



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

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PREZ SEZ:

Here we are in December and another year in our Chapter has passed. This is, of course, the time when all outgoing chapter Presidents will look back on the preceding year and talk about the marvelous things that have been accomplished.

We sent out a survey at the beginning of the year asking you what you wanted from your Chapter participation. The results of that survey showed that the top five things you wanted, in descending order: 1) Project visits, 2) Avionics, welding, engines, electrical, and metal preparation workshops, 3) BBQs and potlucks, 4) Info on kit projects and LSAs, and 5) Riveting, metal bending and forming workshops.

Then I looked over the program calendar for the year and found that only three of the 10 meetings from January through November had content that matched your wants. So a score of 30%? Well, maybe better than that if you consider that we did offer an opportunity for a welding program through COCC and we continue to offer an opportunity for hands-on learning in almost all aspects of plane building through the D-260 project. So let me add 2 points to the scoreboard, for a yearly score of 50%. in meeting your wants and desires. Not too bad, I suppose.

We did have a dust-up over user fees, and that fight isn't over. A few of you wrote letters to our Senators and Representatives and I thank you for that. (It galls me to have to use upper case in referring to those worthless people.) And we're currently having a dust up over ethyl alcohol possibly being added to the gas some of us use in our airplanes. In my opinion, the best use for ethanol is in a mixed drink with a slice of lemon, not in our fuels. I've been doing a lot of writing about this and you've probably been seeing some of it. I will continue to fight the battles that need fighting.

For 2008, you voted in what I know will be a fine team of officers. At the December meeting (**potluck at Dennis**) we'll turn the keys to the Chapter over to the new guys and let them have a run at it. I know David, Chuck, Milo and Jack will do a good job; please give them your support and encouragement.

It has been my pleasure to serve as your President in 2007. Thank you for the opportunity. I look forward to seeing you all in 2008 from the back row. Have a great Christmas and a Joyful New Year.

Dennis Douglas

Schedule of Meetings & Events

Meetings	Breakfasts
December 12 at Dennis'	December 15 (Black Bear?)

November 14th, 2007 Meeting

Officers Present:

Dennis Douglas President
David Waltman Secretary
Jack Watson Treasurer

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

Treasures report:

Balance on hand \$2143.73

Announcements:

The D-260 project is coming along; the landing gear has been installed along with the excellent support of members the plane is progressing nicely. Remember if you would like to help, meet at the hangar on Tuesday nights from 5:00 to 8:00 PM. Everyone is welcome.

New Business:

Election of new Officers for next year has been made with the following results. With a total of 22 ballots four of which were mail-in proxy votes the results were unanimous. David Nixon for President, Chuck Smith for Vice President, Milo Street for Secretary, and Jack Watson as Treasurer.

Last meeting ---- continued

There has been a change to Oregon's auto fuels HB 2210 signed by the Governor states that all gasoline in Oregon will contain 10% ethanol. No one believes that this will affect aviation gasoline as it is under federal guidelines. After reading the bill this mandated will not take effect until the production of ethanol in Oregon reaches some 90 million gallons/year. Current production is only 10 million gallons/year, so we have time to voice our objections you are encouraged to write your State Reps. Dennis has agreed to write a letter on behalf of the Chapter to the Dept. of Agriculture and the Oregon Dept. of Aviation expressing our concerns on this matter. All members are encouraged to contact your State representatives and let them know how you feel about this.



Mike Custard's Kitfox



Program: Mike Custard showed off his T-51 and Kitfox at his hangar and the great job he has done so far. Thanks Mike.

Meeting adjourned

David Waltman

D-260 Milestone Achieved!

For months, I've been saying that "by the end of this month we'll have the D-260 up on it's landing gear", only to find that when the end of the month arrived, the fuselage was still hanging in that support fixture. But all that changed in November! Tah Dah! On the 12th of November we finally got the fuselage up and the gear and we can now roll it around. A lot of work was done to get us to that point--about 175 hours--and I'm grateful for the support from Mike Pederson, David Nixon, Greg Tanner, Henry Graham, Bud Candland, Thom Phy and the others who've put in so many hours over the past four months. Yippee!



David Nixon putting the finishing touches to the main gear.



Henry Graham starting to re-install the controls.



The D-260 proudly sitting on it's own gear.

D-260 Milestone ---- continued

The next phase of work will include: 1) completing the re-installation of the controls, 2) the installation of the seats and fuel tanks, 3) the installation of the longerons, and the preliminary work on the instrument panel. After that, we can start on the wings. When we finish those, we'll install the engine. I expect to be able to start on the wings in late winter, and maybe do the engine next fall. Assuming, of course, that everything goes as smoothly as it has up to this point....

If you have an interest in helping with the D-260 project, stop by the hangar any Tuesday evening. We're there from 5pm until about 8pm. As of 11/20/2007, the Chapter stands to get 72% of the profit after it sells. Every hour you put in on the project will increase the revenues to the Chapter when we sell it.

Dennis Douglas

Peter's Pitts

I visited with fellow EAA 1345 member Peter Loeffler the other day to look at his Pitts S-1S and to see how the seats were attached. Peter keeps his Pitts at the Redmond airport. I requested the visit because we'll be putting the seats in the D-260 before too long and I wanted to know how to attach seats to an aerobatic airplane.



When Peter opened the hangar, I was really surprised by how small a Pitts is...really tiny. I've seen lots of photos of the Pitts airplanes, of course, but I guess I'd never really seen one up close. Peter told me that the small size was made up for by having a 180HP Lycoming under the cowling. It's an O-320 helicopter engine with special stuff to give it those extra 20HP. Peter says he'd like to fly 5 to 7 days a week but only gets in 3 to 5 days a week. But he won't be getting any flight time for awhile as he's recuperating from rotator cuff surgery and his surgeon--who also flies--says 'not for a few months'.

After I'd taken a few photos, I started talking to Peter about his aerobatic flying. As it turns out, Peter is pretty accomplished at it and has taken lessons from Budd Davidson of KitPlanes fame and others. And he flies competitively, too, at aerobatic competitions recognized by the EAA's International Aerobatics Club (IAC). As I recall, Peter told me that there were five classes of competition, starting with 'Basic', then 'Sportsman', then three more with the highest level being 'Unlimited'. Peter said he mostly flies in the Sportsman class, but the last show he competed in was at the Basic level. Peter gave me a copy of IAC's Basic program profile. It starts with a spin, followed by a half-Cuban eight, followed by a loop, followed by a 180-degree steep turn, followed by a slow roll. All of these maneuvers have to be performed within a prescribed 'Aerobatic Box". If you want to see the full list of the IAC's aerobatic maneuvers, have a look at: <http://www.iac.org/begin/figures.html>.



If you want to take a ride in the Pitts with Peter...well, you're out of luck as it is a "one-holer". I asked Peter if he flew any other airplanes and while he certainly has, he said he wasn't really interested in any others because, compared to the Pitts, "...they're all so boring." And I think he must be right: after looking at that short fuselage and those incredibly small wings, I believe it must be a bucket of fun to fly one.....

Dennis Douglas



A good turnout for Mike's Kitfox viewing



Chapter 1345 gathers around Mike Custard's Kitfox

A MESSAGE FROM EAA's FOUNDER

When I read through the history of your EAA, living every day for half a century plus, I truly know how time flies.

I want to share with you some of the thoughts of our members as they appeared in our Sport Aviation magazine back in 1963. The organization of dreamers, homebuilders and fellow aviation supporters building/designing their aircraft under the CAA/FAA 51% rule we worked so diligently for and earned is something to be treasured. One can build his or her airplane for educational and recreational purposes and friends can work with you for their own educational value. Really, we can build one half of it – the other half, such as engines, propellers, wheels, brakes, instruments, radios, items not normally within the capabilities of those who work with hand and mind can be purchased. Now we are faced with a situation of the FAA amateur building program being used for commercial purposes – from building complete aircraft or well over the half mark ... not within the intent of the program given to us by those CAA/FAA folks who believed in us. Let's hope we don't lose this privilege.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

*Paul H. Poberezny
Founder and Chairman of the Board*

Link to the Article: "Experimental Or Not" by [the late] Joe Kirk, EAA 2023
http://www.eaa.org/sportaviation/2007/november/1963_02_kirk.pdf
 Published in Sport Aviation magazine; February 1963

Remember 'small' from last month?



French pilot Nicolas Charmont installed 2 Dutch AMT Olympus turbines in his Cri Cri together with AMT on-board automatic start-up units and individual EDT's. The Cri Cri weighs 375 lbs. With over 80 lbs of thrust available, top speed is 150 mph and 100 mph flying on only one engine.

Now, how about REALLY BIG -----

The Antonov 225



2007 CHAPTER BOARD:

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Vice President: Position Vacant

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