



The Bend High Desert Flyer of Chapter 1345

WEBSITE: <http://1345.eeachapter.org/>

KBDN AWOS 134.425

April 2014, VOL13, #4

PREZ SEZ:

Hello all and what a GREAT turn out we had last month! I would like to again thank Darren Pleasance for taking time to talk about his aviation experiences. I can only hope that Darren will be a continuing presence with our chapter.

As most of you know, the “High Desert Flyers, Builders Group LLC” is comprised of our chapter members. Our focus is to purchase (have donated?) kit aircraft that we will build, test and sell. The profit (after expenses are paid back w/ interest) of these transactions will be donated back to our chapter for the EAA 1345 Building Fund! Yes it is an ambitious endeavor but it will (IS!) happening!

This June 15th, is “Fathers Day”. It can also become Bend Airports “Wings & Wheels Event”. There may be a B-25, named 'Grumpy' from WA to join us but as of now,,,,, not sure yet, is all I've heard. If it happens, here is a photo:



I need members to actually stand up to help organize this event as EAA 1345 would be the main engine for this event. Lots of interests with the airport staff, ProAir & Gibson Air but, volunteers are needed now. So get involved! It actually is allot of fun!

For this month's **Wednesday, April 9th meeting**, we will be at Jack Watson's hanger to look over both his “KitFox” and the High Desert Flyers, Builders Group's new RV-12 empennage kit!

To get to Jacks hanger, use the access road on the North side of “Electronic International”. The EAA 1345 sign will be on the service road. Go towards the runway and turn left between the rows of hangers. Jack's hanger is in the middle on the right side. Park so the ramp is not blocked (be kind to the neighbors) I will be there @ 5:30, Pizza and drinks will be available @ 6 o'clock with the meeting starting around 6:30. Can't find us? Call me @ 541-306-1500.

Eric Simkins is also in queue to discuss UAV's! Love them or hate them, they are here to stay so let's learn as much as we can about them!

Thomas Phy, President

Treasurer's Report

Financial statement for March 31st, 2014:

TOTAL INCOME	\$642.00
TOTAL EXPENSE	\$845.00
NET INCOME (loss)	(\$160.00)
TOTAL CASH IN BANK	\$3212.79

Jack Watson, Treasurer

March Meeting Minutes

Minutes of a regular meeting held on March 12, 2014, at the stated meeting place, on the second floor above the Pro Air Maintenance facility at the Bend Municipal Airport.

ATTENDEES

In attendance were, Tom Phy, Jack Watson, Dale Anderson, Eric Rustand, Bruce Myers, Mike Bond, Jim Mateski, Charles Brown, Henry Graham, Devin Simpkins, Tess Young, Peter Loeffler, Steven Crane, Richard Frazier, Mark Pearson, and Guest Speaker Darren Pleasance.

CALL TO ORDER

President Thomas Phy officially called the meeting to order at 6:30 p.m., followed by self-introductions and a review by each participant of the aircraft which they are presently flying or the project they are currently working on for those in the building phase.

MINUTES & TREASURER'S REPORT

As both the minutes of the January 12 meeting as well as the Treasurer's report were published in the newsletter, they were both accepted as published.

OLD BUSINESS

President Phy brought the group up to date on our long range (3-4 yr.) project to gain a permanent home for our chapter by means of building our own hangar and then gave the group a synopsis of the process to achieve the objective. (Have separated this from Jack's minutes and it appears below in " EAA 1345 Building Fund " -- Ed):

NEW BUSINESS

President Phy then made several general announcements and then introduced our guest speaker for the evening---

PROGRAM

Mr. Darren Pleasance, a Director of EAA National, a new member of the Bend community, also a new member of Chapter 1345, regaled attendees with stories of his aviation career flying everything from puddle jumpers to jets.



ADJOURNMENT

The meeting adjourned at 8:15 pm to reconvene, at the regular meeting time, on April 9, 2014

John S. Watson
Secretary/Treasurer

EAA 1345 Building Fund

- 1.) Form an LLC---i.e. High Desert Flyers Builders Group.
- 2.) Form a builders group from our membership that will commit to some 150 hrs. of construction time each within a twelve month period.
- 3) Seek Financing, approximately \$67,000.00.
- 4) Purchase a kit aircraft such as a Vans RV-12
- 5) Complete the build within 12 months.
- 6) Sell the completed project.
- 7) Repay the loan & other costs realizing a gain of approximately \$25-\$30,000.
- 8) Donate the remaining proceeds to EAA Chapter 1345.
- 9) Duplicate the process three to four times.

Build our own hangar and meeting place within 3-4 years!

We are also in the initial stages of converting EAA Chapter 1345 from a 501(c) 7, nonprofit, to a 501(c) 3, nonprofit Charitable organization which will allow for the receipt of charitable donations.

We have located the space to build the kit aircraft, are in the process of forming a LLC, have lined up financing and a builders group and should be good to go within the next month.

An Old Pilot's Reflections

Something a little different and to help maintain a smile.

Pilots are people who drive airplanes for other people who can't fly. Passengers are people who say they fly, but really just ride.

Fighter Pilots are steely eyed, weapons systems managers who kill bad people and break things. However, they can also be very charming and personable.

The average fighter pilot, despite sometimes having a swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. (However, these feelings don't involve anyone else.)

Flying is a hard way to earn an easy living.

Both optimists and pessimists contribute to society. The optimist invents the airplane; the pessimist, the parachute.

Death is just nature's way of telling you to watch your airspeed.

As a pilot only two bad things can happen to you (and one of them will):

- a. One day you will walk out to the aircraft, knowing it is your last flight.
- b. One day you will walk out to the aircraft, not knowing it is your last flight.

There are rules and there are laws:
The rules are made by men who think that they know how to fly your airplane better than you.
The laws (of physics) were ordained by God.
You can and sometimes should suspend the rules, but you can never suspend the laws.

About Rules:
a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
b. If you deviate from a rule, it must be a flawless performance (e.g., if you fly under a bridge, don't hit the bridge.)

Before each flight, make sure that your bladder is empty and your fuel tanks are full.

He who demands everything that his aircraft can give him is a pilot; he who demands one iota more is a fool.

There are certain aircraft sounds that can only be heard at night and over the ocean. Most of them are scary.

The aircraft limits are only there in case there is another flight by that particular aircraft. If subsequent flights do not appear likely, there are no limits.

"If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs." (CEO QANTAS)

In the Australian outback, I'd rather have a two-hour bladder and three hours of gas than vice versa.

An old pilot is one who can remember when flying was dangerous and sex was safe!!

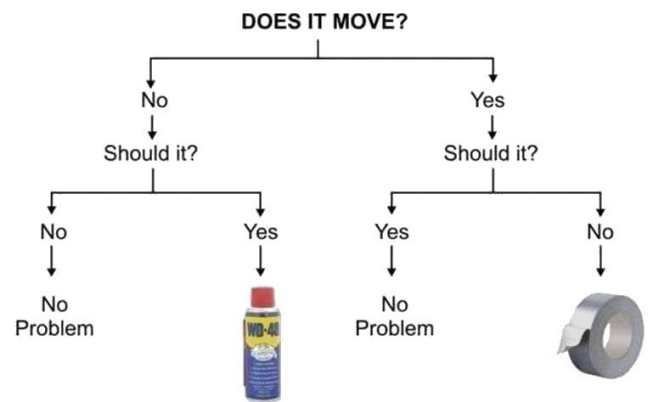
Airlines have really changed; now a flight attendant can get a pilot pregnant.

I've flown in both pilot seats. Can someone tell me why the other one is always occupied by an idiot?

And my favorite;

You have to make up your mind about growing up and becoming a pilot. You can't do both.

Aircraft Mechanic Troubleshooting Chart



Since Eric Simpkins will be giving us UAV updates, maybe this is one we won't see in Central Oregon, but an interesting configuration:

The 'United 40' UAV.



Based in Abu Dhabi, Adcom Systems' has forged a reputation for taking innovative approaches to UAV and aerial target design, and the United 40 does not disappoint due to its tandem-wing layout and dramatic S-shaped fuselage.

The tandem-wing UAV concept that has resulted in the United 40 has been in research and development for about four years. In its formative years it was given development designations in the X range, but later became known as the Shaheen. It received its new name to honor of the 40th anniversary of the creation of the United Arab Emirates.

Flight trials with scale models of tandem-wing designs began several years ago, the models increasing in size and complexity. The final test vehicle was powered by two small tractor engines mounted on the rear wing, and had a span of six meters. Armed with results from these flight tests, Adcom has now built the full-scale aircraft, and it is intended to fly in the next few weeks.

A tandem wing was selected for a number of reasons. Most importantly it is very forgiving in terms of center-of-gravity limits, while it also reduces ground footprint. The incidence of the front wing can be altered to provide pitch control and trim. The wings themselves offer very high lift, resulting in an extraordinary glide ratio of 1:43. Span is 57 feet 6 inches and the lifting area of the wing is 262 sq ft.

Climb performance is expected to be excellent, based on data from the scale-model trials. Takeoff/landing speed could be as low as 33 mph, and the vehicle has an expected ceiling of more than 23,000 feet.

Maximum takeoff weight is around 2,205 pounds, and up to 211 U.S. gallons of fuel can be carried giving a long endurance. Of that total 63.4 U.S. gallons is held in the wings. Payloads can be carried externally under the fuselage, in an internal bay, or in up to four under-wing pods.

Another unusual feature of the United 40 is its hybrid powerplant, which comprises a primary 120-hp Rotax 914UL engine driving a pusher propeller in the tail, augmented for takeoff and climbout by an 80-hp electric motor mounted further forward.

--- or maybe this?

Ready to fly aerial mapping platform \$599.99 ---
The RTF Arduplane Solution from Event 38

The E382 Aerial Mapping Airplane comes with a completely assembled and ready to fly airplane capable of making high resolution aerial maps. This kit is designed to get you up and running with your plane as quickly as possible.

By the time regulations are in place in the USA to allow civil UAS commercial flight \$500 platforms will more than likely be everywhere.

Several years ago the airframe and autopilot were the expensive part, looking into the near future compliance and training will become profit centers.

Fixed wing platforms have the ability to be lower cost than multicopters for longer range and greater lift, because they use less motors and power and have a greater wing area dedicated to lifting sensors

Kit Includes:

- Skywalker Airframe, Assembled and Ready to Fly
- 1250 kV Brushless Motor
- Motor Speed Controller
- 4x Servos
- Cables & Harnesses Pre-Installed
- ArduPilot Mega 2.0 Autopilot
- Includes GPS, IMU, Pressure Sensor and Flight Data Log

- Cruise speed: 25 mph (40 kph)
- Endurance: ~60 minutes with 4S 5000mAh battery
- Fly-by-Wire mode, Return-to-Launch and Autonomous modes available
- Stable airframe is easy to launch and land
- Wings detach and separate in two pieces for transport

Add your point and shoot digital camera or select one of ours to create beautiful, high resolution images from the air.

2014 CHAPTER BOARD:

President Tom Phy 541-306-1500
maxfly55@gmail.com

Vice-president Henry Graham 541-383-0096
grahamhenry44@yahoo.com

Secretary Jack Watson 541-408-5614
jswatson30@cs.com

Treasurer: Jack Watson 541-408-5614
jswatson30@cs.com

Young Eagles Dale Anderson 607-591-1714
Coordinator daleanderson779@gmail.com

Newsletter Ed. Mike Bond 541-317-8443
mvbond@q.com