



The Bend High Desert Flyer of Chapter 1345

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

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PREZ SEZ:

Prineville's EAA Chapter 617 held a Young Eagles program on Saturday the 25th of April. This was a well run and well attended function with 45 youngsters having the opportunity to experience a ride in a general aviation aircraft. Also on hand was a reporter from the Bend Bulletin. The Bulletin had a very nice article on the event the following morning. This is exactly the sort of program that will help further the future of general aviation and the effort on the part of 617 as well as pilots from the whole of central Oregon is to be commended.



Chapter 1345
members included
Dennis Douglas,
David Nixon and
Bud Candland.

I made the long cross-country over from RDM to observe (anything longer than a flight to and from the practice area being a long cross-country in a Pitts).

There seem to me to be a couple of things we would do well to emulate in Chapter 617 if we are to grow our chapter. First and foremost is the hangar facility that 617 have built. This serves as focal point for the chapter, whether to work together on projects, as a center for events such as the young eagles program and as a place to hang around and talk flying. I know that the environment in the city of Bend tends to discourage forms of aviation other than ever larger corporate jets. Perhaps the current downturn in corporate flying is an opportunity for us to make a start of a hangar project like the one at Prineville. David Nixon has made the observation that 617 doesn't just meet one evening a month but that they have pretty regular informal get-togethers as well.

This can go a long way toward providing some continuity to the group. Possibilities might include one night out a week for a meal and fly outs for the group. One of the places that I would be interested in for the latter would be the air museum at the Hood River airport. Once again having a hangar would be very valuable.

It has been brought to my attention that the US House of Representatives has just formed a general aviation caucus. Given the importance of general aviation to the local economy and to help further our cause I would urge you to spend the two minutes needed to send our representative an email. Simply say that general aviation is important to Central Oregon's economic well-being and that it would be a good thing if he were to join the caucus. I just did and I am one of those people who absolutely hate writing my politicians. It was painless and actually took 1 minute, 45 seconds. Greg Walden's email is: <http://walden.house.gov/ContactGreg.Home.shtml>

The May chapter meeting will be on May 13th at Epic Air, 7PM as usual. Chuck and David will again run the meeting, as I will again be out of town..

This time it will be Ephrata Washington being told that my loops aren't round and that I'm applying rudder either too early or too late (never just right) at the top of my hammerheads. With some luck the latter will not degenerate into inverted spins too often..

Peter Loeffler

Bend Airport Day --- is June 6th.
Professional Air has been very active and has many interesting events lined-up, including a fly-by by a pair of F-15's

April meeting minutes

Meeting 4/08/09 7:10 PM

17 members and 2 guests present

Meeting opened by V.P. Chuck Smith in the place of Pres. Peter Loeffler who was absent.

- The motion to accept the minutes from the March meeting as published was carried unanimously.
- Jack Watson presented the treasurers report.
- Tom Phy of Epic Aircraft announced that they would like to host the May chapter meeting at their facility. The chapter unanimously accepted the offer. The plan is for the May 13, 2009 meeting to be held at the Epic Aircraft facility, Bend Airport at 7PM.
- Dennis Douglas had a couple of announcements regarding the Bend Airport advisory board meeting for 4/13/09 and the on going discussion regarding use of airport hangars for non-aircraft storage.
- Dennis also updated the chapter on the bug problem he found on his hangar.
- Bud Candland discussed the current state of the Young Eagles program and asked for a list of pilots to fly prospective YE's. A discussion developed about how do we separate kids who are genuinely interested and those who are not. Eric Rustand, Greg Tanner, Bud Candland, and Dave Nixon volunteered to form a committee to work this problem out and to report back to the chapter.
- Dean Billings gave a state of the aviation related legislation to the chapter.

The meeting adjourned at 8:10PM

The program was Gary Judd, the new Bend Airport Manager

David Nixon, Secretary

A Flying motorcycle?

Samson Motorworks has been working on a flying motorcycle, the Switchblade, for two and a half years. The three-wheel motorcycle's design features three lifting surfaces, like the Piaggio Avanti, and side-by-side seating for two people. Why a flying motorcycle? "The motorcycle manufacturing regulations are a lot simpler, and reflect aviation more than automotive [regulations]," Sampson's CEO said.



"We don't have to meet automobile safety standards, because we're a motorcycle—[although] we do anticipate a front crumple zone." A desire to grow aviation is another motivation. To attract newcomers, the interior will include air conditioning and a sound system.

A swinging wing has replaced the design's original telescoping wing. The company cites reduced maintenance, weight savings, and range increase. The wings will fold beneath the motorcycle's body; clamshell doors and a steel keel will protect them from "road rash" and unseen speed bumps.

It is expected to have the power-to-weight ratio of a Ferrari Testarossa, accelerating from zero to 60 mph in less than 7 seconds, cruise at 128 knots, a 168 knots Vne and stall at 61 knots. Planned payload is 450 lbs including 50 lbs of luggage, with a range of 300 nm. Anticipated takeoff distance is 500 feet.

The company is working to reduce its weight of 1,400 lbs and hopes to use a 120-horsepower rotary engine from the United Kingdom if it's certified in time; otherwise, several motorcycle and aircraft conversion engines would work. Rudder control has not been determined, but may be accomplished with hat switches on the control wheel. Cameras will provide visibility to the rear, and an optional ballistic parachute will be offered.

A prototype is planned for display at the Oshkosh July 27 through August 2, with first flight early next year. It will be certified as an experimental homebuilt aircraft and the company might seek experimental light sport aircraft certification at some point, although most customers want higher speeds than ELSA would allow.

TREASURER'S REPORT

For period through April 7, 2009

Total Income	\$620.00
Total Expense:	\$619.63
Net Income:	\$0.37
Cash Balance:	\$2068.04
Outstanding Dues receivable:	\$240.00
Other:	
Hats:	\$18.00
Heirloom Calendars	\$5.00 (or Best Offer!)
Membership Lists	FREE

Jack Watson, Treasurer

FOR SALE

Terra TX760D Comm for \$450.00, in "as removed" condition. Worked fine at the time of removal.
Christen 801-4 Inverted Oil System intended for use on a 4Cyl Lycoming Engine. Includes breather adapter kit, sump fitting, and all hoses and fittings. This system is also in good shape in an "as removed condition" and sells in the Aircraft Spruce Catalog for about \$2,200.00. I'm asking \$900.00 for this system.

Call me or email me if you need any further information at. topgunav8r@aol.com

Thanks,
Erik Rustand

I received this from a pilot friend who is a retired bush pilot who spent 30 years flying for the MAF in Brazil.



He received this from a friend in the 60's who said it was removed from a derelict airplane. It looks like it would fit the center of a yoke. It looks like a Douglas Co. airplane circling the globe, with North America front and center. Can anyone identify what airplane it came from?

Thanks,
Dave Nixon

FLYRvol8_5em

BUG REPORT

Jeez, guys! Lighten up! I've been getting calls 3-4 times a day, seven days a week! Such interest! The phone is ringing off the hook! The Office of the President may have called. Everyone is burning with curiosity wondering about that "bug". What bug?

The one whose pupa cases are growing on the south side of some of the hangar sidings. Well, to assuage your passionate curiosity I've got a partial answer for you.



One of the bugs hatched in the Petri dish and has been classified microlepidoptra. Oh my gosh! But don't call out the CDC just yet. We have everything under control. For those of you without a PhD in entomology, a lepidoptra is a moth. The branch of insects we know as "moths" are known in the halls of biological science as lepidoptra. The branch is divided into two groups: the bigger moths, macrolepidoptra and the smaller moths, microlepidoptra. Any moth not specifically placed into the group of large moths is, by default, placed in the small moth category, microlepidoptra. So after two months of intensive investigation--we have the best people working on it--we now know that those pupa cases belong to a bunch of little moths. This is your tax money at work, folks. We are from the government and we are here to help. We expect that, with just a few more millions of your tax dollars, we may be able to identify the family of lepidoptra to which our moth belongs. Until that time, I have given them a temporary name, microlepidoptra bendus. At this moment, the FAA may be wondering if microlepidoptra bendus should be included in the bird strike catalog. Stay tuned for an update.

Until we know more, fly safe and keep the microlepidoptra bendus off your windshields.

Dennis Douglas

FAA change coming

After 3/31/10, FAA paper certificates will no longer be valid. The new credit card style is mandatory for all pilot certificate holders. Mechanics have until 2012. As of yet they are not requiring a photo. Apply over the FAA website and have your new certificates in a week.

Aviation Gasoline (from Chevron website): Introduction

Since the engines first used to power flight were based on the automotive engines of the day, they were fueled with automotive gasoline. The following decades saw large improvements in aviation engines and fuels. Much other development was driven by the military's interest in aviation, both in the United States and in Europe. The primary goals were always better reliability and more power but without a proportional increase in engine size or weight.

Because engine and fuel are interdependent components of a single system, the path of progress resembled a game of leapfrog. Engine development made it obvious that better fuels were needed and when the improved fuel was used it immediately became evident that further engine development was necessary to make suitable use of the available fuel. As the engines caught up with the available fuel, it became evident that still better engine performance would result from even better fuel. As a result, the engine builder and user have, over a period of years, consistently demanded better and better fuel.

For fuels, the primary challenge was to improve antiknock properties so that the engine's power output would not be knock-limited. The major developments were the use of lead antiknock additive (tetraethyl lead), the identification of petroleum crudes with the best lead response, and the identification and production of specific hydrocarbons with good antiknock properties.

In 1930, the U.S. Army Air Corps specified a Fighting Grade gasoline with a minimum octane number requirement of 87. This is believed to be the first instance in which the antiknock properties of an aviation gasoline (avgas) were defined in terms of octane number.

By the start of World War II, fuels very similar to today's Grade 100 were in use.

Avgas reached its development peak during World War II. In 1944, the U.S. military issued a specification for Grade 115/145. This fuel, which had the highest antiknock rating of any avgas in large scale production, was used to obtain maximum output from high-performance engines.

Grades of Fuel

Grades of avgas are identified by their nominal minimum lean-mixture antiknock rating(s).

Previously, both the lean- and rich-mixture ratings were used; now, only the lean-mixture rating is used.

In the decade following the war, six grades were in military and commercial use (see April Newsletter).

In the same decade, the turbine engine became the engine of choice for the military.

As turbine engines also began to dominate commercial fleets, both ends of the avgas grade lineup were eliminated. Demand for the fuels with the higher antiknock ratings disappeared. And, at many commercial airports, an avgas tank was converted to jet fuel storage. But when some of the older 80-octane-rated engines were fueled with Grade 100/130, they encountered spark plug fouling and exhaust valve deterioration because of its higher lead content.

A lower lead content version of Grade 100/130 (Grade 100LL) was developed in an effort to create a single universal grade of avgas.

Today, avgas is used mainly by small airplanes and light helicopters, but there is also a significant number of military and civilian transports powered by large piston engines that use avgas. There are two main specifications that cover avgas: ASTM D 910 and DEF STAN 91-90. These specifications describe basically the same products, although there are minor differences between the specifications for the same grade of avgas. As planned, Grade 100LL is the most popular, by far. Grade 100 and Grade 80 are used sparingly. D 910 recently reintroduced Grade 91 to facilitate its use in certification testing, but it is not intended to be a commercial product. A new specification for Grade 82UL, has recently been approved by ASTM

Aviation Fuel Usage Survey

I was poking around my email folders today and I came across one entitled "MoGas Survey". That triggered me to remember that one year ago I sent out a survey form to all of the EAA chapter in Oregon, asking the chapter leaderships to poll their membership to get a picture of the MoGas usage in Oregon. I promised to report the results of an analysis that survey. Unfortunately, I had such a poor response from our chapters that I did not have enough data to perform a meaningful analysis. The problem was then, and continues to be a problem today, that Oregon mandated ethanol in autofuels, and ethanol-free fuels were predicted by Dean Billing and others to become ever more difficult to find. The prediction was spot on. The situation has not improved, forcing many to stop flying or severely curtail their flying, and it will get worse. But, it seems, no one is concerned except those directly affected by the problem.

So I have no report to offer, because it seems no one cares. Apathy is rife in our aviation community. No one cares. We will get what we deserve because of that apathy.

Dennis Douglas



***EAA 617
Young
Eagles
team.
April '09***

Come Celebrate Bill's Life with Us

We invite you to join us at a funeral mass for Bill Lewis
hosted by Sherron, Jill and Cathy

Mass Service

Saturday, June 20th, 2009 at 10 o'clock
St. Francis Catholic Church on Franklin Street
Downtown Bend, Oregon



Gathering to follow at our home

64275 Crosswinds Road, Bend, Oregon 97701



Plan to stay for weekend and join us for brunch on Sunday morning
We want this to be an opportunity to celebrate Bill's life
and gather together to visit with old friends from all over the country

Please save the date and let us know if you are able to come.
If you'll be coming from out of town, email Sherron and she can give you tips on where to stay in Bend.

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