



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

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PREZ SEZ:

Hey Guy's

It has been said the Internet has made it a nano-world. Then there is the flying community, which is even smaller. In the March newsletter there was a little piece on a Lockheed LASA N1700L that I saw at in Alaska.

Last week I received an email from the son of one of the former owners. He was looking up the N number and saw the link to our newsletter with picture and story.

I sent a reply email requesting anything he could add to the airplane history and he and his brother sent some back their short history.

Their uncle worked for Lockheed as an accountant on the initial project. Then their dad purchased the LASA in 1972 and operated the LASA as a camera ship for several years out of Washington State. His brother painted the airplane in the colors it still has today. They described it as underpowered with the TSIO-470 powerplant. It flew all over the Western U.S. and Canada at altitudes as high as 16,000 feet. The brothers flew the airplane as new, low time pilots and thought it was okay for the mission at altitude. The only downside of the ship was the engine, which was a maintenance nightmare.

I have always thought that you are never a stranger at the airport because of the link we all have as pilots. We all have different experiences, ratings, interests, but we all share the love of flying. But thanks to the e-newsletter we are only a click away from finding out about a ship, looking for help on a project, or reminiscing about ones we used to own.

Fly Safe,
David Nixon

Program for June 11th meeting

7pm at the EAA hangar, south end, Bend Muni.
Walt Klemperer of High Desert Soaring, Part 2.
He is going to continue talking about soaring and we will look at the Pawnee tug and trainer gliders.

Bend Airport Appreciation Day

June 21st is the day ... you may want to taxi (or tow?) to the ramp and be part of the static display.

... also, the EAA 617 Garage Sale

Our Annual Garage Sale is coming up on June 21st! Several items have been donated but we would like many more. There is generally someone at our hangar on Wednesdays and Saturdays from around 9:00 AM to 2:00 PM to assist in unloading. Also we always have Chili and condiments for lunch, around 12:00 Noon, so plan on joining us. We would like to have everything at the hangar by June 14th for sorting and pricing. I have a truck and will gladly help haul your items if you don't have transportation. Feel free to call me to arrange pick-up of your items, my phone no. is: 548-5063. We are planning a large event and will be advertising on the local Radio Stations and the Roundup magazine for Prineville and Redmond. Stay tuned and see you on the 21st!

Les Hendrie, EAA617

... and the 2008 Klamath Falls Air Show

Also on June 21st. Feel The Thunder! Featured aerobatic performers will include the USAF Thunderbirds

May 14th, 2008 Meeting Minutes

Officers Present:

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

Members Present: 21 (including officers)

Announcements:

The D260 project is still going on with work being performed Tuesdays from 7-9PM. Everyone is invited to come and lend a hand. There was discussion of a possible flyout to Hood River to visit the Wings and Wheels Museum on May 26th, a flying day of antique planes.

Dave Nixon had attended the Bend airspace meeting the prior week. The Redmond radar is on and currently only detects planes with transponders --- make sure yours is on.

At Redmond, ground control will be giving progressive instructions to avoid runway incursions and there will be mandatory 3-minute wake turbulence delays. There was a general feeling that at Bend it's the fast planes vs. everyone else. Susan Palmeri (Bend Airport Manager), Cessna, and the FAA are all pushing for a tower at Bend but currently Bend is "off list" because the number of aircraft operations is below the cutoff point. Members interested in participating in the working group are encouraged to contact Susan.

Old Business:

Dean talked about a proposal for a fuel coop for supplying non-ethanol laced fuel on the field. Susan said if a proposal were made it would be considered. There is a question as to whether Bend Oil would deliver to the airport due to insurance issues. Also questionable is whether non-ethanol gas will even be available for delivery after the end of summer since the ethanol is added at the depots as the gasoline enters the state.

Minutes of last meeting accepted as written in newsletter.

New Business

Bud has been approached regarding Young Eagle flights at Bend Airport Day on June 21st and the question was posed as to whether we wanted to participate in the days activities.

Bud felt that a group Young Eagle open house hadn't been successful in the past.

Treasures report:

Jack reported year to date gross income through May 12 is \$1006.00 with expenses of \$455.50 for a net income of \$630.50. Cash balance in the bank is \$2270.08. Hats (\$18) and calendars (\$10) are still available.

Program:

Before the program John Robbins, a Republican candidate for state senator and also a pilot, spoke briefly about his candidacy (he lost to Chris Telfer in the primary).

The main program was a presentation on gliders by Walt Klemperer, an instructor with the local glider club. He told us about the club and how it is one of the cheapest ways to get in the air. Gliders are a great way to experience the joy of flight and if conditions are favorable it's possible to stay aloft for hours or cover large distances on a single tow.

The club typically operates on the south end of the field on weekends and we need to be aware of them and make allowances when they are operating. It can take a few minutes to position the glider on the runway and connect it to the tow plane and their departure is slower than most other aircraft. They also fly the same pattern as powered aircraft but not quite as fast so we need to give them a bit more leeway when landing behind them.

Walt made a strong case as to why adding a glider rating will make any of us better pilots. While today's flight training tries to simulate engine out landings by pulling back power, there is still a big difference between that and flying a plane with a complete loss of power. Learning to fly gliders gives the confidence and experience of landing safely without an engine.

It also gives a better understanding of how airflow, lift, and sink affect all aircraft, especially in slower flight. Because of their long wingspan gliders require significantly more rudder input for coordinated flight than most powered planes.

While Walt is an accomplished glider pilot on his own, it turns out that he also has quite a pedigree when it comes to gliding and soaring. His father Wolfgang was one of the early pioneers of gliding and soaring in post World War I Germany when powered aircraft were banned.

Meeting Minutes ---continued

Walt showed us a model of the Blau Maus (Blue Mouse) glider built by Wolfgang and a group of college students who broke the Wright brother's 1911 soaring duration record during a 1921 competition. Wolfgang immigrated to the US in the 1930s and was one of the cofounders of the SSA (Soaring Society of America). For those of us who wanted to stick around, Walt showed us some film footage of some of those early flights along with blimps that his father also worked on.

Milo Street

Oregon Aviation Board Meeting

Held in Bend, Wednesday, May 21, 2008

Dean Billing's notes on the Oregon State Aviation Board Meeting in Bend, OR:

The board is extremely focused on the commercial development of airports. Lots of interest in what Cessna was doing at Bend and an overbearing focus on getting a tower there.

I presented the following highlights during the public comments period:

- * Pilot numbers are declining, now less than 600,000, down 25% since 1980.
- * Piston engine airplane sales are declining, down 28% in the first quarter of 2008, from 2007
- * 100 LL prices are rising rapidly
- * There is no way to self (auto)fuel an aircraft east of the Cascades, only a few places west of the Cascades
- * There is only one public airport in Oregon with premium unleaded mogas on the airport, west of the Cascades
- * It is probable that by the end of the year there will be no premium unleaded available in the state of Oregon, which will make all high compression Petersen STCs worthless and impact LSA
- * Item 18 of the Oregon State Aviation Board Strategic Initiatives 2008-2013 states "Coordinate and lead efforts to ensure availability of fuel supply required for general aviation aircraft."
- * If there isn't a change in direction in Oregon by getting premium unleaded mogas on airports, G/A is going to be in serious trouble:

* Vans has a new LSA that needs premium unleaded. A locally designed LSA in Redmond needs premium unleaded.

* 1/3 rd of the aircraft in Oregon have STCs, over 1000 airplanes, are threatened.

Director Dan Clem reported that the OAR hearing for SB 1079 will be in June. It has appeared on the ODA web site:

Next meeting: Tuesday, June 24, at 10AM-12PM

Oregon Department of Agriculture, Basement
Hearing Room
635 Capitol Street NE, Salem, OR 97301



Bruce Myers caught a shot of this dust devil on May 1st while 1000' above the county waste disposal site. Newberry Caldera is at the upper left.

Especially for chapter GlaStar owners/builders, Ken Day supplied this article.....

GOOFY Builder, Pilot a Record-Setter

Steve Wood, EAA 515839, has received confirmation from the Fédération Aéronautique Internationale (FAI) that he set a total of 29 world speed records in his GlaStar, during the second "four corners" flight around America in 2007. That achievement breaks the record for the most FAI world records ever made in a U.S.-registered homebuilt aircraft, exceeding Bruce Bohannon's 28 achieved in his modified RV-4, the Flying Tiger.

Wood, whose airplane is affectionately known as GOOFY (N-600FY), flew his first four corners flight in 2005 promoting Young Eagles. That feat totaled 10,000 miles in 10 days in which he flew a Young Eagle at each corner of the country; San Diego, California, Bellingham Washington, Bangor Maine, and Key West Florida Wood concluded the flight at EAA AirVenture Oshkosh 2005.



Wood's second flight, benefiting Flying Scholarships for the Disabled, stretched 10,019 miles in seven flying days (70.6 flying hours), averaging 1,431 miles per day (142 mph average speed). Mechanical problems and bad weather prevented him from attending EAA AirVenture last year.

He also has another 35 world records awaiting FAI ratification, which would give him 64 world records, or second most in the world for world records flown in a homebuilt.

Wood plans to be at Sun 'n Fun in Lakeland, Florida, next month, then in June, he's off to his native United Kingdom to accept the prestigious

2008 Scott-Farnie Award from the Air League Council.

He was unanimously selected to receive the award "for the most meritorious work in the field of air education" as founder of the GreenHawk Trust and for his "very active involvement in Flying for the Disabled." HRH Prince Philip Duke of Edinburgh will present the award at St. James' Palace in London on June 4.

Previous honorees include Steve Fossett, Bertrand Piccard, Sir Richard Branson and the astronauts Neil Armstrong, Ed Aldrin and Michael Collins.

For more information about Wood's four corners flights, visit: <http://www.fourcornersflight.com/>.

AIRVENTURE TICKET DISCOUNTS

The deadline to take advantage of the discounts available for advance AirVenture purchases is June 15, but you can still buy your admission online at any time before or during EAA AirVenture Oshkosh 2008. Take advantage of the "buy now and save" offer and receive \$2 discounts for daily admissions and \$5 discounts for weekly admissions.

To buy your advance AirVenture admission, visit <http://www.airventure.org/2008/planning/advance.html>.

EAA National news

We have moved the entire digital archive of Sport Aviation magazine from 1953 through 2006 - more than 59,000 pages, including the early Experimental newsletters typed at the Poberezny house, every great aircraft photo and every valuable homebuilder's hint to the EAA members-only website. It's all searchable by date, keyword, and subject.

So visit <http://members.eaa.org/home/saarchive/>, (log-in required) and give it a test flight! Browse through it. Print a page or two. Try a goofy command. Search for mentions of yourself or your chapter over the years. Then send your comments to info@EAA.org with "SA Online" in the subject field, so we can address any issues that may arise and make the final tweaks. We're aiming to finish this beta test period by the end of May, so thank you in advance, and we look forward to your comments!

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