



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

February 2018, Vol. 17, #2

PREZ UPDATE:

Tom is doing much better these days. He is settling in very nicely at Meredith Clark's house.

Tom and she have said they are open now to visitors but to please call first. If you would like to visit give me a call at 509 998 1793 and I will give you her number.

Keep in mind that Tom will be going through a lot of treatments for the next several weeks.

We have all heard how bad you can feel after chemo so if Meredith says no then it is probably the result of the treatments.

Our meeting is @ the EAA / Mike Robertson hanger, 63030 Powell Butte Hwy.

Dale is hosting a build session starting on the beginning of the next project.

Building starts @ 4 – 6, and the “dinner” for the EAA Chapter starts from 6- 6:30, on Feb 14th

I would also remind everyone that Tom will be at our next Chapter meeting, which is Valentine's Day. Come out, enjoy some hamburgers and pizza, and give Tom a big hug.

Mike Robertson
Vice President



Treasurer's Report

Financial For period: 01/01/18 to 01/31/18

TOTAL INCOME	\$521.63
TOTAL EXPENSE	\$ 0.00
NET INCOME	\$521.63
TOTAL CASH IN BANK	\$10,077.69

Jack Watson,
Treasurer

January Meeting Minutes

Minutes of a regular meeting of The Chapter held on Wednesday, January 10, 2018, 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 17 in attendance who signed the roster at this meeting.

DINNER

We had dinner consisting of hamburgers prepared by our in-house chef, Mike and pizza from Costco.

CALL TO ORDER

The meeting was called to order at 6:35.

PROGRAM

Our President, Tom Phy, was not feeling well and asked VP Mike Robertson to lead tonight's meeting. Tom did attend the meeting, despite being under the weather.

Mike was serving double-duty, as he acted as both the cook and the leader of the meeting.

Our guest speaker for this evening's meeting was Rob Hickman of Advanced Flight Systems and Dynon Avionics. They are located in Canby, Oregon, near Wilsonville, just south of Portland, and are about 5 miles from Vans RV's.

Rob discussed the newest technology that is being tested and introduced to aviation. Dynon is the leading manufacturer of avionics for the Experimental and Light Sport aircraft.

Rob shared with us some Dynon avionics catalogs and showed us some blueprints of how their avionics packages hook up to aircraft. Rob went into quite a bit of detail regarding the various options and how it all works. The packages are basically "plug-and-play", making it easy to install a system in an airplane in a matter of a few hours, as opposed to many, many hours running wires and configuring the various pieces in a typical system. Rob also answered questions from the group. At 7:30 the meeting was then . . .

ADJOURNED

Faye Phillips

Secretary

Young Eagles Support Group Meeting

Hello aviation enthusiast,

We're going to try a new approach to our monthly get together for prospective pilots.

We have those interested in learning about aircraft building and we have those interested in learning to fly and we have many experienced pilots.

Wouldn't it be nice to get them together in conjunction with the monthly EAA meeting in order to accomplish some mutual objectives.

The time 3 to 6 pm is selected because of the early release from school. The time is flexible - drop in when you can. The weather is of concern because afternoon winds can be a bit "narly".

Some of our "regulars" have had previous YE flights, but are always eager to see new aircraft and talk to pilots..

We meet at the Bend Builder's Assist hangar at the south end of the Bend Airport. Please stop by to share some flight experiences.

Next Meeting: 3 to 6 pm, February 14, 2018

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

What: Changes to our usual meeting schedule for Educational topics. We're going to try something new. Invite a pilot with an appropriate airplane to fly some new Young Eagles prior to each monthly chapter meeting (3 to 6 PM).

Pilots call me if when interested and I will line up a new candidate. Weather permitting of course. At the same time we will show & tell how the work is progressing on the Glastar project and teach airplane building skills.

When: The 2nd Wednesday of the month, (February 14 is next) prior to the monthly meeting, weather permitting, or as arranged.

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

Why: For Education, Safety, and FUN with airplanes

Wednesday February 14 is Valentine's Day, bring a friend or two.

Other times and days can be arranged for work on the Glastar as long as some technical assistance and supervision is available. Young Eagle and Eagle flights can be arranged as pilots and planes are available.

Please call Dale Anderson at 607-591-1714

Fantastic views from 40,000 feet



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What is the best method for making an emergency descent in a single engine airplane?

"This is a very good question because if you really need to do one your life may depend upon your ability to do it correctly. It is also a great question because the private pilot practical test now requires private pilot applicants to demonstrate this maneuver. Previously it was required only for commercial and higher pilots.

Let's start with defining what we want to do. Emergency descent means we want to get on the ground as quickly as possible. We have a big problem like an engine fire or smoke in the cabin or some other very serious problem.

OK, now it is time to dig out that pilot operating handbook to see what it says. If there is a procedure there, that will be the best way to do it. You can bet that the manufacturer has tested the various ways and found the best one. So now you need to memorize it because if your pants are on fire, you won't want to be looking around for the handbook.

Naturally, we will close the throttle as a first step. If your airplane has a constant speed propeller you should select high RPM or flat pitch. Then comes the decision, should I slow to gear and flap speed or descend clean at red line? If you have no retractable gear or flaps this is an easy one. If you do have retractable gear and/or flaps, you need to first try slowing to gear speed and then descending at maximum gear speed while checking your rate of descent. Then try it again with both gear and flaps out and at maximum flap speed, usually a slower speed but a lot more drag.

Some pilots are reluctant to practice these maneuvers because they feel it is not good for the engine to cool off rapidly and they can be correct. However, there is no reason you can't do these tests while maintaining some power on the engine rather than closing the throttle all the way. As long as you keep the power the same for all the tests your results should be accurate.

Whatever method works in your airplane, rolling into a steep bank will also increase the load factor on the airplane and increase the rate of descent. Not only that but it provides a good way to clear the area below you as you descend.

Then there is also the slip. In some airplanes, this is the only tool available. Slipping increases the drag and therefore increases the rate of descent. Since drag increases by the square of the speed, the faster airspeed you can use in the slip the greater rate of descent you can achieve.

So the bottom line is, know and practice the emergency descent procedure if you have a published procedure. If not, you need to experiment a bit to find out what works best for your airplane."

Legally required weather briefings

A pilot is legally required to obtain a weather briefing before each flight. Does this mean a call to a Flight Service Station for a briefing?

Also, if you do call FSS and talk to a briefer, should you still review online weather sources?

The NTSB states...

Part 91 regulations do not specifically require the use of any particular sources of weather information for GA pilots, but do require that all pilots familiarize themselves with weather and weather forecast information before beginning a flight.

Certainly making a phone call to speak with a FSS briefer isn't a bad idea, but can fall short of the information a pilot needs to make a go or stay decision when the weather is marginal or more complex.

Many flights can be easily taken even though FSS gives you a lot of doom and gloom, and some flights should not be taken even when FSS says that it shouldn't be a problem.

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