



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

September 2019, Vol. 18, #9

PREZ SEZ:

Looking ahead, our chapter has many decisions to make:

- 1) Do we plan to bring the B-17 to Bend in the next couple of years?
- 2) Do we start a building fund?
- 3) Do we begin the Thomas Phy Scholarship? How about – When and where do we have our Annual Christmas gathering?

I have to admit, I exist one month at a time. Our chapter is in need of some revitalization. Many EAA Chapters are much bigger and/or better. Do we want a bigger chapter? I think we could be both, bigger, and better. (Sorry, I'm punching on my computer trying to get this piece ready for Mike to get it in the newsletter and feeling kind of "down".) We need people willing to step up and do something, anything! We have lost several members recently and have not been gaining many new members.

Can you help to make this chapter hum? We will be holding election of officers in November. I don't plan to continue as president. Would you like the job? What is it that you can do to help??? This is your organization. Where is it going?

Ok, got that off my chest. Seriously – let us know what we can do to create some really cool programs that you would like to participate in. The Ford Tri-motor and Aluminum Overcast have been very successful, but we don't want to do something like that every year, or should we?

I think we could do a good job hosting a "Flying Start" event with morning flights and afternoon ground school or intro to homebuilding. I think the public is interested in many things we do.

Let's talk! Our mission is to share and promote aviation within and for our community.

Tentative Agenda: EAA Chapter 1345 High Desert Flyers Meeting Wednesday, September 11, 2019

3 to 5 Builders group – working on control cables, fuel tanks, inspection ports, wing top skins, etc.

5:00 On-Line Webinar: Staying Current: Where rules & skills collide, wings credit available, Please let Dale know if you plan to attend.

Computer and TV are in the Glastar area of the hangar.

5:30 **BOARD OF DIRECTORS MEETING:** - President, vice-president, treasurer, secretary, are requested to attend, others optional. Plans for the Christmas party, other.

6 PM **DINNER;** on the grill, potluck side dishes are always welcome \$5 donation suggested.

Family & friends are always invited.

6:30 Chapter Meeting
Introductions of Guests
Announcements:

15 Young Eagles, 1 Eagle flights August 17, Pilots – Mike W., Kim, John, Ron, Don from 617.

Report on Airshow of the Cascades Aug 23-24

WAAM events Saturday, September 7

Redmond Aviation Day, Sunday, Sept. 29

617 Young Eagles Rally, Saturday, September 21

Plans for a school program visit – Jess Devan, aviation intersession, Oct. 14 – 18, arrange for flights?

Chapter Leadership Academy, October 23-25, Oshkosh
Chapter Roster management program is available on-line

Nominating Committee – We need people to step-up for Newsletter Editor, Treasurer, and other positions

Special Program: Airventure Celebrating 50 years at Oshkosh, (DVD) the theme of this years' event at Oshkosh. Some historic and exciting scenes from 50 years of Airventures.

Other:

Dale Anderson
President

August meeting minutes

Minutes of a regular meeting of The Chapter held on Wednesday, August 14, 2019, 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 19 in attendance who signed the roster at this meeting.

DINNER

We had our yearly summer BBQ consisting of trip, hamburgers and hot dogs along with several side-dishes that were brought by members.

CALL TO ORDER

The meeting was called to order at 6:50 PM by Dale Anderson.

PROGRAM

Dale opened the meeting at 6:50 PM, giving everyone time to eat, since this is our yearly BBQ and people were enjoying eating and visiting. Dale started out with several announcements:

Joel Timmerman moved to Seattle for a job. Mark Gardner is still here. Flying club is working on getting an aircraft or two, either lease or purchase. Dale Anderson is on the Board of Directors.

We will not have a presence at the Madras Air Show this year. Maybe next year. Normally, \$250 to set up a table, but \$50 for us, since we are non-profit.

Redmond Aviation Days, Sunday, September 29th, 11 AM - 2 PM, at the Fairgrounds. We will be there and Dale asked for volunteers. Going to use Jim Stone's pedal plane and make up a fake runway. In October, a teacher who is a new private pilot, will be coming in Oct 14 - 18th and would like us to give a tour of the home-building world. The program is for high school students.

We now have an online Young Eagles registration form, so parent signatures can be gotten ahead of time.

There is a Rusty Pilot seminar this Saturday at Leading Edge aviation. Three-hour ground school. If you are an AOPA member and sign up ahead of time, the course is free.

Our next meeting is scheduled for September 11th. Dale is looking for suggestions for meeting theme. Maybe we could have a group bonding or so sort of memorial or something? Any ideas, let Dale know.

At 7:10 PM the meeting was . . . **ADJOURNED**

Faye Phillips

Secretary



Colors over KBDN

Treasurer's Report

Financial report for period 1/1/19 through 8/31/19

TOTAL INCOME	\$7658.36
TOTAL EXPENSE	\$4650.00
NET INCOME <loss>	\$3008.36
TOTAL CASH IN BANK	\$14115.02

Jack Watson, Treasurer

Fit to Fly?

“Why would we intentionally want to be making critical decisions that occur on every flight in a diminished state? Even a cold or flu can seriously impact our ability to fly. It’s a double-edged sword. Our motor skills will be reduced and our judgment and decision-making ability impaired. That’s a bad combination.

Health issues have no place in the cockpit. **You need to be honest in assessing your ability to fly on a given day.**

Most days we are compelled to press on with life even if not feeling right. This attitude should not make its way into your cockpit.

Also, think about why you are flying. In general aviation, most of our flights are for pleasure and do not have to be flown. Don’t set yourself up for failure by placing yourself into an aircraft if you’re not fit to fly.

Just a word or two about stress:

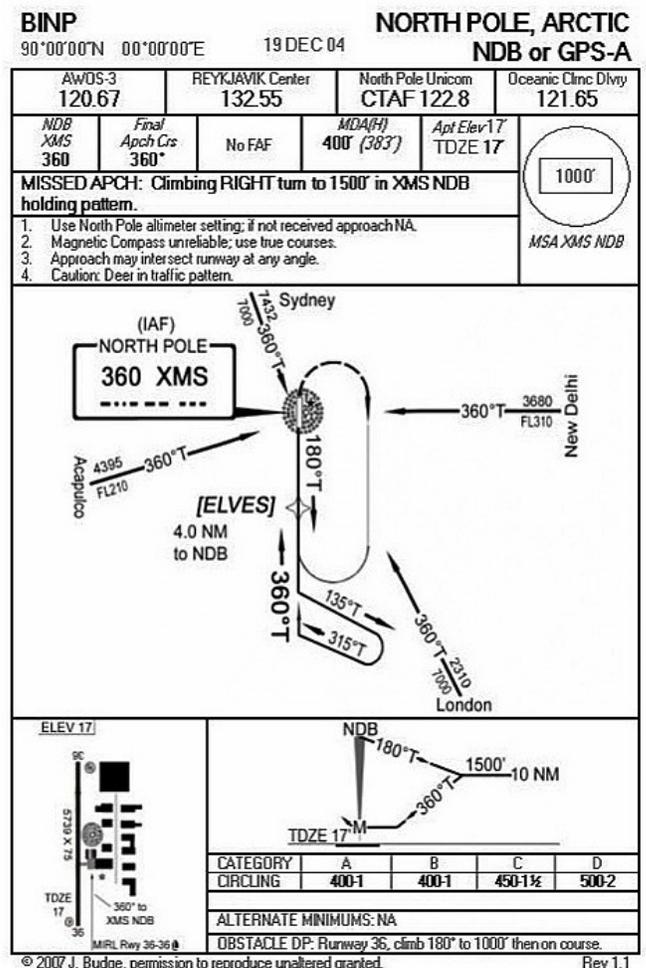
Every pilot experiences it. It is a product of flying just as it is in any demanding endeavor. Remember, a little stress can improve our skills by keeping us alert and prepared. But too much stress can quickly bring us to our knees! Be alert to the pressures in your life and don’t fly if you can’t give it your full attention. Don’t go out flying to get away from it all. If we are distracted by problems at work or home, financial worries, family problems, recent life changes, etc.—[do a self-assessment before flying.](#)”

How do YOU make these judgment calls? Tell us in the comments below.

Which item from the I'M SAFE Checklist has caused you to delay or cancel the most flights?

Illness (symptoms) % (2443 answers)	48.19
Medication (side affects) % (282 answers)	5.56

Stress (job, daily life, family issue, etc..) % (371 answers)	7.32
Alcohol (8-hour rule, or hangover) % (260 answers)	5.13
Fatigue % (1024 answers)	20.2
Eating (not nourished or hydrated) % (45 answers)	0.89
Emotion—the other "E" (sadness, anger, etc.) % (145 answers)	2.86
I've never delayed or canceled a flight for any of these reasons	9.84 % (499 answers)



In case you go

Electrical failure at Night

"While flying on a VFR night cross-country, my alternator quit working. I decided to land at an airport right below me, rather than continue to my home airport (Class C) which was only 20 minutes away. Could I have continued to my home airport? I had a new battery and was told a good battery should last 45 minutes to one hour."



"This question poses a good example of difficult aeronautical decision making.

Proceeding to our destination is a strong pull since we pilots always like to complete the mission. Whereas landing short presents a bunch of problems such as:

How will we get to the destination?

How will we get back to get the airplane?

Can it get fixed at this airport?

Sure would be nice to get home if I could.

One of your first decisions comes as you work the checklist where it tells you to turn off non-essential electrical loads.

How about your navigation lights, beacon lights and strobes? Remember, its night time so turning all those off will prolong your battery life but also make you invisible. Which is safer, being able to talk or being visible?

Of course if your battery holds out, you can get home on time but the other side of that is the possibility that you could be arriving at a busy class C airport with no lights and no radio. Not a pretty situation. Not to mention that depending upon your airplane you may also be required to do a manual landing gear extension and perhaps a no-flap landing.

Since we have no way to know just how long the battery will hold up in this situation, I would not be willing to risk a stealth arrival at a class C airport. I think that could be very difficult to explain knowing I passed up closer landing opportunities. Instead I would pick the closer airport, inform the tower that you may lose communication and get on the ground."



Newberry Caldera is always a great sight, especially when returning from the south ... during daylight!

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