The Bend High Desert Flyer of Chapter 1345

WEBSITE: http://1345.eaachapter.org/ ***KBDN AWOS 134.425*** **April 2019, Vol. 19, #4**

PREZ SEZ:

This month is:

Get out the word about the Ford Tri-Motor. We have lots of information that is beginning to flow. We have many serious volunteers distributing the posters, flyers, etc. Please help spread the information. Word of mouth is always a more convincing message.

At this months' meeting we will fill you in on all the neat things we expect to happen.

The dinner/dance is probably out, but there are some other cool projects to help with and some outstanding celebrities to "rub elbows with". Each day of the flights we will have a special theme. Well anyway, come to the meeting and we will describe it all for you. We have reflective vests on order from EAA. We are also looking at giving all volunteers a bright colored "Fly the Ford" T-shirt for helping.

Saturday, May 18, a week after the Ford is "Learn to fly day". EAA headquarters is urging that all chapters have a "Flying Start Day". What do you think? Can we rally some pilots and planes to fly some Eagles and Young Eagles and introduce them to some CFI's?

Fred is at Sun & Fun. What do you suppose he's doing there? Shopping for another plane?

Tentative Agenda: EAA Chapter 1345 High Desert Flyers Meetings Wednesday, April 10, 2019

3 PM Builders group – Glastar project
5:00 EAA Live Webinar – Good things to know about ADSB installation.
5:30 Board Meeting – Old Business / New Business Agenda

Alan Smith will have his Zenith Zodiac on display. It is one of the very popular kit planes from the Zenith Company

6 PM Pizza & burgers
6:30 Chapter Meeting

Introductions:
Announcements:

Pacific Northwest Wings Flying Club is up & running, looking for members and airplanes. Contact Marc or Dan.
Next Meeting – April 19, 7 PM

Airport Master Plan underway. Feedback welcome for the next meeting on April 25. Write Dale a note on any issues you want brought up.

"Flying Start" on Saturday May 18? - Early get-together, overview, ground school, Eagle & Young Eagle flights.

Volunteers for the PSAAC Fly-in, Thursday, July 11. Bi-plane ride raffles - Ford Tri-motor

Working committee reports
Area distribution leaders reports
T-shirt approval
Other

Dale Anderson

President

Treasurer's Report

Financial report for period 1/1/19 through 3/31/19

TOTAL INCOME	$812.00
TOTAL EXPENSE	$1757.20
NET INCOME <loss>	< $945.20>
TOTAL CASH IN BANK	**$10146.07**

PAYMENTS OUTSTANDING NONE

Note: Payment made to EAA for Tom's Brick

Jack Watson, *Treasurer*

Glastar project: Prep for YE flights

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Sorry, no meeting minutes received this month

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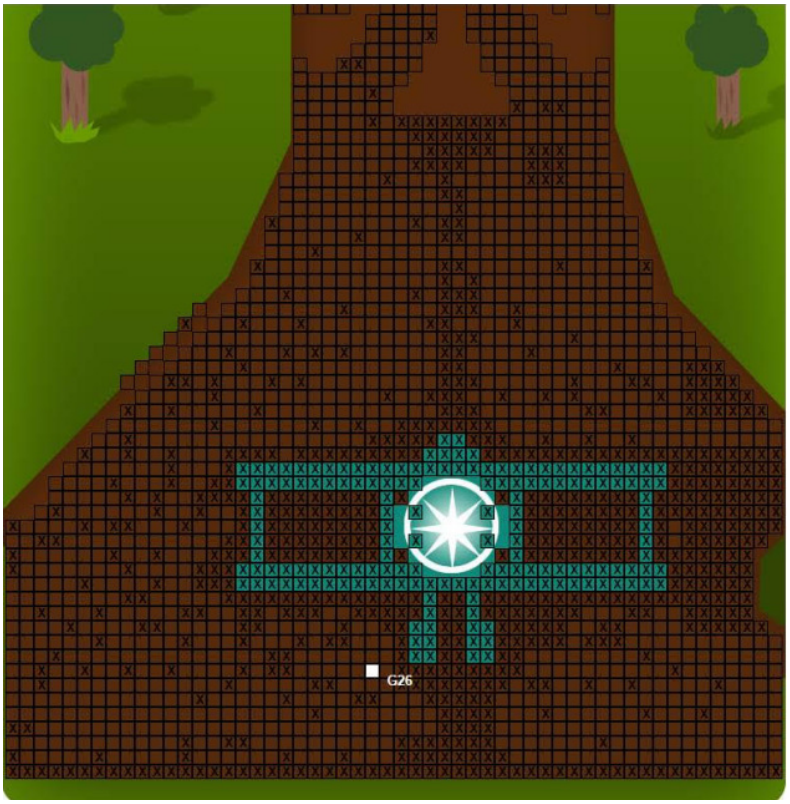

EAA Chapter 1345
High Desert Flyers
Bend, Oregon

EAA
High Desert Flyers

In loving memory
Thomas Lee Phy
June 24, 1955 -- July 14, 2018
President of EAA Chapter 1345, 2012 -- 2018
"The engine is the heart of an airplane,
but the pilot is its soul."

G26 is the location of Tom's Brick at Oshkosh

"As a VFR-only pilot (in the U.S.) can I fly over a cloud layer as long as I remain clear of clouds?"

"The short answer is ***yes***. You may legally fly on top as long as you can maintain the appropriate VFR cloud clearances. Is it a good idea? I'll talk about that in a bit.

Let's back up and clarify some terms. Flying VFR over a cloud layer is what is known as VFR over-the-top.

VFR over-the-top is very different from VFR-on-top and many people incorrectly use the two terms interchangeably.

VFR-on-top is conducted by an instrument-rated pilot on an IFR flight plan. It allows the pilot to change altitudes, provided VFR cloud clearances are maintained.

VFR over-the-top, on the other hand, does not require an instrument rating or any kind of clearance or flight plan. The only regulatory restriction is that student pilots are not allowed to fly above a cloud layer without ground reference.

VFR over-the-top can be a very useful tool to get above a cloud layer instead of flying in haze or restricted visibility below the clouds. But **remember that you have to come back down at some point.** Part 91 specifies cloud clearances below 10,000 feet MSL as 500 feet under, 1000 feet over, and 2000 feet horizontal. That pretty much determines the size of the hole you have to find to get back down. To get 2000-foot horizontal clearance means you have to find a hole that is at least three-quarters of a mile across, which is a pretty big hole. We're not talking about a break in the clouds that allows a quick glimpse of the ground but enough clear air to maneuver while maintaining positional awareness and staying the required distance away from the clouds.

The cloud clearances are designed to allow an IFR aircraft exiting the clouds sufficient time for both of you to see and avoid. Consider that a jet climbing at 4000 feet per minute will climb the 1000 feet between the cloud tops and you in 15 seconds. That's not a lot of time to see and avoid an aircraft climbing at 250 knots.

VFR over-the-top should be used like any other tool in your aviation tool bag. It can be very useful but **requires careful planning, continuous weather monitoring and constantly keeping a Plan B if things don't go as planned.**

If the holes start disappearing, make sure you leave yourself an out so you can get down under those clouds. You may have to do a 180 to find an area behind you."

Note: The rules described above refer to U.S. operations only. In Canada, a separate VFR-OTT rating is required for non-Instrument rated pilots to fly above the clouds. Other countries may have different rules.

Are **you** comfortable flying VFR Over-The-Top?

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