire to the doctors and nurses and safety.

And, he kept coming back!! 13 more times!!

Until all the wounded were out. No one knew until the mission was over that the Captain had been hit 4 times in the legs and left arm.

He took 29 of you and your buddies out that day. Some would not have made it without the Captain and his Huey.

Medal of Honor Recipient, Captain Ed Freeman, United States Air Force, died April 2010 at the age of 70, in Boise, Idaho.

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Medal of Honor

Winner Captain Ed Freeman

Seeker Aircraft and Erickson

Seeker Aircraft announced March 2 that Erickson, Inc., of Portland, Oregon, will soon begin manufacturing its one-of-a-kind, light observation aircraft in the United States. Previously the single-engine aircraft was manufactured only in Australia. It is powered by either a Lycoming O-360 or IO-390



Photo courtesy of Seeker Aircraft.

Seeker Aircraft's SB7L-360 light-observation, short-takeoff-and-landing, two-person Seeker, previously manufactured only in Australia, soon will be manufactured in the United States, bringing the distinctive, single-engine, pusher-propeller design closer to growing markets in the Americas (and to home) the New Mexico-based aircraft company behind Seeker announced March 2.

Erickson, Inc., an aviation firm based in Portland, Oregon, and known to rotorwing pilots for its Sikorsky, Bell, and Airbus helicopter assemblies, will build the aircraft. Already deployed in Africa, the Middle East, North America, and South America, Seeker has been in development since 1993. It is made for rugged missions including pipeline patrol, border patrol, and police patrol.

FOR SALE - RV 12



New, ELSA, test hours flown-off, 27 hrs TT, Rotax 100 hp, vented fuel tank, dual landing, position/strobe lights, Garmin Nav/com, Dynon touchscreen, ADS-B, full interior, custom seats, wheel pants

Well-built and great to fly! Built by a builders group from EAA Chapter 1345 (Young Eagles and "older eagles") as fund raising project, A&P and IA supervised.

Available immediately, can deliver with fresh condition inspection.

\$105,000 obo

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