



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

March 2016, VOL15, #3

## PREZ SEZ:

I don't know about you but, this year is flying by for me! I was finally able to get the RV-12 over to Aurora and have Van's crack engineers figure out the cockpit lighting issues! It would seem that the chief wire pin connector installer (that's not me but I did recheck EVERYTHING!), doesn't know the front from the back of a connector! As soon as the pins were in a place that's clearly marked on the drawings (but still gray to me) and I was looking at the connector from the correct direction (I think), the lights started working as advertised! The RV-12 is now painted too! It is going to have the cowlings redone as there are pin holes, runs and dark areas that need addressing.

So, how many of you have had the pleasure of landing or just dealing with Aurora's new tower? While I'm not much of a tower fan (while flying in Hawaii with the CAP, that's all we did) the fine gentlemen in Aurora didn't acknowledge a poor soul on the ground that was asking for a radio check for 5 minutes while I was circling outside of their airspace, also trying to reach them. They finally answered him saying, get this, we've heard all of your requests, your radio works fine (shades of things to come?)! They finally recognized me and I was able to land and taxi to Van's.

When it was time to leave, that's where my frustration level came into play. I know that my radio needs line of sight to reach the tower & ground. I was clear of buildings and had my eye on the tower. Ground didn't acknowledge me so I tried the tower. The tower finally said Hi back (sounded to me like the ground and tower operator were the same voice) and let me taxi to the run up area. After run up, I was directed to hold short of RWY 35 and I acknowledged him and repeated the approval to hold short. While waiting I was told to try ground again, with no joy. I tried turning the plane to see if the wing was blocking my signal. The tower immediately ordered a landing Cessna to go around! Mind you, I'm stopped 70 feet from the hold short line. The tower then told me to head back to the ramp so, I went back to Van's and we checked all of the radios and found them working loud & clear.

Also while at Van's I asked 3 other pilots who taxied in before me if they could hear me and they said that they could.

So back to the taxi way where I could see and hear the tower, and tried ground again. Still no joy with ground so over to the tower frequency I went. This time they told me to phone the tower (and we all know what that means)! I dial up the tower and ask why don't they let me take off? They said they couldn't hear me so I asked for progressive light signals. They said they couldn't do that and I was to just listen to the tower. Finally the tower came back with taxi and hold but while taxiing out they asked if I was ready to go.

I told them yes and was cleared to RWY 35 for immediate take off. After confirming that with him, I was lifting off of RWY 35 by the first intersection and ready to head home. They cleared me for a right turn and head East. As I cleared their airspace, I thanked them for all the "help" they gave me. Interesting; So after the "phone call" they had no problem hearing me. I also routinely ask for radio checks and have never had any issues. Anyone else out there have any dealing with that tower?

At Van's, Van himself told me that they routinely let him sit and wait with an empty sky around them. So, by the numbers; It took me 1.3 hours to fly from Bend to Aurora (including about 5 minutes circling to get into the airspace) but, including all of my holding time, 2.2 hours (!! ) to fly back!

**Our next meeting is the 2<sup>nd</sup> Wednesday, March 9<sup>th</sup> at the Robertson Hangar, 63023 Powell Butte Hwy. Young Eagle program starts @ 5 PM and the adult meet & greet starts @ 6!**

Still no sign of the AV cables we ordered last month so no monthly EAA Chapter Video (unless they get here by then) Maybe I'll dig out one of my movies!  
Friends and family are always welcome!

*Thomas Phy, President*

## Treasurer's Report

Financial: For period 01/1/16 to 2/29/16

TOTAL INCOME	\$766.00
TOTAL EXPENSE	\$445.00
NET INCOME (loss)	\$321.00
<b>TOTAL CASH IN BANK</b>	<b>\$2538.66</b>

### 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.

*Jack Watson, Treasurer*

## February Meeting Minutes

Minutes of a regular meeting of The Chapter held on February 10, 2106, at the Robertson Hangar at the end Municipal Airport.

### ATTENDEES

There were some twelve in attendance including: Tom Phy, Dale Anderson, Mike Robertson, Ed Frederickson, Charles Brown, Henry Graham, Forrest Seale, Mike Pederson, Mike Bond, Jim Stone, Jim Mateski & Mark Pearson

### DINNER

We had a "Chili Night"! Yes there was pizza but Mike Bond brought the Corn bread and Dale and I brought Chili which was served at 6:15 pm followed by

### CALL TO ORDER

By President Phy, who initiated a round of self-introductions, followed by the discovery that we had the wrong cable to view the CD provided by EAA National as part of their monthly Chapter video series. Accordingly, the meeting developed into a general bull session until it

### ADJOURNMENT

Meeting adjourned at approximately 7:45 pm.

*Thomas Phy, President*

## Meeting of Young Eagles Support Group, EAA Chapter 1345 February 10, 2016

Attending:

Bert (Young Eagle pilot), Norb (Eagle pilot)

Federal Aviation Administration Safety Team (FAAST) Topic of the month: Pre-flight inspection after Maintenance; conducted by Dale Anderson.

The meeting began with a short tour of new projects in the hangar – A "Beaver" being rebuilt by Dave, RV-14 components, and others.

The group conducted a thorough pre-flight inspection on an aircraft which has just completed (pretend) maintenance.

Several problems were discovered by the group participants and discussed as the inspection proceeded – oil leak, hardware left under the airplane, tools left on the engine and in the airplane, rags, log book entry, paperwork, and several other typical follow-up to maintenance procedures. The group concluded that before flying an airplane after maintenance, extra effort in the inspection is very important. There are many weird things that may occur without a concerted effort to make sure the aircraft is airworthy.

**Next Month Meeting:** Wednesday, March 9, 5 pm  
FAAST Topic: Personal Minimums (Wind)

### *Dale Anderson*

## Young Eagle Support Group Meeting Agenda Wednesday, March 9, 2016 at the Robertson Hangar, Bend Municipal Airport

Greetings, Sign-in, please

Overview of what we are all about – encourage and support general aviation and flying for fun as well as career opportunities.

Reminder about the youth protection training and background check for all Young Eagle pilots, parents, and volunteers associated with Young Eagles events [WWW.EAA.org/youthprotection](http://WWW.EAA.org/youthprotection) It's free.

Update on what's happening in the hangar – planes in progress.

FAA Safety Team (FAAST) Topic of the month: Personal Minimums, pilot & aircraft capabilities and limitations with *WIND*.

Takeoffs & landings are INTO the wind  
Windsock, wind tee, and tetrahedron are used at airports to indicate wind direction.

## Young Eagle March 9 Meeting Agenda - continued

ATC and other sources will provide wind information for the pilot. Pilots are expected to know what the wind is going to do to the aircraft & how to deal with it. "Personal minimums" refers to your experience with wind scenarios. Your aircraft will have demonstrated information as a guideline for safety – example crosswind component for landings. Look at a POH Wind Component Chart. Imagine coming in for a landing on 16 with a 20 knot wind at 210. Discuss implications and actions and ways of knowing? Practice is the primary method of establishing "personal minimums".

Demonstration of the relative force of crosswinds with volunteers (here's the fun part).

Two ways to work the wind on landings – crab versus side slip.

View sample of takeoffs and landings from Sporty's Learn to Fly Programs.

Wrap-up discussion.

Tentative flight scheduling for Young Eagle flights.

*Dale Anderson, Young Eagles Coordinator*



*Tom and "Van" VanGrunsvan at Aurora*



*The Convair YF2Y-1 Sea Dart water-based fighter was the result of a design contest initiated by the US Navy in 1948 for a supersonic interceptor seaplane.*

## *Builders' Group*

Guys, Here's the link for our RV-12  
Pass it around!

[http://www.barnstormers.com/ad\\_manager/my\\_ads.php](http://www.barnstormers.com/ad_manager/my_ads.php)

Funny thing happened in Aurora when I flew to Van's to get the lighting issue figured out.



The employees that came out wanted to know why we're working on Van's 12! Apparently his is painted the same color but his has a "gold stripe" where ours will have a white stripe.

Oh ya, the lights are working!

*Thomas Phy, President*

Subscribe to "Van's RV / RV-12" Classifieds in Email

**NEW RV-12, CHAPTER PROJECT • AVAILABLE IMMEDIATELY** • New RV-12 ELSA. Built as a fund raising for EAA Chapter 1345 Built by kids from 18- 92! A&P/ IA overseeing every detail! All S/B up to date. New vented fuel tank, duel landing & position/strobes lighting kit. Dynon touch screen, ADS-B. Full interior with custom seats, 27 hrs TT, Garmin nav/com, wheel pants, Asking \$105,000 OBO! Painted by a professional on field, . Great flyer, test hours flown off and we can deliver! Located in Bend OR • Contact [Thomas Phy](#), Event Coordinator - located Bend, OR USA • Telephone: 541-306-1500 . • Posted February 29, 2016 • [Show all Ads posted by this Advertiser](#) • [Recommend This Ad to a Friend](#) • [Email Advertiser](#) • [Save to Watchlist](#) • [Report This Ad](#) • [View Larger Pictures](#)



***Classified ad for our recently completed RV-12 on barnstormers.com***

### ***Potential fly-out destinations***

On the 1st Saturday of the month EAA Chapter 105 has a breakfast at Starks Twin Oaks Airport (7S3)  
On the 2nd Saturday of the month the WAAAM has a fly in at Hood River-  
[www.waaamuseum.org/pages/whatsNew/whatsNew.html](http://www.waaamuseum.org/pages/whatsNew/whatsNew.html)

On the 3rd Saturday of the month EAA Chapter 31 has a breakfast at Creswell Hobby Airport (77S). Breakfast served 9:00 am to 10:30 am, all you can eat for \$5.00

Every Friday there is a Koffee Klatch at Lenhardt Airpark (7S9), pilots gather for coffee and donuts (donation appreciated) and chat, hangar fly, and kick tires.....drop by and socialize. 09:00 am til.....? You're welcome to fly in or drive in all year round and just socialize.

The International Aerobatic Club Chapter 77 meets on the 3rd Saturday at 10:00 am of every month at Willamette Aviation, Aurora Airport (UAO), and if you are interested in aerobatics you are invited to attend. Info: Teri 503-407-2543 [www.iac77.com](http://www.iac77.com) (Should anyone desire spin or aerobatics training, do contact Teri)

Every Saturday the local pilot community with the City of Newport hosts a hamburger/hotdog BBQ at the main FBO building. Donations are requested and feel free to bring a side dish. Information: 541-867-7422

Every 4th Saturday, 11am -2 pm fly-in lunch at Infinite Air Service, Albany Airport (S12) drop in, have lunch, socialize and gas up. Info: Tony 503-857-3530.

Every Sunday 8:00 am – 11:00 there is a All You Can Eat Breakfast at the American Legion Hall in Lebanon for \$6! You can't beat the menu or the service. Lebanair has courtesy cars and it's only a short drive to 480 Main St. Info: Shelly 541-451-1351  
<http://lebanair.com/pilot-services/pilot-sunday-breakfast>

**2015 CHAPTER BOARD:**

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