



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

September 2018, Vol. 17, #9

PREZ SEZ:

September 2018

The 2018 Airshow of the Cascades is now history. I hope everyone had a chance to experience a very interesting and exciting event. There are many more things to come. Many thanks to those present to help share the spirit of aviation

The Redmond Parks & Rec Department is offering, for the second time, "Aviation Days" on Saturday, September 15 from 11am to 2pm. It is all about encouraging young people to explore aviation opportunities. (Does that sound familiar?) I plan to be there and I could use a few volunteers who are not afraid to talk to young people about flying. We also plan to have some CAP cadets in uniform to talk flying.

The Prineville chapter is providing a Young Eagles Rally on Saturday, September 22, from 8 am to noon. They could use help from Young Eagles Pilots as well as ground crew and clerical assistance. We should help them out - some of their pilots have helped us fly many Young Eagles.

I have asked Kim Munich to spearhead the Ford Tri-Motor event for next year. He will be looking for some energetic help from our members. We don't know what the dates are yet, but we should be hearing soon. We plan to fly a lot of people in the Ford Tri-Motor. It's a fun flight with great visibility (not those little round portholes). It was known as the first mass-produced commercial airliner and it has a colorful history. We also would like to get some sponsors to support the event. We can start planning and talking it up with friends.

Joel Timmerman has volunteered to spearhead the flying club concept. A flying club must be separate from the chapter and probably needs to be incorporated, with bylaws, officers, etc. Help us make it happen, if we can negotiate the wrinkles.

Now for the difficult part: I need someone to take over the Young Eagle Coordinator job that I've held for the last several years. I will be flying lots of Young Eagles for you when my plane is ready and I can help you ease into the duties. The pay (smiles, giggles, and hugs) is well worth it. We also need an Eagle Flight Coordinator. Both jobs are pretty simple – share aviation with others. As a chapter, we should be doing a lot more flying, however that is done. I propose we start now. So, get out there and fly and help kids fly too.

The September meeting will be a "Share your experiences with Tom" celebration. We will have some Black Butte Porter available, as it was Tom's favorite beer. It would be great if everyone described a fun occasion or scenario you had with Tom. Pictures would be very cool. We have a projector that can blue tooth connect to your device or use a memory stick or other way to share. Also stay tuned for the Celebration of Life event that Tom's daughter, Liz, is planning to host here in Bend. More details to come.

We may be missing some people because of the Reno Air Races. Bend Builder's Assist was invited to be the Pit Crew for a racer. They can report at the October meeting with pictures, videos, or trophies?

Dale Anderson, Chapter President

Reminder for this Saturday

A public memorial for Tom Phy will be held at the Bend Builder Assist hangar (where EAA meets) on Saturday September 8th , 11 AM – 3 PM

Treasurer's Report

Financial For period: 01/01/18 to 08/31/18

TOTAL INCOME	\$1121.98
TOTAL EXPENSE	\$419.00
NET INCOME	\$654.61
TOTAL CASH IN BANK	\$10,230.67

Jack Watson,
Treasurer

August meeting minutes

Minutes of a regular meeting of The Chapter held on Wednesday, August 8th, 2018, 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 18 in attendance who signed the roster at this meeting.

DINNER

Kim Muinch did the cooking in Mike Robertson's absence (he is traveling) and did a fine job of grilling hamburgers and condiments, as well as picking up pizza from Costso. No one went away hungry.

CALL TO ORDER

The meeting was called to order at 6:30 PM by Dale Anderson.

Dale started off by announcing the sad news of Tom Phy's passing on July 14th.

A public memorial will be held at the Bend Builder Assist hangar (where EAA meets) on Saturday September 8th, 11 AM – 3 PM. Our September meeting on September 12th will be our EAA Chapter's memorial to Tom. You are invited to attend one or both events. This was followed by introductions.

PROGRAM

Our guest speaker, Liz Stalford from the Warm Springs UAS Test Range was our guest speaker. She gave a presentation about the drone operations in the area, and encouraged each of us to please check the NOTAMs before flying. Some may not like drones, but like it or not, they are here and are only going to become more prevalent and we need to be aware and be safe. Liz is also a pilot, and she understands the needs and desires of pilots. She goes out of her way to make sure the drones that she has oversight of are operated as safely as possible, and with as much awareness of their presence as possible. Liz said that other operations do not necessarily follow the same protocol, and pilots need to be even more aware when operating in other locales, such as Pendleton and Tillamook. So, to protect yourselves, please check all available NOTAMs and check directly with Seattle Center before flights into known or probable drone activity areas. The Warm Springs operation will be moving their headquarters to Prineville. The Prineville and Madras locations will include night operations. Dale reminded us of the Madras Airshow on Fri/Sat Aug 24th & 25th and asked as many as can to come out and help out at the EAA booth. If you are able and available, please come and support EAA!

Mike Wissing offered to put on a mountain flying clinic, similar to what Civil Air Patrol does for their pilots, if there was interest. There seemed to be interest, so we should see more information about the clinic in the future.

At 7:50 the meeting was . . . ADJOURNED

Faye Phillips, Secretary

Airventure 2018

Members who experienced Airventure this year, including Dale and Lynn, had the opportunity to fly in the EAA Ford Tri motor.



Left engine of Ford Tri motor



Lynn in the Ford



Ford landing at Airventure



Jeff Boerboon performs in the Yak-110



Honeywell-757-on-takeoff (with extra engine)

Black Fly



At the EAA's Innovation Center was a thing called Black Fly, which is an ultralight (Part 103) polycopter that can be either autonomously or remotely controlled—no, the idea of “flying” a craft that’s being remotely controlled by someone safe on the ground doesn’t appeal much to us, either. But Black Fly has been flying for almost a decade now and has amassed a substantial amount of time in the process.

As an ultralight (sub 254 pounds, single seat, and a few other limiting definitions), A *pilot* isn’t needed. No license, no training. Nothing. Not that training isn’t recommended. The FAA would love for ultralight pilots to get training. But they don’t mandate it. Opener says that training will be quick and easy not because being a pilot isn’t hard but because being a pilot isn’t required for Black Fly. That’s because the craft will fly itself.

And what about failure modes? What will happen if all the power goes out? Will this ultralight polycopter turn into a not-so-light anvil? Well, not really, says the company. They say they’ve looked at failure modes for years and 10,000 miles (I know, strange to measure flight test time in miles, but, whatever. It’s a lot of time, too.) And the conclusion they’ve reached is that Black Fly can overcome any realistically conceivable failure mode. That’s more than you can say about even a twin-engine light GA plane.

As far as performance is concerned, Black Fly, the company says, will do 80 mph, climb at 1,000 fpm, fly for 40 miles and carry very little baggage. If it’ll do all that with a high level of safety, AND you don’t need to be a pilot to fly one?

Kitty Hawk Flyer



The prototype was revealed to the public in April 2017. This initial version of the Kitty Hawk Flyer could only be flown over water, and later that summer the company wanted to test the machine again.

With public interest in the aircraft seemingly growing, Kitty Hawk then revealed a brand-new model of the Flyer in June 2018. Unlike the previous prototype that looked like a drone, this one boasted ten propellers compared and resembles a small plane.



The new model also weighed 30 pounds more than the prototype, but still light enough to avoid needing a pilot’s license from the FAA. Meanwhile, the controls were very similar, as you would use a joystick to move the aircraft around. Just like the earlier version, though, this Kitty Hawk Flyer could only be used over water.

Despite this minor reservation, the Flyer reached a speed of 6 mph on the test flight. The company claims that aircraft of that type will ease road congestion, with pre-orders already being taken.

2018 CHAPTER BOARD:

President	Dale Anderson	607-591-1714
	daleanderson779@gmail.com	
Vice-president	Mike Robertson	509-998-1793
	mrobert569@hotmail.com	
Secretary	Faye Phillips	541-480-2945
	fayephil@gmail.com	

Treasurer:	Jack Watson	541-408-5614
	jswatson30@cs.com	
Young Eagles Coordinator	Dale Anderson	607-591-1714
	daleanderson779@gmail.com	
Newsletter Ed.	Mike Bond	541-317-8443
	mvbond@q.com	