



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

MARCH 2008, VOL 7, #3

PREZ SEZ:

Hello All,

The weather is finally warming up and the last of the snow in town is melting. I can only hope that March comes in like a lamb and leaves like a lamb chop. I haven't been flying for a while and look forward to some nice Spring days to slip the surly bonds of earth.

The D-260 project is moving forward. There is always room for new perspectives and ideas so we all can learn/teach a thing or two about building a/c. Personally I have learned quite a bit and look forward to the fabric covering portion. I have never recovered anything from scratch. I have only done repairs to fabric. I have seen some of the work done by chapter members and hope to learn from their wisdom. Remember, it is every Tuesday 5-8 pm at the hangar.

Recently I received a letter from EAA National and they are removing the "EAA" from all the Regional Fly-In names. The Northwest at Arlington, Sun and Fun in Florida, etc. will now be stand-alone titles, but supported by EAA in spirit. There was liability exposure for EAA National and it affected how they were insured. I guess the lawyers win again.

Since I am from the Pacific Northwest I am partial to the EAA fly-in at Arlington. It is a must-see event. I remember it being held on the east side of the airport, and then it went to the west side as it grew. Over the years I remember seeing Peter Bowers in the Fly Baby, Bob Hoover in the Shrike Commander, and Delmar Benjamin in the Gee Bee Racer among many others.

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I have taken many friends along who had never seen so many airplanes in one place. All the innovation that takes place in garages and hangars, on display so close to home, was inspiring.

I know the change is in name only. The EAA Spirit will always be the force behind regional Fly-ins. EAA National will continue to help sponsor forums, workshops, judging etc. They will also continue to provide insurance for the core activities- local chapters. That's us folks. We are the EAA.

On a personal note my wife suffered a miscarriage in early February and we lost our twin girls. We are doing well. We would like to thank the Chapter and members for the flowers and cards. We are grateful for the support during this challenging time.

Fly Safe

David Nixon

Schedule of Meetings & Events

Meetings	Breakfasts
March 12, 2008	March 15 (Black Bear?)

For March 12th, 7:00pm, at the Bend Muni EAA hangar, Chuck Smith has set-up a presentation by Susan Palmeri, the Bend Airport Manager on spring/summer airport construction.

There will also be a flight instructor presentation on the 10 most common pilot deficiencies found during biennial flight review.

February 13th, 2008 Meeting Minutes

Officers Present:

Chuck Smith Vice President
Milo Street Secretary

Members Present: 18 (including officers)
Guest: Kelly Frankton, an RV-7 builder from the Sunriver area

Old Business:

Minutes of last meeting accepted as written in newsletter.

New Business

A motion was made and unanimously approved to make Susan Palmeri, the Bend airport manager, an honorary member of the chapter and to give her a chapter hat.

Dennis and Dean filled us in on the latest happenings with the ethanol issue. There is an upcoming senate bill (SB1079) to exempt aircraft, but they don't understand that ethanol gets mixed in at the depot and not the local stations. Dennis has put together a Power Point presentation explaining the situation that he plans to present to the Transportation Committee in Salem.

Tony held the raffle which included the final pair of wheel chocks as one of the prizes. Unfortunately, these eluded Dennis once again.

Treasurers report:

This past month saw total income of \$737.00 and expenses of \$47.50 for a net income of \$689.50. Cash balance in the bank is \$2409.08.

Program:

Adam Clark, Chief Meteorologist at KOHD TV, gave a slide presentation on various types of weather, clouds, and weather forecasting. Adam came from South Carolina and specializes in orographic uplift (mountain blocking) so Bend weather, with the Cascades shielding us from weather from the west, is right up his alley.

After the presentation, there was a lively question and answer session with Adam fielding numerous aviation-related questions. As an added extra, the chapter got a plug and exposure on the 11:00 KOHD news.

“Bonus” Program:

Most stuck around after the main program as Dennis gave a dry run on his ethanol presentation put together for the Oregon legislature. The slides graphically show how ethanol gets added to gasoline at the six or seven depots prior to distribution within Oregon and how premium and regular get blended at the pump to produce a mid grade.

The current proposal to exempt aviation from the ethanol requirement would have little effect since there would be few, if any, places where a pilot could purchase ethanol-free gasoline. A good case was made to exempt premium gasoline from the requirement as is done in other states. This would have a minimal impact on ethanol usage in automobiles; yet allow aircraft owners and others who would be negatively impacted (owners of small boats, emergency generators, etc.) to protect their engines.

Meeting adjourned

Milo Street

NEW RENTAL AIRCRAFT WEBSITE

A new website helps pilots find aircraft that are available for rent. <http://www.RentPlanes.com> offers users the ability to search, free of charge, from a database of more than 700 businesses nationwide. Users can search using criteria such as airport or make and model of airplane. Matt Walsh, CEO, developed the website in hopes that the services it provides will help grow general aviation, and eliminate the frustration of finding aircraft to rent.

2008 NW Aviation Event Calendar

May 13-14, B-17 Tour Stop, Medford, OR

May 30- Jun 1, "Ragwing" fly-in,
Independence, OR

June 14, 17th Annual Northwest RV Fly-In
Scappoose, OR

June 20-21, Aviation Day Fly-in, Richland, A

June 21, Klamath Air Show 2008 –
Feel the Thunder, Klamath Falls, OR

July 25-27, Camas Days, Camas, WA

August 1-10, 2008 Advanced World Aerobatic
Championships, Pendleton, OR

August 23, Norwest Fly-Fest 2008, Eugene,
OR

September 5-7, West Coast Piper Cherokee
Fly-In and Stinson Fly-In, Vancouver, WA

AeroScholars - \$100 Discounts

AeroScholars is offering a \$100 discount to all chapters who wish to support a local student participating in the AeroScholars program. AeroScholars is a series of two online courses that are designed for high school students interested in aviation. In the first course, Fundamentals of Aviation, students learn the history of aviation, the science of flight, and are also exposed to the various careers offered in aviation. Additionally, all students who complete the first course are offered 2 college credits through Utah Valley State College. The second course, Advanced Aviation, earns students 4 college credits, and the students are prepared and authorized to take the FAA Private Pilot written examination upon completion. Both course are offered during a fall, spring and summer semester. More detailed information about each course can be found at www.aeroscholars.com.

The total discounted rate for chapters, including all needed materials, college credit and shipping, is \$344 for course 1 and \$414 for course 2. To receive this discount or if you have any further questions, please contact Michelle Robbins at 920-426-6570 or mrobbins@eaa.org



A Lockheed LASA 60, N1700L.

A rare airplane I saw in Anchorage AK., at Lake Hood airport. I found only two on the registry. Designed in part by Al Mooney; this one was built under license by Macchi.

It is intended for third world operations. I have read rumors it was for CIA op's. No complex curves in the airframe, just flat panels and right angles, with a very Spartan interior. Powered by a TSIO-470 ... a good ship for Alaska.

David Nixon

Wag Aero Sportsman parts for sale



File
Photo

Dilbert is an EAA member who lives in LaPine; he has no email.

The following parts are offered for sale:

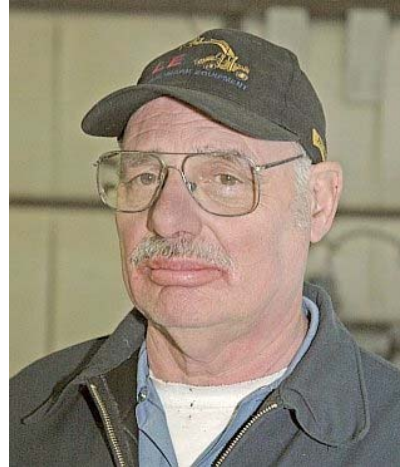
- One set of finished wing struts
- One set of flaps
- One set of ailerons
- One rudder, ready-to-cover
- One vertical fin, ready-to-cover
- One set of Cleveland wheels with shoe brakes
- One new brake drum
- Miscellaneous building materials

All for \$1500 OBO. Call Dilbert Linn in LaPine, Oregon at (541) 536-9616

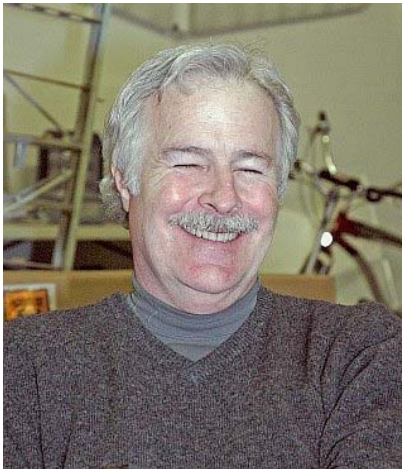
MEET YOUR 2008 BOARD:



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David
Norris***



***Vice-
president,
Chuck
Smith***



***Secretary,
Milo Street***



***Treasurer,
Jack
Watson***

NASA ANNOUNCES \$300K PRIZE FOR 'SUSTAINABLE MOBILITY'

NASA will fund the first-ever Green Prize for transportation as part of a \$300,000 flight competition slated this year in Santa Rosa, California. Formerly known as the PAV Challenge, the expanded 2008 event will be called the General Aviation Technology Challenge and will be held August 2-10, 2008. This year's contest includes the light sport aircraft (LSA) division and a special \$10,000 prize for Quietest LSA. All competing LSAs are also eligible to win the other \$280,000 in prizes in the flight competition. These include prizes for best glide ratio at 100 mph CAS, best angle of climb, quietest cabin, and shortest takeoff. An early registration discount is offered until February 14, 2008.

The goal of the annual competition is "sustainable mobility" by affordable aircraft that use renewable fuels and are immune to gridlock. The prizes aim to improve the efficiency, community acceptance, speed, and safety of the Personal Air Vehicle (PAV). To learn more, visit the CAFE (Comparative Aircraft Flight Efficiency) Foundation website:

http://CAFESFoundation.org/v2/pav_home.php, or contact Brien A. Seeley M.D.,
<mailto:cafe400@sonic.net>, 707-484-8721;
or Ken Davidian, <mailto:kdavidian@nasa.gov>, 202-358-0748.

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LATE NEWS: 51% moratorium

For those who read The Bulletin article on 3/5/2008, the actual FAA Committee report may be helpful.

The FAA announced in the Federal Register on February 15, issuance of the Amateur-Built Aviation Rulemaking Committee (ARC) final report (http://www.eaa.org/news/2008/arc_final_report.pdf), plus that it has placed a moratorium on **adding new airframes** to its Revised Listing Of Amateur-Built Aircraft Kits (the so-called 51-Percent Approved Kit List).

Editor's Note:

In my opinion this action was inevitable, but the Bulletin did little to explain it. To their credit, Peter Sachs called to see if I could clarify, but the info was not on hand