



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

January 2016, VOL15, #1

PREZ SEZ:

Hello all and I trust everyone had a great holiday season!

Our last meeting, held at the “Black Bear Diner” was a success! 47 guests and good food made for an enjoyable evening. Also represented was EAA Chapter 617, Central Oregon’s Oregon Pilots Association and the 99’s along with spouses and invited guests. I did forget (plus National forgot to include a couple) that I had our Chapter’s officer’s awards in my car (silly me) so they will be handed out at our January meeting.

Our next meeting will be held in Mike Robertson’s hangar on Wednesday, January 13th starting with Dale Anderson teaching the “Young Eagle” kids @ 5 o’clock and the burgers being served up at 6. Our business meeting will commence @ 6:30 with the handing out of awards, and hopefully get the projector fired up and watch a video.

Dale also has finished his phase 1 test flights on his Sonex! And rightfully so, his first passenger was his lovely wife Lynn (who also takes care of our chapter web site!). Good job Dale!

The chapter’s “High Desert Builders group’s” RV-12 has been flawlessly flying and giving rides. I’ve taken most of the volunteers who helped build her for a ride. I’ve also taken up a WWII Canadian Air Force Veteran, 94 years young Harry Fuller. Some may know Harry as that “Dashing Debonair Dancer” that has danced at both of our “Swing Dances” when we’ve hosted the B-17 & B-25.

If you helped build & would like to get your ride, get in touch with me. It is for sale so you should do that soon. We’re also thinking of adding some paint on the composite parts. So what color should it be?

Stay warm out there and I’ll see you on the 13th!

Thomas Phy, President

Treasurer’s Report

Financial: For period 01/1/15 to 12/31/15

TOTAL INCOME	\$1055.50
TOTAL EXPENSE	\$35.52
NET INCOME (loss)	\$1019.98
TOTAL CASH IN BANK	\$2242.66

Includes \$390 IRS refund for 501C(7) to 501C(3) filing

Jack Watson, Treasurer

December Meeting Minutes

NOTE:

2016 Chapter dues in the amount of \$25.00 are now due and payable and invoices were mailed to all members on January 1, 2016. Please note that our Chapter has tax-exempt status under section 501 (c) (3) of the Internal Revenue Code which means that annual dues and contributions are fully deductible to the extent provided by law. Our Federal Taxpayer ID is 30-0022467.

Minutes of a Special meeting of The Chapter and invited industry guests, held on December 9, 2015, at the Black Bear Diner on 3rd. Street in the City of Bend, for the purpose of celebrating our annual Christmas Party/Holiday event.

Guests began to arrive as early as 5:30 pm and at 6:30 pm, after all guests had ordered dinner and beverages from the menu, President Phy initiated a round of self-introductions and remarks from the forty-seven individuals in attendance.

Meeting Minutes - continued



As there was no business conducted there were no formal minutes taken and, as there was no formal end to the festivities, Guests departed at their leisure after 8:15pm.

John S. Watson
Secretary/Treasurer

Black out landings

- that is, landings at night without aircraft landing lights - should be a part of every pilot's night training. Not only should it be part of initial training but no-landing-light landings should be practiced during currency flying.

If you have not done it since initial training you're not going to be very comfortable when that landing light burns out on short final.

Determining when to flare is the problem when you have no landing light. The first thing you need to do is make sure you have a stabilized approach set up prior to the flare. If you are not stabilized, go around and set it up again.

Now, when to flare? The flare should be started when the runway lights at the far end of the runway first appear to be rising higher than the nose of the airplane. Put the airplane in a slight nose up attitude and feel for the runway using smooth power and pitch changes to allow the airplane to settle smoothly to the runway; easier said than done. So the secret to blackout landings is a stable approach, gentle flare, smooth coordination

between pitch and power, and practice. When you cannot judge the height with the same accuracy as you would during daylight, don't use full flaps, start the flare high enough to make sure the nose wheel will not contact the runway first, reduce power gradually and wait for that pleasant surprise! When you're not sure where the runway is, add some power and soften the landing.

It is interesting that a landing light (unless it is on the MEL) is not required for a private (non commercial) flight or unless you're flying for hire. Guess it is OK with the FAA to scare non-paying passengers.

From Pilot's Tip of the Week – pilotworkshop.com

Return from Oshkosh 2015 - extracted from Sonja Englert's website

When I took off from Madison, SD, I lost electrical power to my avionics, so I stayed in the pattern and landed again. The instruments not connected to the avionics buss were working properly, so I suspected a problem with the switch. I pushed the Pulsar into the shade of the open FBO hangar, borrowed a voltmeter and dived under the instrument panel. An hour later, with the contacts to the avionics switch cleaned, the voltage to the avionics was restored. Obviously the rain and humid conditions had added resistance in the form of oxidization of the contacts.



Early morning, low over South Dakota

Next day, I climbed higher to 6500 ft and soon reached the southern edge of the weather. It became cloudy and I skirted rain showers. The wind was quite strong from the south and caused frontal waves, providing me with 700 fpm lift along a line parallel to my course.

Return from Oshkosh - continued

When it ended, I lost half of the altitude I had gained in the downdraft portion. Then I noticed that the rpm was increasing. I had not done anything to cause that and was puzzled about it for a few minutes. I tried to bring it back down by cranking the prop control further and further aft, without much effect. Was the cable slipping? It was the only explanation I could think of. I continued to fly along for a little while, when with a small jolt the rpm increased further so that I had to pull the throttle back to stay below the rpm limit.

Ok, the prop control cable seems to have broken, a diagnosis that was confirmed by the lack of tension on the cable. This was annoying, since I now had to fly with a fixed pitch prop and that pitch was so small that it slowed my down by >10 kts. Added to the headwind, this dropped my groundspeed to 90 kts. As if this was not enough, all of a sudden, I heard some strange noises coming from up front. It was sort of a scraping sound and I had no idea what could cause it. It continued for a while, then stopped, but returned a few minutes later. The engine was producing power and running smoothly, so I was not too worried, but it seemed very strange. Too bad I could not quickly get out and take a look. It stopped again and stayed quiet for the remainder of the flight. By now, low broken to overcast clouds were pushing way down from the north. I was well above them and had to make a decision, since I did not think I could fly underneath them. It was still clear to the south and I could not see far enough ahead to the west to tell if the clouds were only local. I had to assume they extended beyond my destination, now only about 60 nm ahead. I diverted south with the intention to land in Gordon, Nebraska to wait it out. But when I reached the airport, I was disappointed: both of its runways were closed due to construction work. Why did they have to tear up both runways, instead of doing one after the other???

I looked at the map to find the next alternative. I spotted another suitable airport 10 miles further west, and the low clouds had not reached it. I soon was overhead and considered the runway suitable, but decided to push on to see if I could not make it to Chadron after all. By now I was down to 500 ft above the ground, and could see for some distance underneath the low overcast layer. It looked possible. Another 26 miles to go, scud running, but with decent visibility. If it got too tight, I could always come back to the last field. It started out well, then the terrain rose and became quite hilly. When you are flying this low, you notice every bump in the contour, and things you would never see from up high. The whole area was very sparsely populated, with no towns for many miles, and the few roads were all dirt roads. The space between the hills and the clouds remained adequate for me to continue, and eventually I reached the lower terrain where the Chadron airport was located. It was still overcast here, so my decision to descend early had been correct.

No holes anywhere to descend through. I landed uneventfully and found several other airplanes on the ramp. One of them was a PC-12 in fancy colors and the name "Boutique Air" painted on the side of the fuselage. Another pilot, traveling with his wife and son, flying a Piper PA-28, was headed in the direction where I had come from and I gave him an update on the weather I had encountered.



Pulsar tied down for the night in Madison

Then I finally took the cowling off the Pulsar and found a bit of a mess. Instead of just seeing a broken prop control cable, I realized that the bearing in the propeller that supported the rod for the blade pitch control must have seized. This had caused the shaft, which is normally stationary, to start spinning, effectively turning the gear box shaft of the Rotax 912 into a lathe. It broke the forked end of the blade pitch control rod, spun it inside the hollow gearbox shaft, and shaved some metal off it. The prop control cable had broken as well. I pulled the now bent rod out and cleaned out some of the metal shavings. Fortunately they could not go into the engine itself. This was not something I could fix without some new parts, so I would have to fly the rest of the way home the way it was. I knew that this had happened to other Pulsar pilots as well, but when I bought this propeller from GSC, they had assured me that this revised version would last a lot longer. I think it ought to do better than a bit over 600 hours. By the time I was done with everything, the clouds had moved off to the southeast and the way was clear to the west. Once I was airborne, I realized that with my dismal 90 kts ground speed, Afton was too far away to reach it non-stop. I selected Lander, a small airport in the middle of nowhere, just east of the Wind River Range, as my destination for the day. I had not been there before and wanted to check it out. The last 120 nm I was tortured by Wyoming thermals, and I was glad when I touched down in Lander. There was no wind on the ground, probably because the mountains shielded it, but overhead the cumulus were moving east at a rapid pace.....

This is only part of Sonja's description of her flight from Oshkosh 2015. You can read the full version on her website: www.caro-engineering.com

Would You Like to Be a Pilot? Have You Dreamed of Flying an Airplane?



EAA Chapter 1345 High Desert Flyers

Young Eagles Flights



What: Kids ages 8-17 fly for free to learn about being a pilot. You can learn more at this link:

<http://www.1345.eaachapter.org/youneagles.htm>

When: Saturday, June 13 from 8am to noon, weather pending

Where: Bend Municipal Airport, Gibson Air Service (Red Hangar)

What to bring: a parent or guardian to register/sign registration form



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