



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

December 2016, Vol. 15, #12

## PREZ SEZ:

*It's been another very good year! I wish everyone a great Christmas holiday season! This month, we are meeting at the "Black Bear Dinner" located at 3rd Street, Bend on Wednesday, December 9<sup>th</sup>. We will start gathering after 5:30. Dinner is off of their menu and yes they bill separately. Of course they have adult drinks so eat, drink and let's be merry!*

*Our chapter has invited EAA Chapter 617, Prineville, Central Oregon's Oregon Pilots Association as well as the 99's and the Central Oregon CAP Composite Squadron. So far we have about 16 RSVP's! If you want to join us or know anyone who you want to invite, contact me @ [maxfly55@gmail.com](mailto:maxfly55@gmail.com)*

*Chapter service awards are in hand but I'd like to publicly thank all of our officers and directors for all of your volunteer services! Without your dedication and involvement, we would not be here!*

*Charles Brown, VP  
Jack Watson, Secretary/ Treasurer  
Dale Anderson, Young Eagles Coordinator  
Mike Bond, Newsletter Editor  
Henry Graham, Director*

*-- all Members who are always available when things just need to be done.*

*A heartfelt "Thank You" to all!  
I'll see you at the Black Bear!*

*Respectfully*

*Thomas Phy,  
President*

## Treasurer's Report

Financial For period: 01/01/16 to 11/30/16

TOTAL INCOME	\$1220.00
TOTAL EXPENSE	\$450.02
NET INCOME (loss)	\$769.00
<b>TOTAL CASH IN BANK</b>	<b>\$2942.64</b>

*Jack Watson, Treasurer*

## November Meeting Minutes

Minutes of a regular meeting of The Chapter held on Wednesday, November 9, 2016, at the "Bend Builders Assist"/Robertson Hangar at the Bend Municipal Airport.

### ATTENDEES

There were some thirteen in attendance including: Thomas Phy, Mike Robertson, Mike Bond, Jack Watson, Henry Graham, Zippy Himstreet, Dale Anderson, Forrest Seale, Mike Pederson, Carter Fairchild, Jim Petsche, Milt Pyle, and Scott Denneson.

### DINNER

Prepared by and supplied by chapter members, consisting of Homemade Chili and Cornbread, special soup, chips and Cookies, served at 6:30 pm followed by:

## Meeting Minutes - continued

### CALL TO ORDER

A presentation at 6:50 pm by Mike Robertson with the highlights of a meeting which was held the morning of November 9, concerning a proposed change in the traffic pattern at the Bend Municipal Airport which would assign fixed wing aircraft to the West side of the Runway and Rotor wing to the East side, with left or right traffic depending on the runway in use. More information to follow as it becomes available.

At 7:05 pm President Phy initiated a round of self-introductions which concluded at 5:30 pm. followed by several announcements:

1. EAA Chapter 1345 annual Christmas Dinner, 12/14/16, 5:30pm, Black Bear Dinner.
2. An opportunity to join forces with EAA Chapter 617 for monthly meetings and activities.
3. Ideas for the sale of our RV-12
4. A really slick Arctic cold weather jacket is available for purchase by anyone interested.

In turn, followed by a short presentation by Dale Anderson concerning his recent trip to Europe and a Seaplane Museum in Ireland which concluded at 7:50 pm at which time the meeting:

### ADJOURNED

**John S. Watson**  
Secretary /Treasurer

#### ***ED NOTE:***

**The proposed KBDN traffic pattern changes described above were implemented starting December 1<sup>st</sup>.**

**The AWOS also carries the NOTAM details**

## Young Eagles Support Group Meeting

1. We are having our annual Christmas Party at the Black Bear Diner on Wednesday, Dec. 14 starting at 5:30. Everyone is invited, parents, friends, guests. Let me know soon if you plan to be there because we need to give the restaurant a number of attendees. We won't have a YES meeting at the hangar that day.
2. We would like to expand our regular Wednesday meetings to include others interested in flying. So if you know of anyone interesting invite them along, including other kids, parents, adults, etc.
3. We are also starting an aircraft building series - 1 hour lessons & practice with tools, hardware, and aircraft material: A chance to learn some skills and find out if you are interested in building your own airplane some day. We tentatively said we would begin 2 weeks from our last meeting, but that won't work (day before Thanksgiving). So, can we do Wed. Dec 7, 4 to 5 pm at the Bend Builders assist Hangar to start with a riveting lesson. Since our regular meeting is at the party. e- mail me if you plan to be there on Dec. 7, at 4 pm..

We will have a lesson on aircraft building each 2nd Wednesday of the month at 4 pm, then the YES meeting 5 pm, food at 6:00 and the regular Chapter meeting at 6:30. If we get enough interest we will have more sessions.

Remember everyone is welcome, so invite others.

*You are invited to attend a learn-to-rivet workshop on Wednesday, Dec. 7 at 4 pm in the Bend Builders Assist Hangar. This replaces the December Young Eagles meeting which is cancelled because of the Christmas Party at the Black Bear Diner on Dec. 14. We are planning to have a plane building workshop as a preliminary part of our monthly meetings.*

Please let me know if you are planning to attend the Riveting session also let me or Tom know if you will attend the Christmas Party. Thanks to those who have done this already.

Thank You, & Happy Holidays

Dale Anderson,  
**Young Eagles Coordinator**

## ***Leaning the mixture***

"Should you lean your aircraft's engine when taking off from high altitude airports in summer time? What is the best technique to lean the mixture in this situation?"

"Before departure you should comply with the procedures spelled out in your Pilot Operating Handbook to achieve the performance that the POH performance charts indicate is available.

### ***High altitude departure***

Because the air is less dense at higher altitudes, a normally aspirated engine will run overly rich unless the fuel flow is cut back. Overly rich mixtures result in less available power and may even cause engine roughness.

**As a general rule, for normally aspirated engines with a fixed pitch propeller (non-turbocharged), prior to takeoff from fields above 3,000 feet field elevation, the mixture should be leaned to give maximum RPM in a full throttle, static run-up.**

Airplanes with constant speed propellers can best be adjusted by peaking on an EGT gauge or maximizing RPM during the run-up (1800-2000 RPM range).

Turbocharged airplanes can depart with the mixture set as you normally do at lower altitudes using the placarded fuel flows for your altitude.

For specific procedure for your aircraft, check in the normal procedure section and performance section of your POH."

The Density Altitude is what you should actually use to lean a non-compensated fuel system. Some aircraft use a 1940's technology carburetor; some use a 1950 pressure carburetor.

Some aircraft use multiport fuel injection and a very few use direct injection [like a diesel, but with spark ignition and gasoline]. Some pressure carburetor or injection systems are altitude compensated. The Piper Chieftain and the Beech Duke automatically adjust for density altitude changes.

As an example, a decade or so ago I flew a Beech 59P on a demo flight into the A-A Ranch strip in the southeast Wyoming mountains. As I recall the elevation was 7-8,000 feet with an altitude change of several hundred feet along the runway. For landing uphill I went to full rich in case a go-around would be required. Touchdown was normal, density altitude was above 10,000. About 1/3 the way up the hill, both engines quit.

It wasn't in the POH, but as soon as you are on the ground the mixtures must be pulled about half way back or the engines die by flooding.

I was able to quickly get the engines restarted without rolling backward down the hill and was able to stop without banging the tail tie-down ring and then taxied up the hill to the tie-down area with the mixtures halfway back.

I didn't go to full rich until the turbos came on-line during the run-up.

Every airplane and fuel system is different, the POH is controlling but pilots should read the engine manufacturers manual and know whether they have a float bowl carb, a Bendix pressure balanced pressure carb or injection, or a Continental mechanical injection system.



**The Perlan II next to an Airbus 350  
(see last month's newsletter)**

### **And another local development --- Stratos 714 makes its first flight**

It's been a few years now, but finally [the Stratos 714 has flown](#), if only for 10 minutes. The single-engine jet, built by Stratos Aircraft based in Redmond, Oregon, flew Nov. 21 with gear and partial flaps down, reaching 3,700 feet and a speed of 128 knots.



Test pilot Dave Morss flew the maiden flight of the Stratos 714 VLJ (Very Light Jet) on Nov. 21, and tests have continued since. Photo courtesy of Stratos Aircraft.

Original plans called for deliveries in 2010 with a Williams engine to power it. The earliest delivery time is now closer to 2020, and the engine is a Pratt & Whitney Canada JT15D-5 generating 2,900 pounds of takeoff thrust. While there are funds to complete testing and development, an investor must be found to finance certification.

If such an investor were found today, and there are potential investors interested, it would take three to four years for certification and first deliveries, said entrepreneur and Stratos Aircraft CEO Michael Lemaire.

Test pilot Dave Morss flew the aircraft with test pilot Len Fox earlier, performing high-speed ground tests. Morss flew the flights alone, given there was only one seat in the aircraft. It is planned to have four seats but be flown single-pilot, meaning three passengers can be accommodated. It is planned for Fox to conduct flight tests in January.

The company aimed for a 400-knot cruising speed believing air traffic control will be more willing to allow it to fly at airline altitudes if it is fast. The aircraft has a service ceiling of 41,000 feet. It promises a 1,500-nautical-mile range. If speed is kept to 402 knots true airspeed, the aircraft will have enough fuel at the destination for a 100-mile flight to an alternate airport. It could cruise as fast as 415 knots true airspeed. Air inlets at each wing root lead to the engine at the bottom rear of the aircraft.

Lemaire, the CEO, said there were a few minor issues on the first flight that were expected, but "nothing dramatic." "I don't want to call it a relief, but we are very, very happy," he said. Stratos officials plan a product introduction at EAA AirVenture 2017.

While the company is not taking deposits or orders, there remain a couple of customers on the books from 2008 when orders were taken. While the aircraft is priced at \$2.5 million in today's dollars (up from \$2 million eight years ago), Lemaire said he couldn't predict what the price might be in 2020.

Following the flight, the crew and company execs went for a champagne lunch "...that lasted awhile," Lemaire said.



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