



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

August 2015, VOL14, #8

PREZ SEZ:

Well, another "Oshkosh" is behind us, and what a grand adventure it was!

Mike & Sheryl Robertson and I drove out, hauling a trailer to bring back some goodies. After going through a detour that is called Yellowstone National Park, we headed East through Cody WY. and beyond.

We arrived in Oshkosh, Thursday evening before the show, to find two great camp sites located in "Paul's Woods" about the only shady area to be found.

I gave the nickel tour to Mike & Sheryl on Friday as this was their first time to Oshkosh. After that, it was time to sign up for volunteering to help set up. All told, I put in almost 20 hours volunteering this year, mostly working on the flight line, directing thousands of planes to where they think they wanted to go, on the ground. It's amazing to me that some of these pilots actually made it there as they could not follow directions and didn't know the procedures.

Having flown there in the past, it's actually fairly simple (as most things are) if you follow the procedures! OH, and make your signs legible from 20 feet! Single lines on a plain white paper with a pencil, tucked away in your flight bag, is a little hard to see!

Of course the displays are always good as were the airplanes. So many to see! Forums, dinners, catching up with old friends, movies, concerts almost every night. Warbirds, antiques, vintage, homebuilts.

The B-52, barely made it on the runway (actually the "wing outriggers" were off of the runway! They had to burn off enough fuel so the wings would not droop too much. F-35 & the Raptor, both awesome.

Burt Rutan made a big splash with his "Skigull" design. I sat in on the FAA's "Meet the FAA" talk, not a good sign when Michael spent most of his 1 1/2 hours introducing his staff and another 1/3rd of the time telling us that, pilots need to be aware that, things take time and there are other perspectives that need to be addressed. I for one didn't hear anything with my time just spent.

On the last Sunday of the show, we packed up and headed to Ohio, to pick up a client's RV-7 so that Mike and I can finish it up and get it flying for him.

So it turned out that, even though Mike & I took this little detour to Ohio, we arrived home before friends of mine from the Portland area (that left Oshkosh the same day) and they were flying home! Seems some really bad weather and winds swept across the Northern route and included tornadoes! One friend's RV-6 was pushed into a hangar while they were out to dinner. When they came back, the hangar roof was torn off! Luckily for them, no damage to the plane. So many stories to tell.

If you get this in time, Air Link of Bend is having their 30th Anniversary, "open house" pancake breakfast, Sunday August 9th @ their hanger. 8:30- 11 AM. Bring your plane out to show it off.

Our August, meeting is also our "Annual BBQ" meeting. All are welcome; so bring all of your friends, spouse and neighbors. We'll be having the usual burgers, brats & a drink for \$5. Bring a side or dessert to share. We might even have ice cream again this year! The usual time and place, **Wednesday August 12th @ the Robertson hangar, Bend Airport, starting at 6 o'clock.** Need directions? Call me @ 541-306-1500

Later this month, is the "Airshow of the Cascades" August 28-29th. We are going to set up a tent and maybe even take the RV-12 Fuselage there as a "show & tell". Volunteers are needed!!!

Do we want to do a "Wings & Wheels" event September 12th or 13th @ the Bend Airport?

We discussed it at the July meeting and as long as we don't have a dance, no expensive airplane (unless they want to come) and only 1 day. Again, volunteers are needed to invite different car clubs, set up, advertise etc, etc, etc...

See all of you soon at the BBQ!

Thomas Phy, President

Treasurer's Report

Financial: For period 01/1/15 to 7/31/15

TOTAL INCOME	\$903.50
TOTAL EXPENSE	\$905.22
NET INCOME (loss)	\$867.98
TOTAL CASH IN BANK	\$2100.66

Includes \$390 IRS refund for 501C(7) to 501C(3) filing

Jack Watson, Treasurer

Making a doghouse fly.



Former U.S. Air Force test pilot Otto Dieffenbach, once a banner-tow ground crew member in Ocean City, Maryland, makes fantasies fly. He's flown a witch, Superman, and now Snoopy sitting atop his doghouse.

Snoopy began flying July 9 at Comic-Con International in San Diego, attended by hundreds of thousands of people.

Dieffenbach traded his ground crew hours for flight lessons as a kid and got his private pilot certificate for single-engine land and sailplane aircraft. He has been too busy for the past few years to fly, but made a career of it in the Air Force, flying the McDonnell Douglas F-4 Phantom and later becoming a test pilot.

He calls his contraptions a "quad device" rather than a drone because they blend a great many aeronautical technologies, including thrust variation to change attitude. They are all homebuilt rather than based on a commercial drone. Each has a homebrew computer brain that aids stability. He recalls attempts by others to fly Snoopy atop his house—sorry, Snoopy, of course it's a Sopwith Camel—that were unsuccessful in 1967, but with today's technology you can literally make a doghouse fly.

July Meeting Minutes

Minutes of a regular meeting of The Chapter held on July 8, 2105, at the Robertson Hangar at the Bend Municipal Airport.

ATTENDEES

There were fourteen in attendance including: Tom Phy, Jack Watson, Dale Anderson, Mike Bond, Mike Robertson, Ed Frederickson, Bud Candland, Chuck Allen, Tom Himstreet, John Moeckel, Mike Wissing, Rachel Wissing, Jim Mateski, and Forrest Seale.

CALL TO ORDER

The meeting was called to order at 6:35 pm by President Phy who then initiated---

INTRODUCTIONS

A round of self- introductions of those present which concluded at 6:45 pm

ANNOUNCEMENTS

President Phy then made remarks concerning: A publicity reporter from the Bulletin wants to visit our Chapter;

The RV-12 Project has been completed except for an electrical glitch with the map light;
He and Mike Robertson will be departing for Oshkosh next week;

The Hayward Air Rally was a big success;
There will be a military demonstration on August 1, at Klamath Falls, put on by the Air National Gard unit stationed there;

Comments re a recent F-16 accident;

Inquired as to our interest level in sponsoring a 'Bend Airport Day.'

PROGRAM

Member Mike Robertson then gave a most interesting presentation on a new wireless scale recently acquired for weighing aircraft and determining their weight and balance envelope

ADJOURNMENT

Concluding Mr. Robertson's presentation, the meeting adjourned at 8:00 pm.

Jack Watson, Secretary & Treasurer

Pilot's Tip of the Week – What if?

Bob:

"Wally, I know one of the things that you recommend when you're sitting there in cruise and you have a few minutes on your hand, to play a little game called What If. What's that all about?"

Wally:

"Well a good airman spends a lot of time thinking about What if.... And as we're in cruise you should be doing the same thing. You should be thinking about what would I do right now if this engine failed? Where would I land?"

Take a look around. Select a field; practice selecting the fields. Do you really know which way the wind is blowing? So practice those things. Think about an alternator failure. Think about a loss of oil pressure. Just review mentally what you would do, and that way you'll be better ready if you ever have one of those issues to deal with.

Bob, another good airman technique is to maintain situational awareness with a sectional chart. It's so easy to just push the direct button on the GPS nowadays, and watch the numbers count down. But if you have an emergency, that's not going to be very helpful. So I keep that sectional chart out and I practice my map reading.

One of the things you can do to enhance your map-reading skills is find those little private strips. They're really hard to find. And they get you really looking at the map and really looking at the terrain. And who knows - having found them, you might actually use one of them some day."

Bob:

"And you know it sounds so fundamental and it almost sounds goofy when I say it, Wally. But the best way to never get lost is to always know where you are. And quite frankly, I think technology gives us a false sense of awareness. Yes, I can tell you exactly where and point to a moving map. But where are you really in time and space? And mentally I think that gives you a much better feel of being in command and really being in charge of the situation versus being along for the ride."

Wally:

"You bet. And practicing your sectional reading skills - your map-reading skills - is going to be very helpful some day when you really need them when that electronic gear doesn't work for you."

FLY IN

BEND

**Pancakes & Bacon
@ KBDN!!!**

**Come Join Us In
Celebrating AirLink's
30th Anniversary**

All proceeds to benefit the **BLACK
SHEEP CADETS** - of the Civil Air
Patrol's High Desert Composite.

Bend Airport - AirLink Hangar
POWELL BUTTE HWY
Bend, Oregon 99701

More Info: Kevin.Schitoskey@Med-Trans.Net
or call 541.233.6214

**FLY-IN BREAKFAST
AUGUST 9TH
FROM 8AM TO 11AM
BEND AIRPORT - AirLink FW Hangar**

DID YOU KNOW –

Most pilots find that their biggest challenge occurs not in the air, but on the ground.

Taxiing at a larger airport can be intimidating. There are often multiple runways, and a lot of taxiways. The taxiways are VERY wide. And, the signs are WAY over to the side. Yes, you can ask for progressive taxi instructions but, if the radio is busy you might end up getting even more frazzled. Start planning your taxi long before take-off.

Seen at Oshkosh ...



Wright model B

Sights and sounds of Oshkosh 2015



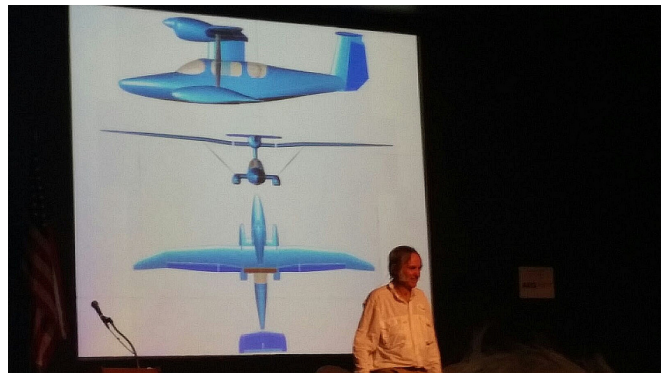
B-29, B-52, P-38 and Avro Lancaster



Jim Mateski with Young Eagles Highlander-style



Chuck Rosenfeld, Kelly & Kyle Farrington & Prez Tom Phy



Burt Rutan and his SkiGull



Oshkosh opening day, minus 2

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