



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

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## **PREZ SEZ:**

Hello guys.

Let me be the first to wish everyone a safe and Happy New Year. As the Chapter moves forward in 2008 under the new administration, I hope to add to the great work and direction Dennis provided.

We will be having Len Fox speak for the January program about test flying. His experience and insight should be a benefit to all pilots. Hope to see you at the Bend Muni EAA hangar at 7.00pm, Jan 9th

The D-260 project is moving forward and providing many challenges. I hope to see more folks become involved in the many different construction elements. The chapter really impresses me with the many talented individuals with such diverse backgrounds. I am sure that anyone who comes to a few work nights will get the "bug."

Currently I fly a '47 Cessna 140. It has been in my family for over 30 years and the majority of my flying time is in it. I consider myself the luckiest pilot in the world to be the steward of the airplane, the same one I flew in as a little kid, but I too envy the RV and Glstar crowd with all that speed and payload. If you see a blue and yellow taildragger painted like a PT-17 at the pumps, come over and introduce yourself. I am trying my best to get to know all of you in the chapter and for you to meet me.

Fly Safe

*David Nixon*

## **Schedule of Meetings & Events**

Meetings	Breakfasts
January 9, 2008	,January 12 (Black Bear?)

## **December 12<sup>th</sup>, 2007 Meeting Minutes**

### **Officers Present:**

#### **Outgoing Officers:**

Dennis Douglas	President
David Waltman	Secretary
Jack Watson	Treasurer

#### **New Officers**

David Nixon	President
Chuck Smith	Vice President
Milo Street	Secretary
Jack Watson	Treasurer

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

### **Treasures report:**

Balance on hand \$2,102.58

### **Announcements:**

The D-260 project is coming along Dennis says he will publish an update soon. Remember, if you would like to help, meet at the hangar on Tuesday nights from 5:00 to 8:00 PM. Everyone is welcome

Dennis spoke at some length about the new Ethanol to auto fuel mandate as outlined in HB 2210. As it stands now there is to be 10% ethanol added to all automobile gasoline sold in the State.

## ***Minutes --- continued***

This is not supposed to affect avgas 100LL and there is talk about exempting Premium gasoline.

Susan Palmeri (who was invited to the Party but couldn't make it) sent Dennis an e-mail with the suggestion that we enter a float in next years Christmas Parade. Dennis referred the matter to the new Officers for consideration.

### **New Business**

Appreciation Awards were handed out to all the old Officers including Web and Newsletter editors and our Young Eagle Coordinator for their excellent work.

Dennis officially handed over the gavel to our new President David Nixon and introduced the new Officers to the members.

### **Program:**

Christmas Party hosted by Mr. & Mrs. Douglas at their lovely home. Many thanks for a memorable evening.

Meeting adjourned

*David Waltman*

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

When we finished our work just before Christmas, we installed the rudder cables and we've got those about right, and we'll start work again on January 8th, 2008.

There are several issues that await us in the New Year. The first is the trim system. If the trim layout in the plans isn't bizarre, it's at least 'unusual'. For those that haven't seen it, the aft trim cables come off a bellcrank to two pulleys near the tail that turn the cables into the right horizontal stabilizer, then two more pulleys that turn the cables aft and THROUGH the aft h-stab spar and THROUGH the front elevator spar, where they separate and go to upper and lower horns on the trim tab. Bizarre!

And I don't like the idea of drilling through the spars. We'll need to pow-wow about that....

The other issue is the engine. I talked to Bart LaLonde at AeroSport Power the other day and asked him about the Continental IO-470E. I was hoping he would tell me to send it up to him and he'd put it all together for about \$5K. Instead, he told me that the IO-470E wasn't recommended for an aerobatic airplane because it doesn't have an inverted oil system. Instead, he suggested the Lycoming AEIO-540. He said that the 300HP version (which is cheaper than the 260 HP version because the 260HP versions are popular with the RV-10 guys) could cost about \$35K. Ouch. Plus prop. Ouch. He suggested I sell the IO-470E on e-Bay and that I could probably get about \$5K for it. Ouch again. Another pow-wow will be needed to figure out a route for us there....

Another suggestion was the Russian M-14P. The web indicates that that engine is 360hp (versus the 260hp of the IO-470E) and it looks like the cost of that is around \$30K these days, not the \$17K I remember..... Then there's the prop.... Sigh.

Never mind, we'll press on in the New Year. We've got the rudder cables almost hooked up...I think we need to reverse the left and right cables to make the rudder throw symmetrical. After that, we'll work on the aileron torque tube and get that and the control sticks installed. After that, we'll tackle the fuel tanks--mounting them and marking them for the penetrations. Then we can get those to Mike Ruesse and have him complete the tanks. When they are done, we can install the tanks.

After that we can do the formers that terminate the forward end of the longerons, and then get the longerons drilled and marked for installation at some later time. Then I think we might start the wings. That will likely be another challenge. Plans-built airplanes are not kits, are they?

*Dennis Douglas*

## *Compass Rose Makes Good*

When we designed our compass rose, little did we know that it would gain wide attention and become a thing of desire. Yes, it has and, yes it is. A little over a year ago I was contacted by an EAA chapter in Washington state. I forgot which one. They saw the photo of our compass rose in Sport Aviation and they wanted to do one just like it. One of their members was coming down to Bend for a holiday, so I gave him our layout plan, the EAA logo stencil provided by National and the left over paints. They did one like ours.

In early December of this year, John Fisher, of EAA 491 in Santa Barbara, contacted me. They wanted to do a compass rose and called EAA in Oshkosh. EAA suggested that John call me, which he did. I sent them the layout plan and some photos. They like it and they are going to have one like ours, too.

So ... all you guys who helped to do our logo ... good job! You have helped create a work of aviation art desired all over the nation ... well, all over the west coast at this time ....

*Dennis Douglas*

*Is it a bird?  
Is it a plane?*



### ***Editor's Note:***

Although not many members send material for the newsletter, please note the new email address: [mvbond@spiritone.com](mailto:mvbond@spiritone.com).

*Mike Bond*



*It's Yves Rossy, The Swiss Jet Man*



**2008 CHAPTER BOARD:**

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