



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

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PREZ SEZ: "HELP"

O.K. FELLAS! IT'S UP TO YOU NOW, We have a fine organization started, but we still need more members. Tell all of your friends who are interested in experimenting about our new group. Bring them along to the next meeting, or if unable to attend, send their names and addresses to the editor of this publication. Remember, if we are to have a strong organization we will need a large membership of interested individuals.

This is a direct quote of Paul Poberenzy from the February, 1953 issue of The Experimenter, the first issue of the first EAA publication. What was true then is just as true today. If we are to continue to have a viable organization we NEED new members, both to replace individuals who leave and to bring new energy to the group.

One thing was pretty clear from the EAA chapter leaders' workshop I attended the end of February. A successful chapter is a constant sales job to the existing members, to potential new members, to the community around us and to the local media. If we want a dynamic organization, we all must be the salesmen.

Last month's excellent presentation by Len Fox was a very good potential draw for new members, but this month could be of wider appeal. **We have Gary Judd, the new Bend airport manager, on tap for the Wednesday April 8th meeting. The meeting will be held at the same time as always, 6PM hangar talk, 7PM meeting, once again in the Ellsberg hangar.** Do bring as many interested people as you can round up and who knows, maybe some will continue to come. Chuck and/or David will be running the meeting. I will be on the beach in Maui, thinking of ya.

Peter Loeffler

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March meeting minutes

Minutes of a regular meeting of EAA Chapter 1345, held on March 11, 2009, in the Ellsberg hangar at the Bend Municipal Airport

1. In Attendance:

1.1 Members:

Stone, Billing, Douglas, Morrison, Candland, Bond, Rustand, Graham, Bond, Loeffler, Smith, Watson & Myers.

1.2 Guests: Len Fox & Chris Christenson

2. Presiding: Peter Loeffler, President Recording Secretary: Jack Watson, Treasurer

3. Call to Order The meeting was called to order at 7:00pm by President Peter Loeffler followed by self introductions of the guests present.

3.1 President Loeffler then gave the group a recap of his attendance at a recent workshop for Chapter officers at the EAA headquarters in Oshkosh. From his remarks, it would appear as though our problems were typical of other chapters and centered around the need for a permanent meeting place and a reason for being---Social or project centered.

Loeffler also described the potential for bring the EAA B-29 to Bend in 2010. Discussion followed regarding what was needed from Chapter members. Members agreed that it would be a good thing to pursue. Loeffler was going to make the application/request to EAA

The chair then recognized Past President Dennis Douglas who then gave the group a rundown on the happenings at a recent meeting of Bend Airport Council. Upon the conclusion of this report, upon a motion made, by Treasurer Watson, duly Seconded by Vice President Smith and unanimously approved

Minutes--- continued

..... past President Dennis Douglas was appointed as the chapter representative to the Bend Airport Aviation Council and, in that capacity, was encouraged to solicit input from other pilot user groups at the airport such as the glider group, 99s OPA, etc. so that our collective voice was able to compete with the commercial interests at the airport.

- 4. **Program** At 7:30 PM the business meeting was adjourned and President Loeffler introduced the speaker for the evening, Mr. Len Fox who gave an outstanding presentation on the elements involved in Flight Testing Experimental Aircraft. Upon the conclusion of Mr. Fox's presentation at 8:45 PM there followed a Q & A session which lasted approximately fifteen minutes.



Adjournment 9:00 pm

JOHN S. WATSON, Recording Secretary
(standing in for David Nixon)

Young Eagles

EAA617 is hosting a Young Eagles event on April 25 at Prineville airport, and we need YE pilots. Pilot briefing is at 0800 and flights start at 0900. YE pilots must be EAA national members. Any EAA1345 members are welcome to participate.

Rob Norris

FAA Evaluates 100LL Alternative

(from AvWeb)

Recall last summer that we reported on a new proposed replacement for 100LL that would be both cheaper than avgas and have higher octane. While we don't yet know about the cheaper part, the FAA's initial testing has revealed that Swift Fuel has a slightly higher octane than 100LL and has excellent resistance to detonation, something other fuels haven't been able to achieve without lead as an octane booster. The new fuel contains about 13 percent more heat value than avgas, but it's also about a pound heavier per gallon. It meets most of the requirements of the ASTM D 910 standard for avgas.

The FAA's Hughes Technical Center in Atlantic City, N.J., completed technical testing on Swift Fuel in mid-January, reporting an octane value of 104.4. Worth noting is that the tech center's testing doesn't constitute industry or FAA approval of the fuel, but is rather a first run at examining the concept.

Swift proposes to make its fuel from cellulosic biomass—switch grass and agricultural waste, for example—for a manufactured price of under \$2 a gallon, according to a proposal it presented to an industry research council last year. Although Swift Fuel produces alcohol in its process, the fuel is not ethanol-based but rather combines acetone compounds derived from fermentation of biomass. Swift is continuing its testing through 2009 and seeking investors to fund further research and industrial rollout of the product.

TREASURER'S REPORT

For period 1/1/09 through 3/10/09
Total Income \$460.00
Total Expense: \$569.64
Net Income: \$(109.64)
Cash Balance: \$1983.03
Outstanding Dues receivable: \$400.00

Other:
Hats: \$18.00
Heirloom Calendars \$5.00 (or Best Offer!)
Membership Lists FREE

Jack Watson,
Treasurer

First 'roadable' airplane takes flight

From Aopa On-line, by Thomas B. Haines

You may not have noticed it, but history was made on March 5 at 7:40 a.m. when the Terrafugia Transition lifted off the runway for the first time at New York's Plattsburgh International Airport. The Transition is the first "roadable airplane" that is completely self-contained in ground mode; previous attempts at flying cars required the wings or other components to be trailered on the ground.

At a press conference at the Boston Science Center March 19 announcing the first flight, Chief Test Pilot Phil Meteer demonstrated how the airplane switches to road mode in just 30 seconds as the wings fold in the middle and bend upward at the root, collapsing up next to the fuselage behind the two-person cockpit. To change back to aircraft mode, the pilot must enter a personal identification number into a keypad next to his left knee—a level of security to prevent someone from stealing the car and attempting to fly it.

Terrafugia CEO Carl Dietrich described the anxious moments on March 5 as the Transition barreled down the 11,000-foot runway at Plattsburgh and lifted off, followed by a Cessna 172 chase plane flown by volunteer formation pilot Giora Guth and John Telfeyan -----.



"We felt as if we had planned for every contingency, but at that moment all we could do was watch," Dietrich said. As planned, the airplane flew only a few feet above the long runway before landing again.. Meteer so far has logged seven landings, saying the four-wheeled (front-wheel drive) craft lands conventionally.

The flight tests followed months of high-speed taxi tests and thousands of hours of wind tunnel and simulator sessions.

A 100-hp Rotax 912S engine, in a pusher configuration, powers the Transition. In the ground mode, the propeller, which is nestled between twin vertical stabilizers, is stopped. The engine is optimized to run on high-octane auto fuel, but it can also burn 100LL avgas.

Designed as light sport aircraft, the first Transitions are scheduled to be delivered in 2011.

Over the next few months, we'll be running a series on aviation gasoline history, specifications and properties. It may be interesting to recap why we're where we are today, especially since there may be changes ahead >>>

Grades of Aviation Gasoline in the United States:

<i>1950s</i>	<i>Today*</i>
73	-
80/87	80
91/98	91
100/130	100, 100LL**
108/135	-
115/145	-

* ASTM D 910

**LL = Low Lead. 100LL contains less tetraethyl lead antiknock additive than Grade 100.

Quote for the Day

"Speed has never killed anyone---suddenly becoming stationary, that's what gets you."

Jeremy Clarkson, from BBC's Top Gear show



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**Hayward to Bend Air Rally
Promotes Core Pilot Skills**

45th Annual Event Set to Take Off on June 12

HAYWARD, CA, February 23, 2009 -- The 45th Annual Hayward Proficiency Air Rally, the longest continually-held flying event of this type in the United States, is set for June 12, 2009. The proficiency event offers aviators the opportunity to demonstrate their basic pilot skills of fuel planning and cross-country navigation without the use of advanced navigation equipment.

The actual rally course is announced the day prior to the event. The course consists of two legs, each approximately 250 nautical miles. The first leg is from Hayward (HWD) to Redding, CA (RDD). The second leg extends from Redding to Bend, OR (BDN). Each rally leg contains multiple checkpoints, which must be visually identified. Prior to departure from Hayward, each pilot turns in estimates of their times and fuel consumption for each of the two legs.

Traditionally flown without the use of GPS, Loran, DME, RNAV or Digital Fuel Flow Meters, flight teams are scored on their ability to precisely predict flight times and fuel consumption enroute to the two required landing points. Flight crews are scored on a combination of identifying check points, matching predicted time (to the second) and matching predicted fuel usage (to the tenth of a gallon). The lowest score wins. Penalty points are accumulated for incorrectly identifying checkpoints, as well as deviating from time enroute and fuel estimates. Newly-adopted rally rules allow the entry of pilots who declare the use of GPS, and scoring of such pilots are ranked against the entire field.

The winners of the 2008 Hayward Air Rally were Thomas Engdahl and his son Patrick, of Novato, CA flying a Beechcraft Sierra. It is expected that the Engdahls will return in 2009 to defend their championship.

The rally is open to pilots of single and multi-engine piston aircraft with a minimum range of 400 nautical miles. Student pilots may participate as pilots if an appropriately rated flight instructor accompanies them. Copilots/navigators need not be licensed, nor even a pilot, to participate.

The entry fee includes pilot and co-pilot registration, social activities in Bend, cash and trophy awards in various categories, awards dinner and weekend-long access to a hosted hospitality suite. This will be the Air Rally's first visit to Oregon.

The annual Hayward Air Rally is organized by the Hayward Proficiency Air Rally, Inc., a non-profit (IRS 501c3) organization that promotes aviation safety through competition in skills-based events. Corporate sponsors include Air Chart Systems, Atlantic Aviation, the City of Hayward, ICOM America, Networks in Motion, and the City of Redding. The event is also supported by the Alameda County and Mount Shasta chapters of the 99s, the International Association of Women Pilots.

For more information, visit the event web site at: <http://www.hwdairrally.org>

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Bend Airport Day --- is the weekend BEFORE the above rally, so we have a busy June ----- sure hope the weather improves by then !!!
Professional Air has been very proactive and has many interesting events lined-up, including a fly-by by a pair of F-15's

2009 CHAPTER BOARD:

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