



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

OCTOBER 2007, VOL 6, #10

## **PREZ SEZ:**

I hope all of you have had a great summer. The seasons are starting to shift again. It seems it does that several times a year, doesn't it? With the end of summer upon us and the start of fall just around the corner, I'm hoping that the weather change will give you a renewed commitment to your EAA Chapter.

We need to talk about the election of new officers for next year. Jim Stone and Ross Morrison have volunteered to serve on the Nominating Committee; their job is to seek out candidates for the November election. Please consider running for one of the offices: President, Vice-President, Treasurer, Secretary and Newsletter Editor. None of the officer's jobs are really that difficult, and the great PLUS is that you get to know all of the members. And besides all that, you know YOU could do a better job of running the Chapter than these hacks we have in there now, right? If you can spare a few minutes a week to help your Chapter, let Jim or Ross know about it so they don't have to come knocking at your door....

A few weeks ago I sent out an email describing the status of the D-260 project to keep you informed. "D-260?", you say, "I thought it was a PJ-260?" Well so did I. When we (there are about eight of us that currently comprise the D-260 Project Group) started going through the plans, we found that there were references to the PJ-260, a D-201 Sport Wing, a D-260 Senior Aero Sport, and a MA-5 Marquart Charger. At first I thought they were all just variant's of the same thing. As we got deeper into it, we learned that the D-201 Sport Wing is a smaller, lower-powered version of the PJ-260 & D-260, the D-260 is the two-cockpit version of the PJ-260, and the MA-5 Marquart Charger is a totally different airplane altogether. So we are building the D-260. One of things that confused me was that I received three complete sets of plans for the MA-5. The plans for the D-260 are nearly complete. But not to worry...I've made contact with the PJ-260/D-260 guru --- a guy by the name of Frank Isbell, who lives in Virginia.

He's sent me his complete D-260 plans set so we can copy any plans we don't have so we are sure we have a complete set.

You'll see our D-260 progress when you attend the meeting. So far we've removed all the seats, controls and cables from the fuselage, identified, cleaned and re-primed all the fuselage corrosion spots on the fuselage, stripped and renewed the landing gear, identified areas of the fuselage that need some welding touch up, and we've started cleaning and renewing the controls and cables. Hopefully we'll have the D-260 up on it's landing gear soon and have all the controls re-installed by the end of October. If you would like to join the D-260 project group, let me know so I can add your name to my work group list and then stop by the hangar any Tuesday between 5pm and 8pm and be prepared to do some work. It think you'll have a lot of fun working on the plane...it's gonna' be really cool.

Our Chapter needs to give special thanks to Bud Candland, Ross Morrison, Greg Tanner and Tony Partain. Tony has decreed that the hangar we know and love so well will forever more (or at least as long as he's in there) be our regular EAA meeting spot. A home at last.... Thanks, Tony! Bud donated the refrigerator and stove that you'll see in the hangar. Thanks Bud! Ross donated the microwave. Thanks Ross! And Greg transported the refrigerator and stove from Bud's place to the hangar and installed them. Thanks Greg! We'll try to keep the refrigerator stocked with soft drinks and beer for you, and some munchies on hand, too. And remember, the stove and microwave are there for your use, too.

I look forward to seeing you at the meeting: Wednesday, October 10th, at 7pm in the new EAA Hangar.

*Dennis Douglas*

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## **FEATURED SPEAKER FOR OCTOBER 10th MEETING**

Susan Palmeri, Bend Airport's New Airport Manager, will talk to us about what's happening at KBDN, and her vision for what will or might happen at the airport. Plan to attend and meet Susan. This is a great opportunity for you to ask questions about any issues or concerns you have or things you'd like the City to consider for the airport. Be there: EAA Hangar, 7pm, October 10th.

## Schedule of Meetings & Events

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Meetings	Breakfasts
October 10	October 20
November 14	November 17
December 12	December 15

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### September 12<sup>th</sup>, 2007 Meeting

#### Officers Present

Dennis Douglas President  
Bud Candland Young Eagle Coordinator  
David Waltman Secretary  
Jack Watson Treasurer

**Treasures report:** Balance on hand \$2455.66

Reading of Minutes of last meeting postponed

**Guests:** Ray McKinley from Livingston Calif.  
He owns a Kitfox.

**Announcements:** Every Tuesday from 5 to 8PM is  
workday for the D-260 everyone welcome to come and  
help.

**New Business:** EAA calendars are once again up for sale  
cost is \$10.00 each please place your order ASAP.

**Program:** None scheduled it is just a talkfest ie. Hangar  
talk

Meeting adjourned

#### From August meeting:

Board approved resolution for a complementary one-year  
EAA membership to Kent Couch.

Motion made and seconded and approved by member  
vote to authorize purchase of 10 chairs and three tables  
for the hangar.

Motion made and seconded and approved by member  
vote to authorize a maximum of \$300/yr expenditure to be  
paid during the winter months to offset the cost of heating  
the hangar during Chapter activities

David Waltman

**Central Oregon Flying Club** has been incorporated and is in the process of organizing and looking for airplanes to buy. They would welcome inquiries from anyone who might be interested. There is still time for new members to help make some of the basic decisions.

You can send John Miller an email at:

[jomiller@cofc.edu](mailto:jomiller@cofc.edu)

and he will put you in touch with the folks who are organizing the club.

### D-260 Status

We are progressing with the construction at a steady rate and I'm pleased with what we've done and the way each of the builders has staked out his own turf and taken responsibility for that area. As of 9/22/2007, we have worked a total of 69.25 manhours on the project, with 53.75 of those hours put in by folks other than me. That means that if the project sold today, EAA 1345 would benefit by getting  $53.75/69.25 = 78\%$  of the net proceeds. pretty good, eh?

Getting the fuselage up on its landing gear is our initial goal. We've been cleaning and restoring the parts that came with the project and we're making some of the other needed parts. Some welding needs to be done and we are working on a plan to accomplish that. When we decide when to do it, I'll send everyone an email so that you can watch how it's done....

If you are interested in helping out with the project and can commit enough of your time to make a meaningful impact over the life of the project you are welcome to 'come on down'! We meet every Tuesday from 5pm to 8pm at the EAA 1345 hangar.

Dennis Douglas



*This Pipistrel 'Virus' dominated the PAV Challenge held recently in Santa Rosa, California (details later )*

## CT SW Light Sports

Do you dream of a Light Sport Aircraft that allows real cross country flights in comfort? Do you need a “useful load” that’s truly useful?

Would fly around the world in it?  
Two Indian Air Force pilots did ...



The CT is an aircraft capable of flying non-stop from Chicago to NYC, Charlotte to Dallas, London to Frankfurt or Munich to Rome with ease.

In production since 1997, more than 900 CTs have been delivered to customers, worldwide. The CT is produced in Ukraine near the Black Sea resort area of the Crimea, continuing a strong aviation culture going back to the beginning of manned flight.

The FAA Light Sport Aircraft Airworthiness Certificate was first issued to a CT in April 2005. A BRS parachute system is standard equipment on all CTs. The Flight Design 3 axis trim system is also standard equipment. Options include sport seats with headrests, more panel space, stronger landing gear and convenient door pockets, rough-field Tundra gear, Dynon Digital EFIS-EMS systems or UMA advanced analog gauge package. A Garmin or Honeywell Avionic and TruTrak autopilot lets you customize a CT for your type of flying.



A CT over Lake Tahoe

## STRUCTURE

The CT structure uses carbon fiber construction with rigid foam core and epoxy matrix with vacuum technology. All supporting structure consists of Carbon and/or Aramid fibers. All materials used in the construction are from Western suppliers and correspond to either DIN or Aviation standards. The CT wing surfaces are post cured at 80°C (176°F) as it is customary in aircraft construction.

## WEIGHTS AND DIMENSIONS

Minimum single pilot weight: 120 Lbs solo  
Empty aircraft weight (approx.): (698 Lbs) with BRS parachute

Max. take-off weight: 1320 Lbs.  
Wing area: 107 Ft<sup>2</sup>  
Wingspan: 27,9 Ft  
Overall height: 7,1 Ft  
Overall length : 20,4 Ft  
Max. cabin interior width: 49 inches  
Tank capacity: 34 U.S. Gallons

## PERFORMANCE

Vmin minimum speed (flaps 0) 44 kts IAS  
VCR: cruising speed (green arc) 120 kts IAS  
VC 75%: with 912S (75% = 80 PS) 112 kts  
VNE: max.(red line): 145 kts  
Take-off run 300 ft  
Take-off distance, 50ft obstacle 762 ft  
Max. range 1000 Nm  
(34 Gallons @ 97 kts, 30 min reserve)

## ENGINE DATA

Rotax 912 UL, 80 HP @ 5.800 rpm  
9.0 to 1 Compression Ratio  
Gearbox: 2.27 to one reduction ratio  
Fuel: Premium unleaded auto fuel or 100 LL Avgas  
Fuel consumption:  
@ Max continuous RPM (5500) (6 GPH)  
@ 75% (4750) RPM (4,2 GPH)

B-17G  
'Sentimental Journey' rolling into a low pass after a recent visit to Bend Muni



## How Is Lockheed-Martin Doing With Its FSS Contract?

Judge for yourself from the description of a flight I made from Paso Robles (CA) to Redding (CA) on September 19th:

At about 7am on the 19th, I received a flight briefing from FSS. The weather in the San Luis/Paso Robles area was murky with lots of marine layer present. My planned route of flight was basically to go north from Paso Robles until I got to the inland valley, then turn NNW towards Red Bluff. I wanted to fly to Bend that day but the forecast for later that day north from Red Bluff didn't look too promising due to icing, turbulence, clouds, mountain obscuration and so on, so I filed for Red Bluff, where I'd take on fuel and get an updated briefing before continuing.

I departed Paso Robles at about 10am. I had to fly southeast at about 1500' to get clear of the marine layer, where I climbed to 6,500' and headed east to Avenal, then NNW towards Red Bluff. The valley was clear and the air was calm, although the marine layer was thick to the west and got thicker as we traveled north.

When I got about 60 miles south of Red Bluff, I had to drop to about 4,500' to stay under the cloud that began to develop. I decided to get the current Red Bluff weather. I contacted Flight Watch on 122.0 (that's part of the L-M contract, too) and asked them for the Red Bluff weather. The reply was lengthy and totally unreadable until the very end of their transmission when I caught snippets of the weather that looked OK: ceiling at about 6,000' and low winds, as best I could tell. I switched radios and asked them to repeat the report; they did and it was still unintelligible. So I switched over to the Rancho FSS frequency and asked for the RBL weather; same problem and probably the same guy at the other end of the radio.

Since I wasn't able to understand any part of the lengthy preambles to the RBL weather, and since the sky was really getting dark and not at all pretty in front of me, I figured I better make a precautionary landing at Willows and call them to find out what they were trying to tell me. So I land at Willows, get out my cell phone and call 1-800-WX-BRIEF.

After going through the now-usual voice commands telling them what state I was departing from (and then northern or southern California), I got through to a briefer.

"This is J.R. How can I help you?", the briefer asked in a strong southern accent. I went through the whole long story of my attempts to contact them and that they were trying to tell me something, but since I couldn't understand the message I had landed and was trying to get the information by telephone.

Good ol' boy J.R. started pouring over the data on his console and told me all the things that I knew from the morning briefing but he couldn't tell me what FSS had been trying to tell me.

After a few frustrating minutes, J. R. says to me, "I probably can't help you with your local weather or what they were trying to tell you because I'm located in Marietta, Georgia. You need to talk to someone at Oakland Flight Service."

"Gads, how stupid!", I thought, but then said "OK, great. How do I do that because I called WX-BRIEF and got you".

"Let me connect you directly with Oakland Flight Service", J.R. says. After a few seconds he says, "the next voice you hear will be a briefer at Oakland Flight Service", and the line goes quiet.

After about a minute, a woman with a very pleasant voice answers and says, "Good morning. This is Flight Service, how can I help you?" So I go through the whole litany again about the flight, the unintelligible communications, and my conversation with J.R.

Without as much as even glancing at whatever data she might have in front of her, she says, "I don't think I'm going to be able to help you with your request because I'm in Honolulu."

"Holy smoke, what's going on here?", I thought to myself. But she gives me a telephone number for a direct line to the Oakland FSS Supervisor and tells me that this number is for my one-time use only and that I must not ever use the number again unless I am told to do so by FSS. So I agree and call the guy in Oakland.

Now he's a supervisor and from what he was saying, I figured that it had been about 15 years since he'd had any direct contact with pilots. Nevertheless, we finally figured out that what FSS was probably trying to tell me was that there were thunderstorms building along and to the west of my route of flight to Red Bluff. Good information to have found out, for sure, but I wish it had been easier and more efficient.

The end of the story was I that forged ahead and continued to Redding with massively dark clouds and rain to my east, but avoiding any significant problems other than heavy rain. We spent the night at my cousin's house and continued on to Bend the next day.

So, How is Lockheed-Martin doing with its FSS contract? ... not very well, in my opinion.



**2007 CHAPTER BOARD:**

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