



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

October 2016, Vol. 15, #10

PREZ SEZ:

If you missed last month's meeting, you missed a lot. We had around 40 guests and members, getting to know each other and sharing different viewpoints. You can read more in the minuetts from last month.



It's time again for Chapter elections! We have a position or two that the current officer would like to step down from and or share the position. Opening up is the "secretary" position. Jack has been doing an excellent job for so many years but, it's time for someone to step up to fill his shoes. If anyone would like to nominate either yourself or someone that you feel can do a good job, come out on Wednesday's meeting and fill the position. Elections are held in November and installed at the December's holiday meeting. All positions are open for the election (that you would own for two years, mind you) so, if you want to be a part of your chapter, now is an excellent time to get involved.

This month's meeting, held on the 2nd Wednesday's of each month (Oct 12th), is at the Robertson "Bend Builders Assist" Hanger, 63032 Powell Butte Hwy.

The "Young Eagles" portion starts at 5 o'clock with our own Thomas "Zippy" Himstreet filling in for Dale Anderson. This should be very entertaining.

Starting around 6, we'll have the burgers, brats and pizza followed by our regular meeting. Lots of things are going on in the hanger and with the holidays just around the corner, lots to talk about. All are welcome so, bring along friends, neighbors and family.

Treasurer's Report

Financial: For period 01/1/16 to 9/30/16

TOTAL INCOME	\$1145.00
TOTAL EXPENSE	\$445.00
NET INCOME (loss)	\$690.00
TOTAL CASH IN BANK	\$2862.66

Jack Watson, Treasurer

Harrison Ford and his DHC Beaver at the 2 millionth YE flight celebration



September Meeting Minutes



The Chapter meeting started off with Burgers, Brats and Pizza @ 6 o'clock. We had about 40 people show up with Leading Edge, Epic, Oregon's Central Oregon Pilots Association, Central Oregon Gliders Club and lots of local flyers being represented.

Though invited, Pro Air was not represented.

We also had two gentlemen from the "Bend Economic Development and Business Development" here along with Bend's Airport manager, Gary Judd.

After a brief self introductory of all present, President Thomas Phy started the ball rolling as to why all were invited to our "Meet the Neighbors Social". Mainly we, as the primary airport users, businesses, instructors and students need to acquaint ourselves with each other. To put a face in front of our radios and learn to communicate as good neighbors should. Much of the discussion was in regard to the use of our communication devices, both too much and (more importantly) the lack of communications. Airport traffic patterns were also discussed with allot of praise going to all. Bend's airspace is almost 3 times busier than the "tower" controlled "Redmond airport".

With all the training (rotor & fixed wing) going on, biz-jets, gliders and even some racing aircraft, we are a very busy place so, let's communicate and fly safely!

All who attended were greeted to a friendly atmosphere and the communication seemed genuine and positive.

I personally, was glad to hear Leading Edge's instructors being praised by many (considering the amount of training they do) as being open and helpful, and being thoughtful with their operations in our airspace environment.

I asked everyone present, if this type of gathering was useful and should our EAA Chapter 1345; continue having these types of "socials". The overwhelming response was "yes"! So, look forward to another invitation in the spring of 2017!

Thomas Phy,
President

Young Eagles Support Group Meeting

Wednesday, September 14, 2016, 5 PM
Robertson (EAA) hangar, Bend Municipal Airport

Jim Mateski was filling in for Young Eagles Coordinator Dale Anderson this month. Jim provided materials and a lesson on fabric covering to the "Young Eagles" portion of the meeting. Jim also flew the "Highlander" that he and his son-in law built and let the Young Eagles climb all over it. Looks like they were having a blast! Thank you Jim!



As for the October meeting, Zippy Himstreet has the lead for a topic of his choosing.

I'll be back for November.

Dale Anderson,
Young Eagles Coordinator

One of our Young Eagles ---

Devan Simpkins began attending Utah State University (USU) in September. He is majoring in Aviation Maintenance Technology Management, and began his studies with four aviation courses during the first semester. He has already practiced runway taxiing, and is learning basic mechanics and aviation science.

While earning his Bachelor of Science degree he will also earn an A&P Certificate. Devan was accepted at 7 schools for aviation programs, including Embry Riddle Aeronautical University (a wonderful school that his father characterizes as having a pleurae of zeros in the tuition number) and USU.

He also helped construct the Bend Chapter 1345 RV-12. That experience motivated his choice for maintenance science study, with perhaps follow-up coursework to earn a pilot's license.

This summer Devan was employed at Epic Aircraft as a detailer, however was delighted to receive additional assignments in airframe maintenance and rebuild. It's a tradition at Epic to give every employee a spin in the Epic LT, and Devan had his opportunity on the last day of employment there. He came home all smiles, saying that his steroid-infused climb from the airport was a real thrill!

Two days before leaving for Utah State University, he successfully completed a rigorous Eagle Review Board, and has earned his Boys Scouts highest honor, the Eagle Rank. His Court of Honor, in which he will receive the coveted Eagle Rank award, will be scheduled during the Christmas holiday break

Thanks to Eric Simpkins for the details



'Our' RV-12 at Hood River fly-in

We all know that ----

--- at a Class D airport, if the radio failed prior to making initial contact, stay out of the Class D and land at a non-towered airport. If you made initial contact and received instructions to enter the pattern, then squawk 7600 and look for a light gun.

A prerequisite for entering Class C airspace is establishing two-way communications. If you experience a radio failure, you will not be able to enter Class C without prior coordination.

Lost comm:

If you have already made contact with the Approach facility and have been given a transponder code with instructions to enter the pattern, then squawk 7600, continue and look for a light gun signal.

A flashing red light in the air means the airport is unsafe - do not land. Do exactly that – do not land. Continue above or outside the traffic pattern, maintain visual contact with the tower and wait for a green light. If no green light is received after a reasonable amount of time, depart the pattern and land at a suitable non-towered airport.

The AIM Paragraph 4-2-13 has more information on these procedures."

---- but a refresher always helps, right?



Charlie and Henry's Avid Flyer is 'close to being done'; now finishing wiring, brakes and fuel lines.



Another look at Harrison Ford's Beaver

***"This is your Captain speaking"
- seen at Oshkosh***



Escaping IMC

"I was in training, already soloed but VFR circuits only. One morning I took off and before reaching pattern altitude I entered an area of thick fog. With the help of the controller I did manage to climb through it, then remain clear and land. Needless to say, it was a frightening situation. Is there a particular suggested procedure when a VFR pilot encounters an IFR situation?"

What to do when a VFR pilot encounters an IFR situation? Given the situation in the example, I am wondering if a better weather briefing might have helped to prevent this situation. I compliment this pilot for remaining calm and asking for ATC help. These actions ultimately resolved the situation safely. Obviously, this pilot had some recent hood time.

Depending upon the situation, there may be more than one best procedure for getting out of the inadvertent IFR situation. If you accidentally climb into the clouds you merely need to keep the wings level and start a slow descent (assuming you are at a safe altitude). You should soon descend back out of the clouds.

On the other hand, if you are flying into deteriorating weather the best course here is to make a standard rate 180 degree turn and fly back to the good weather you recently left. That is assuming you were in good weather when you took off. If you are a VFR-only pilot and take off in low ceilings or visibilities you are making a big mistake.

In either situation avoid the temptation to move quickly. Be sure to keep your turns at a shallow bank angle. Some pilots in an effort to get out of the weather quickly will attempt a steep turn which can result in a spiral. Keep the bank under 20 degrees and maintain a level pitch attitude.

If these actions do not get you out of the conditions, maintain heading and altitude and contact ATC for assistance. Further, all VFR pilots should practice the basic IFR maneuvers under the hood on a regular basis so as to be prepared and ready for this situation.

EAA Chapter Leadership Boot Camp

Saturday, Oct. 15th, Independence, OR

8 a.m. – 5 p.m.

Hosted by EAA Chapter 292

Fly in or drive in on Friday to have dinner with the EAA staff *



Learn tips and tricks for becoming a great chapter leader!

Topics include,

- Recruiting and retaining members
- Chapter fundraising
- Marketing
- Media & public relations
- Insurance
- EAA chapter resources
- Meet EAA staff from HQ

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