



The Bend High Desert Flyer of Chapter 1345

WEBSITE: <http://www.eaa1345.org/>

KBDN AWOS 134.425

APRIL 2007, VOL 6, #4

PREZ SEZ:

Our March EAA meeting was a "two-fer" and if you missed it, you missed getting some valuable input. First, George Lanning, from the Civil Air Patrol, gave us a briefing on what to do if we are forced down: how to survive and how to increase the probability of a prompt rescue. Then, Bill Lewis showed us the survival kits he had prepared and described the contents of each of them. After the presentation, the three survival kits were offered to our members for just a bit over the cost. All three sold quickly. Thanks for your efforts, Bill; they are greatly appreciated. Bill provided us with a list of the contents of the survival kits; if you want to make up your own kit, contact Bill to get a copy of his list.

The April meeting will be a treat, I am sure. Bill Blackwood has arranged for us to listen to Jack and Madelon Hill describe their World War II flying experiences. Madelon served in the WASPS, initially at Las Vegas, where she her met Jack, her husband-to-be.

Please encourage your wife or girlfriend to come to this meeting (one or the other, but not both so as to avoid unpleasant distractions at the meeting) to hear the Hill's presentations, to support Mrs. Hill and because women's roles in WWII really did set the stage for women in the workplace as we know it now.

I have emailed all of you asking you to write letters to Senators Wyden and Smith and Representative Walden to protest the FAA's plan for user fees. Guys, if you haven't written those letters yet, please do it real soon. It is very important for you to let our legislators know that user fees are unacceptable. Refer to the email that was sent to you for some sample letters that you can use as a starting point.

OK...that's it. I look forward to seeing you in the classroom above the ProAir hangar, at 7pm on April 11th.

Dennis Douglas

Schedule of Meetings & Events

<u>Meetings:</u>	<u>Breakfast</u>
April 11	April 21
May 9	May 19
June 13	June 16
July 11	July 21
August 8	August 18
September 12	September 15
October 10	October 20
November 14	November 17
December 12	December 15

March 14th Meeting Minutes

Officers Present

Dennis Douglas	President
Bill Blackwood	Vice President
David Waltman	Secretary
Jack Watson	Treasurer

14 members and 3 guests present

Minutes of last meeting read and accepted

Announcements:

Members agreed we should stop sending newsletters to members who have not paid their dues by the end of this meeting.

Program:

Bill Lewis and Captain George Lanning, Commander of the Civil Air Patrol High Desert Composite Squadron presented an excellent program on aircraft crash survival.

Meeting adjourned

Dave Waltman

Project Update – Dan Sprague advised he and a partner are building a new hanger at Roseburg Airport.



If WE had such a project, I could have justified Bill Lewis' tractor being in an earlier newsletter! Member inputs can result in more EAA-related newsletter content --- hint, hint!

MUSINGS: Airplane Camping

Have you ever camped near your airplane? I have; I flew up to Arlington a couple of years ago and camped beneath the wings of my old Cessna 172. It was a "hoot"; it was nice to be near like-minded aviators, close to the event of interest, and much cheaper than taking a motel room (with the added extra cost of a rental car to get there and back.)

When we did COFSC last year, I got lots of calls from pilots planning to attend who wanted to know if there was a camping area available at the Bend airport. Sadly, I had to say "No, nothing but areas of sage and rabbitbrush, with no nearby water or sanitary facilities." Now this got me to thinking...what if KBDN had an area for airport campers? Think about an acre or so of grassy area--perhaps at the north end of the airport--with tie downs, fresh water, a picnic table or two and a bathroom and shower facility nearby. Think about the possibilities: the availability of such a place would make the Bend Airport a more desirable "base" for some. Airplane folks could come to Bend and stopover for the night at the airport and enjoy our nice summer weather. Some might visit for a few days, taking in some of the recreational opportunities. These folks would probably rent a car and eat some (or all) of their meals at local restaurants. Availability of such space might also provide some inexpensive aircraft parking for the airport when we have things like Airport Appreciation Day and other events that would draw pilots to the area. Good fun and good economics, right?

Now I did talk to Greg about this while the Airport Master Plan was being developed. As I recall, the Plan did have room for such a facility but the City's downside was the maintenance expense associated with it.

What if our Chapter stepped up and offered to do the maintenance?

We could have a few volunteers from the Chapter form a 'camping area committee' that would mow the grass weekly, and keep the facilities tidy, and so on. To help offset some of the effort, we might put a 'donations' box there so that campers could contribute a bit to help our local Chapter.

We'd ask the City to grade a place, provide a taxiway connection, install the tie-downs and watering system, plant the grass, and build the bathrooms and shower facilities. The volunteer groups would then be responsible for maintaining it.

To me, taking on an airport camping facility makes sense because it is visitor-serving and helps us promote and support the airport, and it gives the City some more bragging rights about the benefits of the airport. It's a little work, to be sure, and a long-term commitment, but if we are here to stay, shouldn't we put the effort in to improve our "neighborhood"?

What do you think? If there is sufficient interest in this, I could approach the High Desert Soaring group and CO-OPA to attempt to get their support as well. With a plan in hand, we could go to Greg and try to get his support at the City level. Let me know what you think....

Dennis Douglas

Amphibian, anyone?

I have had a heart attack, and can no longer build my dream plane. If you know of anyone interested in a brand new Glass Goose Amphibian kit, please pass this info on to them.



My Glass Goose has never been started, and is still in the original shipping crates. I have \$27K invested, but will sell it for \$17K OBO.

Richard Zenger 801-298-2932 (Salt Lake area)
or rzenger@netscape.com

World's Smallest Twin Engine Airplane.

French pilot Nicolas Charmont has installed 2 AMT Olympus turbines in his Cri Cri together with AMT on-board automatic start-up units and individual EDT's. (AMT is a company from Netherlands.)

The Cri Cri weighs 170 Kg (375 lbs), and should have enhanced performance with over 36 Kg (80 lbs) of thrust available.



Top speed for this flight was 240 km/hour (150 mph). Flying with only one engine the speed is still 160 km/hour (100 mph).



Treasurer's report

Listed below is the financial information for the chapter as of 4/3/07.

Total income	YTD	4/3/07	\$ 621.00
Total Expense	YTD	4/3/07	\$ 236.87
Net Income	YTD	4/3/07	\$ 384.13
Cash Balance, as of		4/3/07	\$2,472.96

Jack Watson

ELT Ramp Check by Bill Lewis

We all have our trusty ELT mounted in our aircraft and we faithfully follow the recommended battery change dates just to be sure it works. But, do you perform a ramp check of your trusted ELT during periods between its battery changes?

In my own aircraft I had a dash mounted locking toggle switch to activate my ELT during taxi or run-ups. I did this function check at least each month or more often to ensure my ELT was putting out a good signal. First I'd be sure that it was just past the hour on the time, (within 15 minutes past the hour), then turn the radio to 121.5 and toggle the ELT on for at least three to four good "whelps" or hits.

Remember, your ELT is still the most important rescue signaling device and the basis for all downed aircraft searches. So, just as a suggestion when building an aircraft or selecting an ELT, mount it where it is easily accessible and chose one which has a remote activation features. I always liked the ELT I had since it was removable and had its own antenna and activation switch mounted on it. To gain a better signal it could be removed from the aircraft and set on an unobstructed high location.

Many production or certified aircraft seem to like to hide ELTs from sight and ramp checks may require they be done with the aircraft parked and engine off. Whatever the case a monthly ELT activation check is a good idea.

SAFE FLYING.



A view of 'The Wizard' in Crater Lake, seen during a recent COOPA flyout.



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