



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

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PREZ SEZ:

I would guess that I am not the only one around who was just thinking how did December get here so quickly. Where did the year go? In aviation we are particularly affected by time and how we perceive it.

We log time in type, p.i.c. time, actual instrument condition vs. simulated instrument time, tail wheel time, etc., etc. We track our flight time from our first lesson to our last flight and tally them in logbooks. I like to always jot down some specific sight or person I met that day and put that in my remarks section to help me jog my memory of that flight; I think of the first flight as a private pilot (10-18-91), the flight during which my generator failed (2-12-95), the afternoon where I gave rides in the 140 to my all co-workers at the FBO (7-11-99), my first landing in Bend (7-11-08). The only section in my logbook where there is only cold descriptions of tasks completed is my instrument training. My instructor entered all the training (holds, ILS, VOR, NDB approaches, etc.) for the rating but none of the human experience. It is a great rating to have, but I can't remember very much of the experience, other than the instrument panel of the 172. I have always thought of it as the black hole of my logbook.

The airport itself has a way of changing time. There is time and then there is "airport time." An airport seems to be able to put a wrinkle in the space-time continuum. A few weeks ago Eric Rustand needed a second set of eyes to look at an electrical problem. It was a sunny Sunday afternoon and I did not think that I would be gone more than an hour or so. Well, after looking at the problem, doing some hangar flying with Eric and Bruce Hoisington, and watching a new Challenger jet depart Bend, I came home two hours late and all Brigitte said was "I thought it was going to be an hour?" It seemed like an hour. Later in the same week Bruce Myers offered to take me for a ride in his RV-9A.

Bruce said he was going around the pattern and had an empty seat. The air was smooth and calm. His airplane handled like a little fighter. I walked away with what people call the RV grin. Our trip around the patch took twenty-five minutes.

Builders log time before they even fly. I was talking to Jack Watson about his Kitfox project and he responded that he had sixty more hours of work completed. I understood without further conversation or explanation. Dennis has the list of hours worked by the chapter on the D-260 project. It's a considerable amount of build time. I have never had a friend working on a car project ever describe their progress in terms of hours. They always talk of tasks completed and what is left to do.

There have so many great folks and friends I have met and sights I have seen over my flying life. I am thankful for the chance to write them down in my logbook to see them again if only in my minds eye. So as I log my last "Prez Says" column for the year and my term, I want to thank all of you for the chance to serve the chapter. Happy Holidays, Merry Christmas, and a Happy New Year.

Fly Safe,

Dave Nixon



December meeting



Please note we are going to meet a week later than usual so we can combine the meeting and Christmas Party:

Dec. 17th 6:00 PM, at Dennis Douglas' house, 2450 NW Wyeth Place, Bend.

Contact Dave Nixon to RSVP or if you have questions. 312-4172.

November meeting minutes

Minutes of a regular meeting of EAA Chapter 1345, held on November 12, 2008, in the Chapter hangar at Bend Municipal Airport.

In Attendance

Members: Smith, Watson, Linschied, Bond, Norris, Stone, Douglas, Graham, Candland, Rustand, Loeffler, Pederson and Myers

Guests: Dick Lowell, Kelly Farrington and Randy Tracy

Presiding: Vice President Chuck Smith
Recording Secretary: Jack Watson

The meeting was called to order at 7:00 PM followed by self-introductions of all present. Upon a motion made by Dennis Douglas, duly seconded, and unanimously approved, verbal minutes of the previous meeting were approved as stated.

Vice President Smith then presented the slate of officers and directors for the year 2008. For the position of President, Peter Loeffler; For Vice President, Chuck Smith; for Secretary, Dave Nixon; For Treasurer, Jack Watson; for Newsletter Editor, Mike Bond; and for Young Eagles Coordinator, Bud Candland. Upon a motion duly made and seconded, all officers/directors were elected by unanimous consent

The chair then recognized Dennis Douglas who spoke to the issue of a proposed City of Bend hangar rent increase, his contact with the City Council over the issue and his understanding that there will be a 3% increase for the year 2009. There followed discussions over the issues of the storage of non aviation related items in hangars located on land leased from the City as addressed in a recent City Council meeting as well as the long range implications of the airport seeking a change in status from B-2 to C-2. Mike Bond stated that in his opinion, the City needed an Airport Commission to assist the City Council and the Airport Manager in promulgating policies in harmony with users, the city, and the FAA. It was further recommended that the Chapter should have stated positions on the issues raised.

Action: Dennis Douglas to cull/distill pertinent data from a FAA circular on the B-2, C-2 issue and forward same to Mike Bond for inclusion in the next Newsletter.

At about 8pm, the business meeting was adjourned and Vice President Smith introduced Dick Lowell with the High Desert Composite Squadron of the Oregon Wing of the Civil Air Patrol who made a verbal presentation on issues concerning Engine, Airframe, Personal Preparation and Weather as they relate to winter flying.

Following questions and answers to Mr. Lowell's presentation, the meeting adjourned at 8:45 pm.

John S. Watson

Recording Secretary

SMA refines diesel engine

By Mike Collins, AOPA

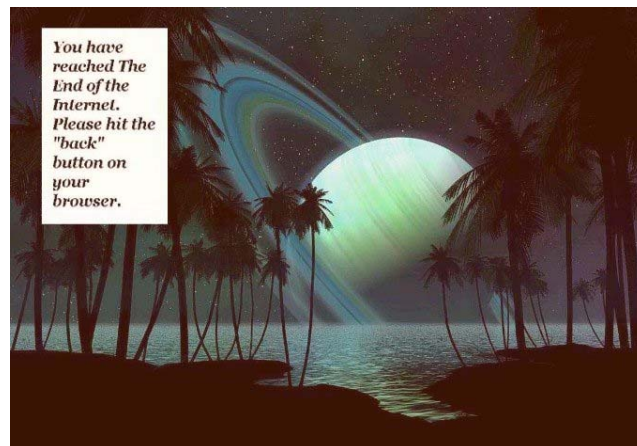
Because the European Union is limiting exhaust gas emissions and the EPA has been required to regulate aviation emissions by the Clean Air Act, "avgas will disappear sooner than you think," said Alain Pierre Deniau, senior vice president of SMA Engines in Grand Prairie, Texas.

SMA believes a piston engine with a low specific fuel consumption, burning Jet A1 fuel—available at most airports around the world—will benefit the environment. In addition, the engine's slower rotation speed helps to reduce the aircraft's noise signature

SMA continues to refine its SR 305-230 aviation diesel engine. Improvements to the SR 305-230 include dual turbochargers, with one moved to the side; a new intercooler; improved airflow; and improved engine cooling. The starter, alternator, and air box are new, and the cylinder heads have been upgraded.

The engine's field experience continues to grow. Currently there are 44 SR 305-230 engines in service; the oldest has been operated 763 hours, Deniau said. A time between overhaul (TBO) validation test is in progress.

SMA continues to work with partners on type certificates and supplemental type certificates to allow additional airframe installations, including the new-generation Cessna 182; Maule M-9; and various Piper aircraft, including the PA-25, PA-28, and PA-34 series. Approvals could be developed for any single- or twin-engine fixed-wing aircraft, from 200 hp to 270 hp, Deniau said.



Samson Motorworks claims it has the utmost in roadable aircraft with its new SkyBike, a three-wheeled, two-seat motorcycle with a telescoping main wing and a canard. Powered by a shrouded single propeller driven by a rotary engine, the vehicle will supposedly fly at 130 mph—although it hasn't flown yet.



The company is developing several models of the vehicle. The SkyBike is the kit built version and due out first. The SwitchBlade will be the FAA-certified version. The SkyBike prototype is under development at Swift Engineering in San Clemente, California. The idea is that you drive the vehicle like a motorcycle to the airport. There, you extend the telescoping wings and takeoff. At takeoff, the flat panel instrument display transitions from automotive to aviation instruments.



SkyBike is the brainchild of inventor Sam Bousfield. The stall-resistant canard layout, serves a dual purpose. For safe ground design and to reduce the potential for overturning, the center of weight is kept low and to the rear. Having a main rear wing places most of the lift where the majority of the weight is located, complimenting safety on the ground and in the air. The company offers an email newsletter through its site for those who want to follow the project throughout development



FOR SALE -- Mustang II Quick Build Kit

Build this fast, high performance, all metal airplane with tapered wings and laminar flow airfoil. The Mustang II was designed for high-speed cross-country flight, however its design is also fully aerobatic to plus and minus 6G's. It seats two side-by-side and will accommodate IFR avionics. More information and photos of the Mustang II can be found on the manufacturers web site at: www.MustangAero.com. Also, a folding wing version the Mustang II is featured on pages 36-41 in the November 2008 issue of EAA Sport Aviation.

Deluxe Mustang II Quick Build Kit Shipment #1 \$15,950

[Everything but the wings, engine and instruments]

Realize substantial savings -- The kit [shipment #1] would cost \$19,787 if ordered directly from Mustang Aeronautics. Furthermore, you will not have to wait months for delivery of your kit.

The kit is in pristine condition. It was uncrated for inventory then stored. The flap assembly is nearly complete. Nothing else has been touched. Most parts are still in their original packaging. A complete inventory list is available.

For more information contact:

Ed Fredrickson

Ed@bendbroadband.com

503-975-5599

Completed Mustang IIs:





EAA 1345 Christmas Party and Meeting

When: Wednesday, Dec 17th, 2008

Where: The Home of the Douglas', 2450 NW Wyeth Place, Bend

Why: December Chapter Meeting and Christmas Party

You and your wife or significant other are invited to attend the December chapter meeting and celebrate the Christmas Season with your chapter friends. This is an appetizer potluck.

Agenda:

6PM to 7PM: Social Hour

7PM to 7:30 PM: Business Meeting- Installation of 2009 Officers

7:30PM to 9 PM: Christmas Party

Please bring appetizers to share. Drink will be provided

Directions: From the corner of Butler Market Rd. and Third St., go west on Mt. Washington Dr. to Summit Dr. Turn Left on Summit for about a ¼ mile. Turn Left onto Wyeth.

2450 NW Wyeth Place is at the bottom of the cul-de-sac. If it is snowy or icy, use the steps adjacent to the driveway and use caution going across the driveway.

For planning purposes please RSVP to David Nixon at 541-312-4172 or davinixon@gmail.com by **Dec. 14th**.

2009 CHAPTER BOARD:

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Vice President Chuck Smith
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Secretary David Nixon
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