



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

June 2016, Vol. 15, #6

PREZ SEZ:

Curt Cowley from the FAA's "FAST" team will be presenting at our June 8th meeting. See you all there at 6:00pm in the Robertson Hangar ... sign will be outside for newcomers ...

Thomas Phy, President

Treasurer's Report

Financial: For period 01/1/16 to 5/31/16

TOTAL INCOME	\$945.00
TOTAL EXPENSE	\$445.00
NET INCOME (loss)	\$500.00
TOTAL CASH IN BANK	\$2742.66

Jack Watson, Treasurer

May Meeting Minutes

Minutes of a regular meeting of The Chapter held on May 11, 2106, at the "Bend Builders Assist"/ Robertson Hangar at the Bend Municipal Airport.

ATTENDEES

There were some eighteen in attendance including: Thomas Phy, Dale Anderson, Mike Robertson, Jack Watson, Charles Brown, Henry Graham, Mike Bond, Jim Mateski, Jim Stone, Kelly Farrington, Zippy Himstreet, Mike Wissing, Mike Pederson, Ed Frederickson, Ryan Thomas, Paul Patrick, Gary Rice, and Gary Judd.

DINNER

Consisting of Burgers grilled by Chef Mike Robertson, accompanied with potato salad, Costco Pizza and finishing up with chocolate cake and homemade chocolate chip cookies were served at 6:15 pm followed by:

CALL TO ORDER

At 6:50 pm at which time President Thomas Phy announced that, as Minutes of the previous meeting and the Treasurer's report were published in the monthly newsletter and, there being no additions or corrections, we would dispense with a reading thereof. He then initiated a round of self-introductions which concluded at 7:10pm at which time:

PROGRAM

Mr. Phy introduced our guest speaker for the evening, our Airport Manager Mr. Gary Judd, who made a Power Point presentation consisting of the History, Funding, Current Status and Future Plans for our Airport. These plans included a discussion of Aeronautical vs Non-aeronautical uses of aircraft hangars. Handouts were provided to attendees at the conclusion of the presentation and included a copy of a letter from the FAA to the Attorney for the City of Glendale, AZ., concerning the steps that City had taken on the subject of hangar storage to meet its sponsor grant assurance obligations.

ADJOURNMENT @8:15pm

John S. Watson
Secretary /Treasurer

YE activity

Hello Pilots,

After our chapter meeting on Wednesday night we discovered we had several Young Eagles "chomping at the prop". So, Tom & I flew a total of 12 (more than we anticipated) on Saturday am before the rain set in.

The traffic was busy as usual with war birds, gliders, helicopters, and cargo planes. Very educational!!!! We plan to do more, rather spontaneous flights as time and schedules permit.

I promise I will try to let you know when these "events" take place in advance; in the mean time, please continue to fly YE individually as you have time. We're shooting for over 2 million.

I have received the EAA Youth Protection Certificates from many pilots, THANK YOU.

Keep 'em flying,

Dale Anderson



Congratulations Lloyd – another completion!

Young Eagles Support Group Meeting

5 pm, June 8, 2016

Robertson (EAA) Hangar, Bend Municipal Airport

Agenda

Greetings:

Review our purpose, Introduction of new people
Announcements: Report on recent and pending Young Eagle Flights at S39 and Eagle flights

FAAST Topic:

Aircraft Engine Maintenance and Performance Monitoring.

Engine operation and typical maintenance-

A quick look at a 4 stroke cycle and the components involved in piston engines

Other engine types & concepts – examples; rotary, turbo, jet, electric.

Inspections – 100 hour, annual, after maintenance, etc.; a typical maintenance schedule.

Engine performance monitoring - (Ross from Electronics International will demo monitor Instr.)

Typical gauges and information available to the pilot on a typical instrument panel:

RPM, Oil pressure, Oil temp, CHT, EGT, others ?
Ranges and red lines – discussion of each

Engine log book- look at some entries

Why is maintenance important? Discussion

Why is monitoring important? Discussion

Meet with Curt Cowley, FAAST Team Program Manager, Portland Flight Standards District Office.

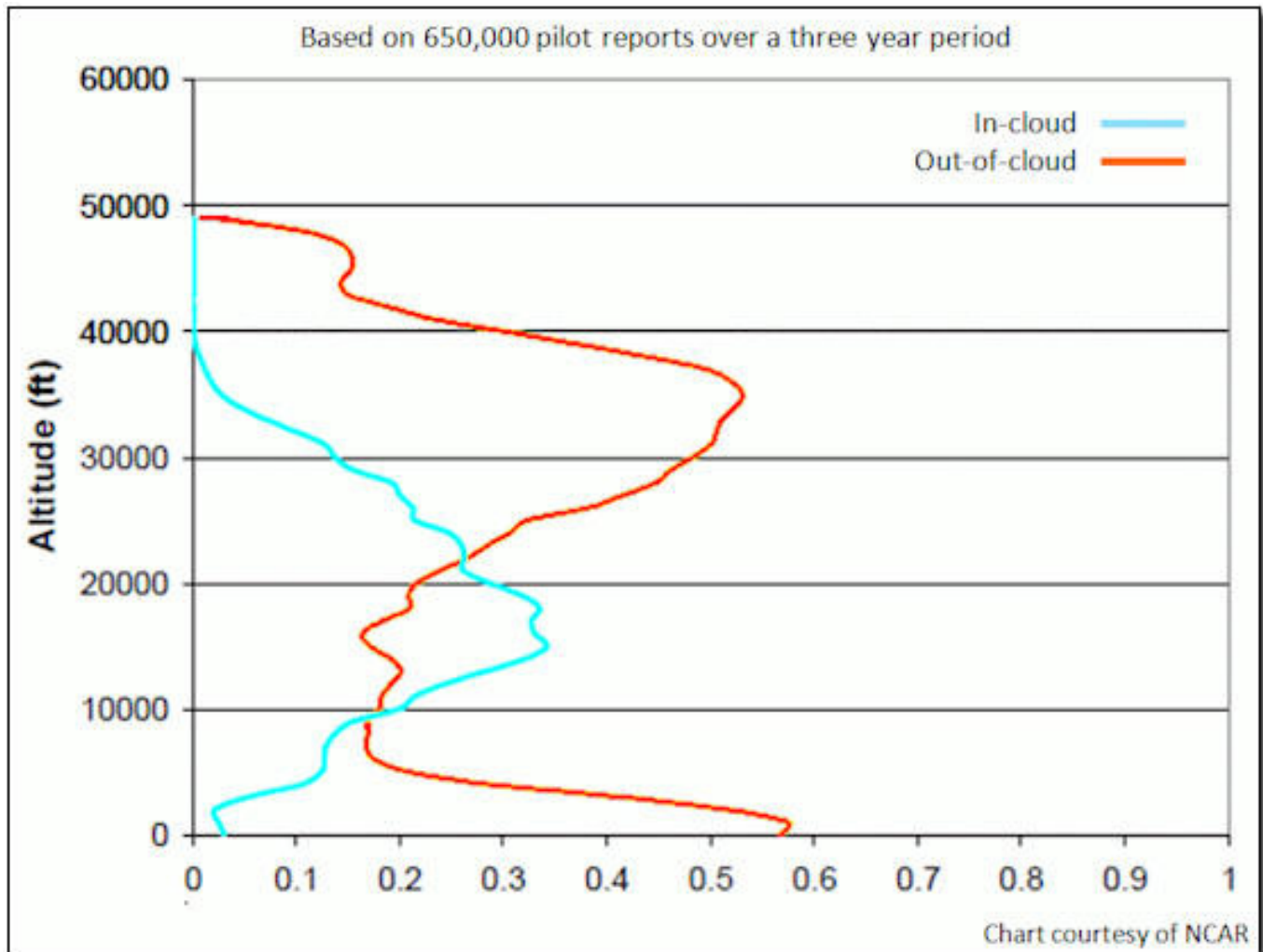
Dale Anderson

Young Eagles Coordinator

"What altitude yields the smoothest ride on average?"

"You are unlikely to hear any pilot complain when the air is glassy smooth. So, is there an altitude that yields the smoothest ride, on average? Of course, on any particular day, there's no easy answer; any altitude could create a smooth or rough ride. Some turbulence is highly predictable and others not so predictable, but the best approach is to remain outside of most clouds. So, it is very useful to qualify turbulence as in-cloud or out-of-cloud.

This chart, from a study done by turbulence researchers at the National Center for Atmospheric Research (NCAR), shows the altitudes where moderate or greater (MOG) turbulence was reported in relation to being in or outside of clouds.



The red line represents those turbulence reports that were deemed to be in clear air or outside of the cloud boundary. And the cyan line represents turbulence reports that were identified as in-cloud. So it is easy to see that turbulence out-of-cloud is most frequent at upper and lower levels of the atmosphere while mid-level turbulence is often in-cloud.

Most of the out-of-cloud reports near the surface are likely due to mechanical turbulence or thermal turbulence. The out-of-cloud turbulence at higher altitudes is in clear air due to the effects of the jet stream. The mid-level turbulence is likely due to flight through cumuliform clouds not associated with deep, moist convection or thunderstorms.

So what's the best altitude to minimize your exposure to moderate or greater turbulence? Well, considering both in-cloud and out-of-cloud turbulence, flight between 8,000 and 12,000 feet will allow for the smoothest ride, on average."

Young Eagles Flight Event

Central Oregon EAA Chapter 617
Will provide free flights for youth,
ages 8 through 17, in honor of
International Young Eagles Day
Saturday June 11, 2016 at 9:30 AM

Prineville Airport, Prineville, Oregon



*Nearly 2,000,000 Young Eagles
flown by EAA Volunteer Pilots!*

Young people must be accompanied by a parent or legal guardian. An optional lunch will be available at the EAA 617 Hangar, beginning at 11:30.

Young Eagle participants will receive an FAA legal Logbook and complimentary 'online' flight instruction access, courtesy of the EAA...

2016 CHAPTER BOARD:

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