



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

June 2018, Vol. 17, #6

PREZ UPDATE:

This month we place nominations for our new president. Everyone please think hard on who that should be.

Update on Tom: This past Monday he moved into the Prestige Assisted Living Center. It is located at the northwest corner of 27th and Rose Hill. He will be ready for visits starting on June 11. Please don't everyone go all at one time.

We also still have Tom's RV-7 kit and his BMW motorcycle for sale. Please pass the word.

Our next meeting is at 6pm Wednesday, June 13th, 2018, at the "Bend Builders Assist"/Robertson Hangar at the Bend Municipal Airport.

Mike Robertson
Vice President

Treasurer's Report

Financial For period: 01/01/18 to 05/31/18

TOTAL INCOME	\$886.83
TOTAL EXPENSE	\$419.00
NET INCOME	\$467.83
TOTAL CASH IN BANK	\$10,043.89

Jack Watson,
Treasurer

May Meeting Minutes

Minutes of a regular meeting of The Chapter held on Wednesday, May 9, 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 12 in attendance who signed the roster at this meeting.

DINNER

We had of pizza and hamburgers, courtesy of chef Mike Robertson, for dinner and watched some video footage of the Reno Air Races, using the new projector that Bend Builders Assist recently purchased.

CALL TO ORDER

The meeting was called to order at 6:30 PM by Mike Robertson. Tom Phy was present tonight and it was a pleasure for everyone to see him again and get an update on his health.

PROGRAM

There was no guest speaker or topic for tonight.

Tom said he can't continue as President. We will be nominating people for the position of President at our June meeting, and will hold the election at the July meeting.

Please be thinking of who would best fill this role, and show up to nominate and vote!

May Meeting Minutes - continued

Meredith Clark, who has been taking care of Tom, said that Tom needs to have some male visitors to take him out for coffee or to go to a park or whatever from time to time. **If you would like to visit with Tom, please call Meredith at 608-556-7742 to make arrangements.** Tom is not supposed to be taking calls. Tom's doctors also said that he should not be flying; he needs to stay on the ground.

Mike reiterated that Tom is selling all of his things, including the RV-7 kit for \$15,000, '91 Mazda convertible classic for \$11,000, BMW motorcycle for \$1600 and tools. His BD-5 is also for sale for \$4,000. There are plans to list these items online on sites appropriate to the item (Barnstormers, Craigslist, etc.) Please contact Mike Robertson for further information.

The Prineville EAA Chapter held Young Eagles flights on Saturday May 26th, 8 AM – Noon. Hope you were able to support this for prospective Young Eagles who would like to fly, please tell them about the event. It is recommended that they show up early.

By 7:00 the meeting was . . .

ADJOURNED

Faye Phillips

Secretary

I'm lost -- now what?

"First and most important - don't panic. Your aircraft will respond normally It does not know you are lost.

Climb - remove the fear of running into terrain or obstacles. (It also helps you find familiar landmarks and extends the range of radio communications.)

Communicate - get ATC involved as soon as possible. 121.5 (the aircraft emergency frequency) works in the absence of a local frequency.

Confess - tell ATC exactly what's going on and request assistance. If low fuel is an issue let ATC know immediately.

Comply - follow ATC's instructions. They know what to do to get you on the ground safely. Don't compound your situation!

Use all available resources. Nav aids, other pilots, situational awareness.

I know of a student pilot who crashed his airplane making an off-airport landing after he got lost. There were three airports within ten minutes of his off-airport landing site.

Think! Don't panic."

Young Eagles Support Group Meeting

Young Eagle & Eagle Meetings (open to everyone)

3 to 6 pm, Wednesday, June 13, 2018

3 PM Intro to airplane building: Progression on the Glastar Project. Instruction as needed. Weather permitting: Introduction to flights for Young Eagles (age 8 to 17), Eagles (18 & up). Plans for who can fly when? A completed and signed form is required prior to flight. Airplane tours as time permits.

5 PM FAA Safety Team monthly topic: Pilot Proficiency Training

5:30 Special Topic: Discussion of your selection of design features for your choice of homebuilt airplane. Examples: Prop type, dual stick, tundra tires, seaplane, paint, etc.

6 PM Burgers & Pizza

6:30 EAA Chapter 1345, High Desert Flyers,

Where: Bend Builders Assist (EAA) hangar,
Bend Municipal Airport

Why: For Education, Safety, and FUN with
airplanes

Dale Anderson

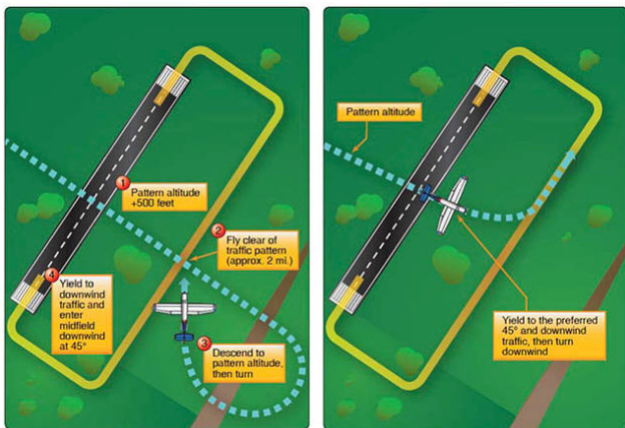
Young Eagles Coordinator

What New Traffic Pattern Rules Mean to You

The FAA's new guidance on traffic patterns confused many pilots. Here's our translation.

By Plane & Pilot

The FAA has released updated guidance on how we pilots are expected to fly traffic patterns, and the updates are fairly extensive and for the most part really smart, too. Here's a breakdown of some of the biggest changes contained in the new document, Advisory Circular 90-66B.



1. Altitudes: The FAA has long given license to airport operators to set their traffic pattern at non-standard heights. Most patterns for piston planes were 1,000 AGL (or thereabouts) but many were 800 feet and some were even lower than that. The new rule calls for those patterns to all be 1,000 ft AGL unless there's a good reason for them not to be such as obstacles or competing airspace. Turbines would be at 1,500 feet AGL with similar caveats, and ultralights are to be at least 500 feet the piston planes, so 500 AGL in most cases.

2. Left versus Right Hand Flow: This one, like the new altitude guidance, shouldn't change anything at airports that already have standard left hand patterns. But for those that have right hand circuits, they need to have a good reason for doing so and they have to let pilots know of the non-standard pattern flow through light signals (which is cute), markings on the ground or through publications, etc...

The FAA says that it recognizes that many airports already have right hand patterns and the advisory circular didn't prohibit those.

But it does require pilots to fly a left hand pattern unless the right-handed version is in place.

3. Entries: This, again, is a big change. The 45-degree entry is retained, but the procedures for entering midfield are different. The FAA now wants planes to enter at 500 feet above pattern altitude and then make a reverse teardrop to join the downwind, initiating the turn only after descending to pattern altitude. The FAA also lists a conventional midfield downwind entry as acceptable, with the midfield crossing done at pattern altitude. The FAA emphasizes that traffic pattern guidance is advisory only.

4. Straight-Ins: This is a reminder that a straight-in approach is an approved way of entering the traffic pattern and that all aircraft flying a standard pattern should keep a close watch when turning base to final for conflicting straight-in traffic.

5. IFR Traffic: IFR traffic is now expected to work themselves into the traffic pattern, so if there's traffic in the pattern already, instead of barreling through IFR flights should accommodate VFR traffic already in the pattern. This guidance will probably come under some scrutiny, as there are a number of complicating factors for arriving IFR flights, including the fact that they are still in many cases under positive control and following a clearance. Unless they've been cleared for the visual, they are on a proscribed flight plan. As we said, there's likely some discussion to come up on this one in particular.

6. Crosswind Turn: Airplanes staying in the pattern shouldn't start the crosswind turn until after they're beyond the departure end of the runway and within 300 feet of pattern altitude and they shouldn't join the downwind leg until they're at pattern altitude.

This is a short list of the many areas of guidance on the new Advisory Circular. To read all about it, check out [the full text](#).

2018 CHAPTER BOARD:

President TBD

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