



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

December 2014, VOL13, #12

PREZ SEZ:

The weather outside is frightful! And so it was for our last meeting, so that when we served up the Chili, It was indeed chilly out!

This month, we are meeting on Wednesday, Dec. 10th 2014, at the "Black Bear Diner" located on 3rd Street in Bend.

All are welcome so bring your significant other, friends and neighbors. Let's fill up their back room this year. We will be sitting around 7 o'clock. You're able to order anything off of their menu and they are willing to bill separately. EAA Chapter 617, the "Central Oregon- Oregon Pilots Association" as well as the Oregon "99's" have been invited to join us as well. All I need is a head count so please; send me an email @ maxfly55@gmail.com and let me know how many are coming.

The RV-12 is now in Mike Robertson's "South Hanger". Since we are working on the canopy, we needed to get into a warm space. Progress is really moving and the engine / avionics packages are going to be here before our next chapter meeting. We are still building on Wednesday evenings, Saturday & Sunday afternoons so, if you want to help or just check it out, come on down!

Elections were held last month (results are elsewhere in this newsletter) and the current/ new officers will be "officially" recognized during our December meeting/ dinner. Thanks to all that continue to volunteer/ serve your chapter!

Thanks go to Mike Bond who has been serving as our trusty "News Letter Editor" for almost the entire 12 years of our chapter's existence! Also to Dale Anderson, who has been making great progress as the chapter's "Young Eagle Coordinator"!

A BIG Thank You to both of you!

I'll see you at "The Bear"!

Thomas Phy, President

*"Aries 31 do you want to report a UFO? Over .."
No tower, I don't want to report one of those either"*

Treasurer's Report

Financial: For period 01/1/14 to 11/30/14

TOTAL INCOME	\$2885.29
TOTAL EXPENSE	\$5105.45
NET INCOME (loss)	(\$2220.16)
TOTAL CASH IN BANK	\$1120.63

Jack Watson, Treasurer

Reminder:

2015 Calendars are available at \$10 each

Builders' group RV-12 progress



November Meeting Minutes

Minutes of a regular meeting held on November 12, 2014, at Jack Watson's hangar at the Bend Municipal Airport.

ATTENDEES

There were fourteen in attendance including: Tom Phy, Jack Watson, Henry Graham, Dale Anderson, Mike Bond, Charles Brown, Eric Simpkins, Devan Simpkins, Joey Solomon, Norb Volny, Ellis Bauvier, and Young Eagles Scott Allen, Burt Volny

PROGRAM

The informal portion of the meeting began at 6:00pm with Burgers, Chili, Beverages and small talk and adjourned at 6:30pm for the "Formal" meeting.

CALL TO ORDER

The meeting was formally called to order at 6:50 pm by President Phi who announced that the principal business for the meeting this evening was the election of officers for the following year, followed by:

MINUTES & TREASURER'S REPORT

As the minutes of the meeting of October 8, 2014, as well as September Treasurer's report, were published in the newsletter, they were accepted as published, followed by:

INTRODUCTIONS

Self-introductions of those present followed as well as a brief description of their individual projects.

OLD BUSINESS

None

NEW BUSINESS

1. Election of Officers: With Eric Simpkins acting as official vote counter, ballots were distributed for the positions of President, Vice President, Secretary and Treasurer.

Mr. Simpkins announced the winners, to wit, Thomas Phy, President, Charles Brown, Vice President, Jack Watson, Secretary /Treasurer, with Dale Anderson, Young Eagles Co-coordinator and Mike Bond as Newsletter Editor, continuing to serve for the following year or until their successors are elected.

2. President Phy then called upon Dale Anderson to give group assembled a short presentation on the Young Eagles program which he conducted at 5:00 pm just prior the Chapter meeting

ADJOURNMENT

The meeting adjourned at 8:30PM to reconvene in December at our annual Christmas Dinner at a time and place that was to be determined by our new Vice President/Program Chairman Charles Brown.

Jack Watson, Treasurer

EAA Air Academy

Chapter 1345 member, Devan Simpkins attended the EAA Air Academy in Oshkosh, WI this last summer. He applied for, and a received, a sponsorship from Chapter 617 Prineville that enabled him to attend his second aviation training there, this one the Senior Advanced/Sport Air session.

On Saturday, November 9 he briefed 617 on the key events at Air Academy, and expressed his sincere appreciation to the group for their enthusiastic sponsorship for him.

Dale Anderson and Thomas Phy represented Chapter 1345 at this meeting.

We will report on the second Young Eagles Support (YES) group meeting (November 12) after is has been conducted. The first meeting was held on October 8th, and four Young Eagle representatives attended, including current 1345 member Devan Simpkins.

Rudder Coordination

Gauging the correct amount of rudder

Don't fly the airplane looking at the ball - look out the window.

As you roll into the turn, nose should stay in the same place. When bank is established, nose should move in direction of turn

If nose goes in opposite direction, too little rudder!
If nose moves before you turn, too much rudder!

Our instructors told us to watch the ball, and that's okay, but we shouldn't fly the airplane looking at the ball. We should fly the airplane looking out the window.

So, the way you can tell a proper coordination by looking out the window is to watch the nose of the airplane. As you roll into the turn, the nose should stay in the same place that it was, and as the bank is established, the nose should begin to go in the direction of the turn. If it goes in the opposite direction as you roll in the aileron, you did not put in enough rudder. If it starts to move before the bank is established, you have put in too much rudder.

Use the same technique when correcting for gusts; just using the aileron to correct for wing drop causes yawing. Use both aileron and rudder to correct for wing drop!

... from [pilots workshop.com](http://pilotsworkshop.com)



Sunnier days! The 'gang' at Madras Airshow 2014



It was this big! From our November meeting

COMPARING PILOT TYPES

Here's a quick comparison of the restrictions and privileges in each category (note that a pilot's license is technically called a *certificate*.)

	Private Pilot	Sport Pilot	Ultralight
Minimum Training Time	40 hours	20 hour ^a	No legal minimum
Passengers	No limit ^b	1	0
Max. Aircraft Speed	No limit ^b	138 mph (120 kts.)	63 mph (55 kts.)
Max. Aircraft Weight (Land)	No limit ^b	1,320 lbs	254 lbs
Max. Aircraft Weight (Sea)	No limit ^b	1,430 lbs	254 lbs ^d
Fly at Night	Yes	No	No
Instrument Flight	Yes ^c	No	No
Multiengine Aircraft	Yes ^c	No	No
Pilot Certificate Required	Yes	Yes	No
Medical Certificate Required	Yes	No	No

a - Minimum times vary by aircraft type.

b - Larger, higher-powered aircraft may require an additional certification known as an individual type rating.

c - Additional rating required.

d - Excluding floats and safety equipment.

Ag Pilot Fatally Injured In Collision with MET tower

A settlement has been reached on the wrongful death action filed by the family of California agricultural aviator Steve Allen in the amount \$6.7 million against a group of defendants representing tower manufacturing, wind energy, land-owning and farming interests for not marking or making aware the location of an unmarked meteorological evaluation tower (MET) to protect the pilot. The settlement establishes a standard of care as to the use of METs for wind prospecting in agricultural areas.

The case stems from a January 10, 2011, aviation fatality whereby Northern California agricultural pilot Steve Allen struck a MET resulting in his death. The MET had been erected in April 2009. The tower was an eight-inch galvanized, unmarked, unlit structure manufactured by NRG Systems Inc.

It was installed by Echelon Environmental Energy and PDC Corporation, which had been hired by Renewable Resources Group, the agent and representative of ZKS Real Estate Partners and Delta Wetland Properties, to monitor wind levels to prospect for the potential to generate wind energy around the tower's location.

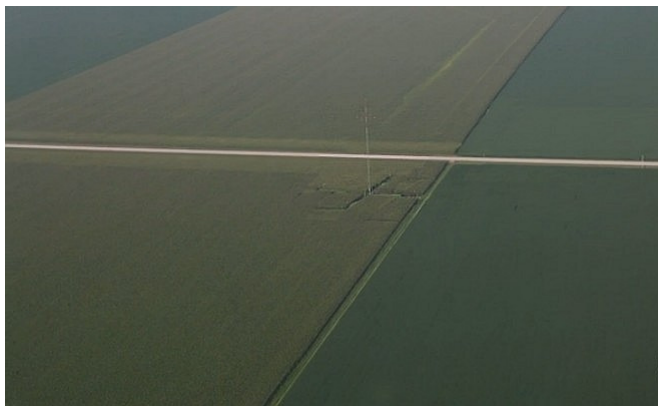
At 60 meters (197 feet), the tower's height fell just short of the 200-foot threshold whereby FAA regulations would have required it to be marked in a more visible fashion to low flying aviators.

These images are not necessarily of this specific incident.



Allen had been hired by Bouldin Farming Company to spread winter wheat on one of the fields in Webb Tract Island, located in California's Contra Costa County. The defendants were mindful that the FAA had a requirement of marking and lighting such a tower if it exceeded 200 feet.

By attempting to erect a tower literally inches under 200 feet, they believed the tower was not required to be evaluated or registered with the FAA, nor compliant with the requirements that it be marked and made visible if over 200 feet.



On the day of the fatal incident, Allen was never made aware of the existence of the tower by Bouldin Farming Company, and from eyewitness accounts, it was clear he never saw it before he struck it. Allen's death isn't the first time an agricultural aviator has had a fatal collision with an unmarked and unlit MET during daytime operations.

Analysis of FAA and NTSB accident data by the National Agricultural Aviation Association (NAAA) shows that 10 fatal agricultural aircraft accidents in the past 14 years (2000–2013) involved collisions with towers—including three with unmarked MET towers. METs in the last 10 years have become much more popular and utilized as investors look for locations to install wind farms. These same towers have been the subject of NTSB advisories pointing out the dangers they pose to agricultural aviators.



Steve Allen is survived by his wife of more than 20 years, Karen Allen, and his two adult daughters, Gail and Angie. Allen, who had logged more than 26,000 accident-free hours in his agricultural aircraft, was well known for having a stellar reputation for safety and ability, according to local farmers who had used his services and were deposed in the case. "He set the gold standard for aerial application," said Brent Tadman, farms operation manager for M&T Staten.

"Steve Allen was a consummate professional and our go-to agricultural aviator," Mark Boyd, farms operation manager for Hastings Island, said. "His death was a tragic and unacceptable loss that we all felt."

The National Agricultural Aviation Association and its sister organization, the National Agricultural Aviation Research and Education Foundation (NAAREF), were in consultation with Mrs. Allen providing information and expert witness suggestions. A key safety mission for NAAA has been urging state and federal government action to require improved marking of towers below 200 feet. This involvement led to the FAA amending "Advisory Circular (AC) 70/7460-1K – Obstruction Marking and Lighting Document Information" to include MET marking guidance after the Allen accident. NAAA was also successful in urging Congress to pass legislation requiring the FAA to conduct a study on the feasibility of developing a database storing the locations of towers under 200 feet. NAAA has also developed a number of tools to educate the tower and agricultural industry, along with the public, about the dangers unmarked obstacles pose to pilots of low-flying aircraft.

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