



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

June 2015, VOL14, #6

PREZ SEZ:

If you were NOT at the last meeting, you missed being part of the “great experiment”!

As a consequence of this “experiment” we now have a new safety officer for the chapter, Ed Fredrickson. Ed was able to shed some light on things that should be taken into consideration when ever an aircraft is getting ready for an engine test run. Thanks Ed, for taking on this position.

The “Hayward Air Rally” will soon be upon us (Friday, June 12th). Help is always needed and you get a cool tee shirt & pizza. Ask for details if you still want to volunteer.

I, along with pilots and ground crew from EAA 617, participated in the “Young Eagles” event on Friday, May 29th. It started out as a great flying day. We were to fly 35+, 8th graders from the Sunriver school at the Sunriver Airport. The kids were very excited and went through a ground school before they went to the ramp and await the flights. Pilot briefing completed and the first batch of kids was escorted to the planes. I took the 1st young man out and he had the pick of aircraft to choose from, and he picked the only high wing, a Piper Cruiser. All 6 planes took off with the first 8 kids. We were trying to get 1 student per plane so that they could all get a chance to actually control the plane.

As the first 2 planes came back, we unloaded them and brought out the next group. That’s when I saw the Bonanza landing without lowering his gear.



That did not go over too well as the airport was now shut down.

The 3 planes left in the air, diverted to Bend and ProAir shuttled the students back by car.

Hugh Rosenberg is the owner/ pilot and has owned this plane for the last 8 years. He is a high time pilot but was distracted by flying an unusual (for him) pattern, looking for 4 other planes that were reporting as coming in to land as he had given first flights to a couple young ladies.

No injuries at all, the police, fire department and ambulances all showed up. The police didn’t let us touch the plane till the FAA was notified. It took just a few hours to lift the plane up and lower the gear then tow it back to Hugh’s hangar. The prop is toast, the engine is high time so Hugh is going to rebuild the plane, (which just needs some skin on the belly replaced) get the engine rebuilt and then get back to rebuilding the Luscombe Sedan as a tow plane so he can tow his wife’s glider for her.

What an exciting day! The good news is that we have a “Young Eagles Event” coming up on Saturday, June 13th at the “Gibson Red Hangar” at the Bend Airport! So, I’ve invited the entire class from that day to our event and hopefully, have an uneventful “Young Eagles Rally”! Volunteers in the way of pilots and ground crew are needed! Contact Dale Anderson to sign up!

This month’s, Wednesday, June 10 meeting is kind of a remake as well. Who wants to take a tour of the “Epic” Factory? Being its June, no blizzards (like the last time we were scheduled) are expected but, being Central Oregon, you never really can be sure. We are to meet at the “Epic Red Corporate Hangar/ offices” on the East side of the Bend airport by 6! Be there early please! Friends, neighbors and guests are welcome. If you get there too late, we are not holding up the tour!

If you need directions or information on where they are, give me a call @ 541-306-1500. We are not doing the burgers or pizza so, eat before you get there. If we get out soon enough and there is a need for food, we will fire up the grill afterwards.

SO, Volunteers are needed! Fly/ build safe and follow your check lists!!!

Thomas Phy, President

May Meeting Minutes

Minutes of a regular meeting of The Chapter held on May 13, 2015, at the Robertson Hangar at the Bend Municipal Airport.

ATTENDEES

There were thirteen in attendance including: Tom Phy, Jack Watson, Henry Graham, Dale Anderson, Mike Bond, Charles Brown, Mike Robertson, Mike Pederson, Jim Mateski, Ed Frederickson, & Jim Stone,

SOCIALIZING

The social hour began at 6:00 pm with volunteer Chef Phy again BBQing hamburgers and serving pizza for the assembled group accompanied by appropriate beverages.

CALL TO ORDER

The Business portion of the meeting was formally called to order at 6:45 pm by President Phy who dispensed with the Treasurer's report and Minutes which were published in the monthly newsletter and introduced our speaker for the evening:

PROGRAM

Charles Brown who addressed flying safety issues while operating aircraft in the state of Alaska.

NEW BUSINESS

There followed a series of announcements concerning the need for volunteers for a period of two hours to help with the Hayward Air Rally which will be arriving in Bend at on Friday, June 12, and attendance at Oshkosh, the Reno Air Races as well as the fact that we will again have booth space at the Air Show of the Cascades which will be held at the Madras Airport the weekend of August 28th & 29th.

ADJOURNMENT

Concluding announcements, the meeting adjourned at 8:00 pm

Jack Watson, Secretary & Treasurer

Treasurer's Report

Financial: For period 01/1/15 to 5/31/15

TOTAL INCOME	\$821.00
TOTAL EXPENSE	\$425.52
NET INCOME (loss)	\$795.48
TOTAL CASH IN BANK	\$2028.16

Includes \$400 IRS refund for 501C(7) to 501C(3) filing

Jack Watson, Treasurer

Mojave Experimental Fly In

The 2nd annual Mojave Experimental Fly-In & Record Setting event was this April, right at the home of it all: the Mojave Air & Space Port! 2 aircraft attacked a host of world records, 1 setting an absolute all-time record for all piston aircraft (time to climb to 3000m)! Awards were given out for the best 'Design', best 'Build', best 'Test', best 'Overall', and best 'Effort'. The event was topped off with a spectacular presentation by none other than Mike Melville!!!

The Mojave Experimental Fly In has been going on since 2011 and for the 1st time, Lancair flew down to attend the event in Evolution S/N 002 and man we got a really warm reception!



Mojave Experimental Fly In...

A core of enthusiastic Scaled Composites, TSC, Virgin Galactic, NASA, and National Test Pilot School employees based on the field attracted a bunch of very talented homebuilders and experimenters to the event making it extremely unique. FlyBys were common through out the day with a true grass-roots aviation feel. Anyone can make a record attempt during the event giving it a real 'barnstorming' and 'golden age' feel. Don't forget this event takes place at Dick Rutan's home field and right outside SCALED Composites, Virgin Galactic, XCOR, NTPS, and TSC!

Check the site for more information and start planning on next year!

>>> <http://www.mojaveflyin.com/> <<<

Builders' group RV-12 progress



The first run-up!

There was an unfortunate event just after the run-up which hopefully will require only a new prop blade ...

Prepare to Ditch!

By Mike Adams, Senior VP, Avemco Insurance Company

Ditching is perhaps the least-prepared-for scenario we focus on in flight training. We practice power-off, engine fire procedures, off airport landings, and a host of other emergency and abnormal procedures. But when it comes to landing an airplane in water, all we can do is discuss it and there is a lot to discuss.

As with any emergency, some have good outcomes, all things considered. Unfortunately, others don't.

Between safety seminars, hangar tales and YouTube videos, most pilots have an idea of what to do and what the results might be.

What is your airplane going to do when you land it on water? There is a lot of uncertainty here so let's start with what may happen. It will almost certainly sink and you don't want to be inside when it does. So, one of the basics is to unlatch the door before you hit the water to prevent it from being jammed shut. Opening a door in a partially submerged aircraft may be difficult, if not impossible. If that occurs, be prepared to wait until the aircraft is totally submerged.

If you are planning a long leg over open water, part of your pre-flight preparation should include personal flotation devices (PFDs); e.g. life jackets and a raft. The inflatable type of vests that you see flight attendants wearing during their safety demos are available from several aviation supply companies. They're convenient to wear deflated and quickly inflate when needed. Many pilots involved in low-level operations over water (fish spotting) don a deflated life vest as part of their flight wardrobe.

A floating Personal Locator Beacon in addition to the plane's ELT can be a great assist should rescuers ever be looking for you.

If you are carrying a life raft, keep the locator beacon with the raft and store the whole package where it is easily accessible and where it won't block your egress from the cabin. Just like you secure your luggage, secure your raft so it doesn't end up where it shouldn't. The last thing you want is your life raft crashing into the back of your head as your plane rapidly decelerates when it hits the water. Most life rafts come equipped with a tether so you won't have to swim frantically after the raft once you've exited the plane. Make sure your raft does have a tether. If it does not, attach a lightweight rope before you leave the ground. In either case, make sure the tether is tied to a seat or other part of the airframe near the door. If your life raft doesn't have a knife, you'll need some means to cut the tether so the raft won't go down with the ship.

When flying over large bodies of water in a single-engine airplane, note the position of surface vessels so you can ditch close to one if at all possible.

Is there anything positive about ditching? Well, there probably won't be a post-crash fire. Hopefully ditching will never be something you'll have to haul out of your bag of pilot tricks. But even if you never have to go to the bag of tricks labeled "ditching," it never hurts to be prepared for a water event.



No, it's not broken ... it's NASA's wing morphing study

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Disclosure: The following is a Newsletter Editor self-promotion.

My wife (and copilot) and I landed at Madras the week after runway 34/16 reopened following a major resurfacing.

You must try it ...it's really smooth! So was my landing 🤪

Anyway, as we were turning off RWY34 my wife commented that there was a guy photographing us at the taxiway/runway intersection. He didn't appear to have any FAA identification so didn't give it another thought until the next day, when - there we were - on the front page of The Bulletin's Local Section heading an article on the Madras Airport .

In case you missed it, here is what we thought was a nice aviation photo, with Mt Jefferson in the background.

Congrats to the Bulletin photographer:



Mike Bond, Newsletter Editor

NOTAMS:

Are you aware there several NOTAMS out for parachute training in our immediate area? Some extend for several months and are worth checking with RDM tower to see if they're active. Also don't go flying below 200' AGL West of Lake Billy Chinook over Warm Springs or you could meet a UAV ... that test area is now NOTAM'd.

Pilot's Tip of the Week - #23

"If you're IFR rated, file every time you go somewhere, even if it's VMC because, although it won't keep up your skills as far as flying on the gauges, it will keep up your skills as far as talking to air traffic control, as far as dealing with route changes, as far as dealing with changing the route in your GPS, etcetera. So absolutely file all the time, even though it might add 10 minutes to the flight.

Certainly build up incremental exposure so that if you've got the rating and you've only had minimal IMC time, you've got a day when there's a 1,500 foot ceiling, you know the clouds are only 2,000 to 3,000 feet thick - you found that out through PIREPS or whatever - go out, file, and go somewhere.

You'll climb up through the layer, get on top, be in beautiful, sunny, clear skies. The clouds are beautiful. You can look down and you'll see that glory, that rainbow on the clouds, with the silhouette of your aircraft in the middle. Be aware of that saying that there's moisture in those clouds because if there isn't, you won't see the glory.

Then come back on down through and you'll break out at 1,500 feet. It's basically VFR below. And as you do this, this will build your confidence. So get incremental exposure to the conditions out there as you build your confidence and your proficiency."

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