



# The Bend High Desert Flyer of Chapter 1345

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

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## PREZ SEZ:

### NOVEMBER SPECIAL!

At October's meeting, we all got a chance to meet and talk to Susan Palmeri, Bend's new Airport Manager. Susan came to Bend from Florida but she's no stranger to winter as she grew up in the northeast. Susan's credentials include stints at a Florida airport and at the Phoenix Sky Harbor airport. When we talked about the Chapter supporting Susan in making the airport a better place, Susan suggested that one thing we might consider is signing up with the Adopt-A-Road program and maintaining the section of Powell Butte Highway that fronts along the airport. We'll put that on the November agenda and talk about that.

November's meeting has two special attractions. First, we'll hold our annual election of officers. It would be a "good thing" if you could attend and cast your ballot. Proxies have been sent out to all of our members. If you can't attend the meeting to vote, it is important that you make your vote by proxy. Second, a special treat that we should all enjoy: while the votes are being tabulated, we'll go over to Mike Custard's hangar and get an update on the construction of his Titan T-51. I understand that Mike has made good progress on the plane and he'll update us on the status and the "special challenges" he faced to get it where it is today.

As I write this, Bend is about to open the new runway this afternoon. I walked over to the site last week while they were paving it and talked to one of the construction guys there. The macadam mix that the FAA requires for runways is slightly different than the mix for roads and highways. The FAA formula includes a different oil base that has more adhesion and water-repelling qualities. It looked to be somewhat thicker than highway pavings I've watched too. Knife River has their own macadam plant in Redmond. Have you ever wondered what the temperature of the macadam mix is when it's applied by the paver? In our case, it was 327 degrees Fahrenheit. The macadam has to cool down to about 200 degrees before the rollers can go over it to flatten and smooth it. That's why the rolling machines don't trail immediately behind the paving machine.

They paved the runway in four "panels", with each panel being almost 20-feet wide and running lengthwise along the runway base material.

The 'alpha connectors'--the taxiway-to-runway access taxiways aren't done yet, though, except at each end of the runway. That means when you land, you'll need to either taxi back to the arrival end, or fast taxi all the way to the far end of the runway to exit. I guess if you fly a Citation that's not a big deal but it will make for a lengthy "journey" to the other end for most light aircraft. Susan said the alpha connectors would be completed next spring. I'm looking forward to flying off and onto the new runway. It looks real smooth. It will sure be great not to bash the landing gear when rolling on the runway as happens on the old runway.

I look forward to seeing you all at the next meeting; Bend Muni, EAA Hangar, 7pm, November 14th.

*Dennis Douglas*

### Schedule of Meetings & Events

Meetings	Breakfasts
November 14	November 17
December 12	December 15



*You want small? I got small ...*

## *October 10<sup>th</sup>, 2007 Meeting*

### **Officers Present:**

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

Minutes of last meeting read and accepted as written in newsletter.

### **Treasures report:**

Balance on hand \$2455.66, which is the same as last months balance.

### **Guests:**

Susan Palmeri, who is Bend's new Airport Manager, and it just so happened, was our guest speaker for tonight's program.

### **Announcements:**

The D-260 project is coming along nicely, Dennis has obtained a full set of drawings and has had them digitally scanned.

Dennis spoke with the Program Director at COCC/Redmond and has arranged an abbreviated 'go at your own pace' welding class for all members interested. E-mail will be sent to all members explaining all the details.

There is talk going around of a possible flying club being organized at the Bend airport if you are interested please contact Dennis for details.

### **New Business:**

Nomination of new Officers for next year has been made with many tanks to the nominating committee. David Nixon for President, Chuck Smith for Vice President, Milo Street for Secretary, and Jack Watson has agreed to be Treasurer. Remember these are just nominations if you wish to run you still can just show up for the November 14<sup>th</sup> meeting and cast your vote.

### **Program:**

Susan Palmeri, the new Bend Airport Manager, was our guest speaker.

She is a private Pilot with an instrument rating; she holds a Masters Degree in Aviation Management and is a certified member of the Airport Managers Association. She spoke of her love of General Aviation and of her plans for current and future improvements at the airport; a very personable individual who apparently has an open door policy, which I found out when I stopped by without an appointment. So, if you're at the FBO during normal working hours, stop by and welcome her to Bend. Her office is upstairs, down the hall, last door on your left.

Meeting adjourned

*David Waltman*

## ***D-260 Status***

Over the past several weeks we've struggled with two issues: 1) inspecting and ensuring that all of the weld joints on the fuselage are properly completed (several weren't) and , 2) getting the fuselage up on the landing gear. I'm happy to report that the first issue has been taken care of and, by the time of the November meeting, we should have the fuselage up and rolling around on it's gear. These were both milestone events.

The fuselage welding was done using MIG and fuel-oxygen methods. David Nixon and Greg Tanner both contributed to this and while MIG was used for most of the places where the tubes needed to be welded, the torch was needed in a couple of places where tubing sections joined at such an acute angle that we couldn't get the MIG gun into the area.

Getting the gear on had to be like tuning a piano: make a change here and something changes over there. Fix over there and back here it's changed again. It was also like a jigsaw puzzle: the gear legs, the box beam, the spacer plate, and the fuselage bushings all had to be oriented in a way that allowed things to fit together, and to give us the right amount of toe-in. Since the gear legs are steel, they are very heavy and trying to manipulate things while supporting the gear took a lot of effort. After trying what seemed to be every combination of fitting the pieces together in every possible way, on 11/6 we finally came to closure and bolted the legs onto the fuselage. This coming Tuesday (11/13) we'll try to get the wheels, brakes and tires on so that when you come to the meeting you will hopefully be able to roll the D-260 around in the hangar.

Now we start installing the controls into the fuselage!

*Dennis Douglas*

## ***CHiPs In The Sky***

Ever seen those signs that say "Patrolled By Aircraft"?

California's state police have used fixed-wing aircraft to patrol the Golden State's roads for more than 30 years. The California Highway Patrol (CHP) first used Maule M4s, then transitioned to a dozen Cessna 185s. The universally beloved and talented utility taildraggers offered a forgiving personality, reasonable speed and good off-airport capability. Like 185s everywhere, the CHP Skywagons were revered by their pilots and generally regarded as flying 'jacks of all trades'.

The trouble was, Cessna built the last Cessna 185 Skywagon in 1985. As they aged, it became progressively more difficult to keep them up and running,

## *CHiPs ... continued*

In 1999, the CHP began replacing its aging Skywagons with Cessna Turbo-Stationairs. Working with two Californian Cessna dealers—Tom's Aircraft in Long Beach and Channel Islands Aviation in Camarillo—the highway patrol placed an order for 14 very special T206H Stationairs.

With the benefit of AiResearch turbocharging, the new Cessnas can maintain sea level power to 17,000 feet, though tall cruise altitudes rarely enter into CHP missions. The Cessnas are more commonly operated in California's high country, places like Big Bear, Lake Tahoe, Lee Vining, Mammoth Lakes and Truckee—all airports perched in the Sierra Nevada mountains at elevations around and above 6,000 feet.

The mission of the CHP's Stationairs is certainly as diverse as the department they serve, and the Cessnas are based at seven locations around California: Redding, Napa, Victorville, Fresno, Auburn, Fullerton and Paso Robles. Sergeant Michael Texiera supervises flight operations at the air unit in Paso Robles, and he acknowledges that they do quite a bit of traffic tracking from up high.

"Our job is pretty much a 50/50 split between homeland security and ground enforcement/surveillance," says Sergeant Texiera. "It's not all just looking for speeders, though that is one of our big jobs. In addition to traffic work and law enforcement, we're charged with monitoring the state's major utility and transportation assets such as dams and reservoirs, power plants, bridges and railroads. Our job is to check those facilities to make certain there's no suspicious activity, no one on scene who shouldn't be there. In the process of patrolling those sites, we sometimes see other things, and with our sophisticated UHF and VHF radio equipment, we can talk to virtually any police or fire department in the state. We can even serve as a line-of-sight relay station to forward transmissions from one ground station to another over the horizon. In traffic- or law-enforcement mode, the Stationair's 140- to 150-knot speed means we can be on site in a short time and help determine what resources need to be called in. We often photograph accident sites from the air and try to identify those places that are especially accident-prone so we can consider solutions to the problems. We can also fly special search-and-rescue missions if necessary, though that's more a Civil Air Patrol (CAP) province than ours."

The Stationairs aren't that much faster than the old 185s down low, but the new planes are far more talented in other respects. Sergeant Texiera says the 206's larger cabin, bigger payload and nosewheel simplicity make it nearly ideal for the CHP's purposes. "The only thing we really traded away with the move to Stationairs was the ability to land off-airport, and we didn't do that very often anyway with the 185s," Texiera comments.

"If you land an air unit, you obviously give up the speed and mobility of having an aerial vehicle in the first place, so we try to stay airborne as much as possible."

The CHP's aircraft typically work hard to earn their keep. "We generally fly each airplane about four hours a day, so each pilot and flight officer can generally log 80 hours monthly. Our pilots must have at least two years of patrol experience before they can apply, and the flight requirements are a commercial license with instrument rating and a minimum of 300 hours. Patrol missions usually demand two officers on board, a pilot and flight officer, and we'll occasionally use the airplanes on time-critical, pure transport trips as well, running personnel around the state as necessary. It's a big, comfortable airplane for that job, reasonably fast and a good IFR platform. We rarely carry more than three people, and to that end, we've removed the aft two seats.

"With the 206, the cargo doors make it easy to load whatever we need to carry, and we usually need to carry a lot," Texiera admits. "A fully equipped CHP 206 has about 700 pounds of payload. There's plenty of room and weight allowance for such things as an emergency medical kit and a large survival pack in case we go down in a remote area."

"We don't normally patrol for more than a few hours, but if we had to, using such dramatically reduced power settings, we could loiter for eight or nine hours, and that gives us a great edge over helicopters which typically have only two or three hours of fuel available at most.

"Contrary to popular belief, we don't time speeders between known points on the ground," Texiera explains. "The courts have ruled that that's illegal because it represents a speed trap. Instead, we must match speed exactly with a speeder and time ourselves between those two points.

"With the aerial units, we don't normally bother with anyone driving slower than about 80 mph, but we'll often see drivers doing 100 mph or more," says Texiera. "The T206 has a max speed of 140 knots available down low—that's 160 mph in an automobile—so we can be fairly certain we'll catch virtually everyone we go after. Perhaps the single most valuable benefit of the airplane for traffic watch is the ability to coordinate and direct ground units. If we're chasing a bad guy, he has very little chance of escaping with the Stationair overhead. Even a Ferrari can't outrun a radio."

So if you happen to be tooling down the interstate at 90 or so, or even zipping along a quiet, country road where you're sure there's no patrol car for miles, think again. The police may be flying above you, arranging for your next ticket a few miles down the road.

By Bill Cox

## *Bend Muni has a new runway*



### **Double Vision??**

We actually landed on the left-hand runway, whose markings were later obliterated during an hour-long closure, after which the new runway was officially opened. (There were small 'Xs' on the new runway, but I removed them for this photo!)



### **My last landing on the old runway**

I recommend landing long on the new runway as there are no taxiway connectors until next Spring .... Otherwise, it's a loooooong taxi to the end of the runway before exiting ... but it IS smooth compared to the old one!

*Mike Bond*

### ***Thought for the day***

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage.



### **First Landing welcome committee.**

Pro Air's BeechJet left with a load of local dignitaries and was welcomed back by the Fire Dept. .... followed by their KingAir:



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**2007 CHAPTER BOARD:**

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Vice President: Position Vacant

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