



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

December 2017, Vol. 16, #12

## PREZ SEZ:

*It's been another GREAT YEAR! I wish everyone a great Christmas holiday season!*

*This month, we are meeting at the "Black Bear Dinner" located on 3rd Street, Bend on Wednesday, December 13<sup>th</sup>.*

*We will start gathering after 6:00. Dinner is off of their menu and yes they bill separately. Of course they have adult drinks so eat, drink and let's be merry!*

*Dinner will begin around 6:20!*

*Our chapter has again invited EAA Chapter 617, Prineville, Central Oregon's Oregon Pilots Association as well as the 99's and the Central Oregon CAP*

*Composite Squadron. So far we have about 20 RSVP's! If you want to join us or know anyone who you want to invite, contact me @ [maxfly55@gmail.com](mailto:maxfly55@gmail.com)*

*Chapter service awards are in hand but I'd like to publicly thank all of our officers and directors for all of your volunteer services! Without your dedication and involvement, we would not be here! OH! Elections are NEXT YEAR! So come on out!*

*Mike Robertson, VP*

*Jack Watson, Treasure*

*Faye Phillips, Secretary*

*Dale Anderson, Young Eagles Coordinator*

*Mike Bond, Newsletter Editor*

*Members who are always available when things just need to be done!  
A heartfelt "Thank You" to all!  
I'll see you at the Black Bear!*

*Respectfully*

*Thomas Phy,  
President*

## Treasurer's Report

Financial For period: 01/01/17 to 11/30/17

TOTAL INCOME	\$10559.30
TOTAL EXPENSE	\$3763.89
NET INCOME	\$6795.41
TOTAL CASH IN BANK	\$9831.05

*Jack Watson,  
Treasurer*

## November Meeting Minutes

Minutes from Wednesday, October 11th, 2017, meeting were not received in time for inclusion in the newsletter.

## Young Eagles Support Group Meeting

**No meeting this month ...**

See you all at the Black Bear Diner Dec. 13

*Dale*



## ***Progress on the Glastar project***

Hello aviators,

As you may know work has begun on Mike Bond's Glastar airplane kit. at the Bend Builders Assist hangar at the Bend Airport.. We've had a couple of building sessions and Ben Wernli (Young Eagle) and I have been working on putting a wing together.

I'm writing to let you know that we are scheduling more working sessions that you can help with if you want some supervised airplane building experience.

Times and days can be adjusted to your preferences once we get started.  
The following dates and times have been planned:

Saturdays 9 to noon, December 2, 9, 16  
Wednesdays 3 to 5, December 6, more TBA.

Don't forget the Christmas party at the Black Bear Diner on Dec. 13

If the work times don't agree with your schedule give me a suggestion.

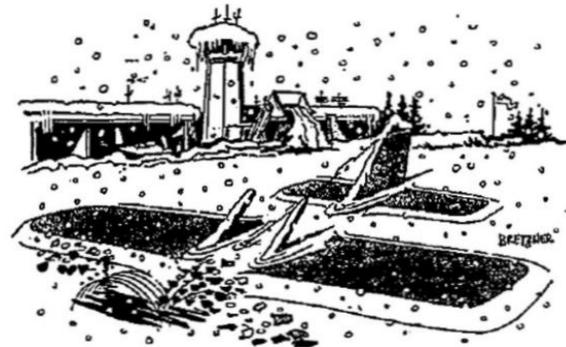
***Dale Anderson,***  
Young Eagles Coordinator, EAA

## ***Is it safe to fly through snow?***

"In most cases, snow falling below the base of a cloud deck is not an icing threat. Snow tends to just blow around the surfaces and does not adhere to the airframe. Flying through heavy snow at slightly warmer temperatures can cause a blockage of the induction system on some aircraft. So you must be prepared to use an alternate air source.

What about wet snow? Wet snow implies that the temperature at your flight level is warmer than 0 degrees Celsius. While it may initially stick to the airframe in some locations, it will likely melt shortly after contact. It's rare, but if it does begin to accumulate you should treat it like any other icing encounter. In other words, exit those conditions as soon as possible.

While snow may not be a serious structural icing threat, it can lower flight visibility below VFR minimums within a matter of seconds. Flying through snow can also be quite disorienting to some pilots. Whether you are flying VFR or IFR, be sure to turn on your pitot heat and scan those instruments, especially if you lose sight of the horizon. In this situation, your autopilot may be your best friend.



Ground, this is Cardinal 1234 Zulu again,  
where did you say the active was???

Perhaps the biggest threat from snow is when the aircraft is still on the surface. Pulling your plane out of a relatively warm hangar into a snowfall will cause it to accumulate on the surfaces of the aircraft quite quickly and contaminate the wing. Never attempt to depart with a contaminated wing. Snow stuck to the airframe will not simply *blow off* on your takeoff roll as you might expect, leaving the airplane severely handicapped for flight."

## *Flying Heritage Collection*

Billionaire businessman Paul Allen's obsession with vintage aircraft dates all the way back to his childhood. He was always fascinated by their complexity and different designs. The co-founder of Microsoft decided to turn his childhood hobby into a lifelong passion, which he began in the late 1990s. Allen opened his aircraft museum in 2004, in a hangar in Everett, Washington. It is called the Flying Heritage Collection, and features over 31 of his most cherished aircraft. A few of the more unusual ones are described below

### **Curtiss JN-4 Jenny (United States)**



Jenny was the brainchild of American engineer, Glenn Curtiss. The plane wasn't anything special in terms of its features, but it was highly cost-efficient to produce. Many US and Canadian fighters were trained to pilot the Jennys, but never made it into combat. After WWI, the planes were then used to entertain people at flight shows. The daredevil pilots would even give rides to audience members. The Jenny seen here was made in 1918, and remains one of just a few left in existence today

### **Polikarpov I-16 (Russia)**



The Polikarpov, nicknamed Rata or "rat", was actually the world's first single-winged fighter plane with retractable landing gear. The plane was named after Nikolai Polikarpov, who built the Rata under strict supervision by Soviet dictator, Joseph Stalin. Stalin wanted a superior aircraft to help lead the Red Air Force in combat. The model seen here was discovered in 1991 - in the same factory where it had originally been manufactured.

### **MiG-29 Fulcrum (Russia)**



The MiG-29 Fulcrum was the Soviet Union's move to counter US fighter planes of the 1970s, such as the McDonnell Douglas F-15 Eagle, and the General Dynamics F-16 Fighting Falcon. This fighter was created by the Mikoyan Design Bureau.

## The Messerschmitt 163 Komet (Germany)



The Komet was a rocket-propelled fighter, built specifically to destroy high-altitude bomber planes. Unfortunately, its fatal flaw was its Walter rocket motor, which had a tendency to explode mid-flight. It was, however, a breakthrough in technology at the time. The model seen here is only one of a dozen Me-163 fighter planes left in existence.

## The Fieseler Storch (Germany)



Storch is German for stork, and the plane apparently got its name from its resemblance to one. The plane's wings made it unique - they could be folded up and the plane could be transported by train. The Storch once rescued Benito Mussolini from a prison rooftop in 1943, and even served as a form of transportation for Adolph Hitler.

## Polikarpov U-2 (Russia)



Prior to WWII, the PO-2 was initially designed as a crop duster, and gained notoriety thanks to the female Russian pilots that flew them. They would fly the planes at night over German encampments. While the bases did not sustain major damage, the sorties proved effective at keeping German troops on their toes. The fact that the pilots were women particularly rattled them. The model seen here was recovered in Belarus and later restored by the Polis Aero Club

## Nakajima Ki-43 "Oscar" (Japan)



The Kamikaze pilots of Japan had favored the lightweight fighter planes for their ease of maneuverability. Although the Oscar planes were easy to fly, they weren't much use in combat, because they were slow and had limited firepower. The model seen here was discovered in Rabaul, Papua New Guinea.

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