



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

May 2014, VOL13, #5

PREZ SEZ:

So what are you doing to help grow EAA 1345? Do you want to grow our chapter?

We actually do have an active core of about 5-8 guys that are helping in a BIG way!

We have our "Bend High Desert Flyers, Builders Group LLC" that is VERY BUSY building A/C to sell for our chapter's "Hangar Fund".

We are in the midst of hosting/ promoting the 1st (2nd??) annual "Bend Airport, Wings & Wheels Event" that will include hosting the B-25 "Grumpy"!

We are converting our chapter to a 501 c-3 to more effectively promote aviation science & education to both young adults as well as "more experienced" young adults.

So what are you doing to help??? We need ALL of you to step up and actually participate in YOUR CHAPTER!

This month, we will again **meet at Jack Watson's hangar on Wednesday, May 14th starting @ 6 o'clock.** We will be going over the "Wings & Wheels Event" and look over the amazing progress of the RV-12.

Our very special guest speaker will be "newly retired, FAA Inspector" Mike Robertson!

Mike has just retired and moved to Bend! So if you want to hear all the "dirt" that Mike could never say as an FAA employee...come on down!

To get to Jack's hangar, drive North on the service road, just past Electronics International's building (look for our EAA 1345 sign) turn right on the hangar access drive towards the runway, look for EAA signs, Jack's hangar is between the row of hangars to the North.

Thomas Phy, President

Treasurer's Report

Financial: For period 01/1/14 to 04/30/14

TOTAL INCOME	\$742.00
TOTAL EXPENSE	\$845.00
NET INCOME (loss)	(\$103.00)
TOTAL CASH IN BANK	\$3212.79

Jack Watson, Treasurer

April Meeting Minutes

Minutes of a regular meeting held on April 9, 2014, at Jack Watson's hangar at the Bend Municipal Airport.

ATTENDEES

In attendance were, Tom Phy, Jack Watson, Dale Anderson, Eric Rustand, Bruce Myers, Bud Candland, Mike Pederson, Dan Smithy, Jim Stone, Mike Bond, Jim Mateski, Charles Brown, Henry Graham, & Jim Standish

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 March 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 the progress with the Chapter Builders Group on the RV-12 project, the results of which were in evidence in Watson's hangar which is the building site for the project.

NEW BUSINESS

President Phy then made several general announcements and then introduced our guest presenter for the evening, Jack Watson.

PROGRAM

Mr. Watson then gave the audience a blow by blow description of the building of his project, a KitFox Series 7 kit which he took delivery of in September of 2002 and which finally became airborne some seven years later in September of 2009, after 1,750 hours of construction time.

ADJOURNMENT

The meeting adjourned at 8:15 pm to reconvene, at the regular meeting time on May 14, 2014

Jack Watson,
Secretary/Treasurer

The Chapter Builders Group



RV-12 working group



Working on RV-12 ribs



Jack Watson's Kitfox

ELSA restrictions

The light sport aircraft industry is pushing back against a draft FAA order that would impose significant new limits on some. The draft, a 322-page set of instructions for FAA inspectors and other staff who deal with airworthiness certification, stands to limit the use of aircraft that left the factory with a special light sport aircraft (SLSA) airworthiness certificate and were subsequently issued an experimental light sport aircraft (ELSA) certificate. Carrying passengers, flight over densely populated areas, and flying at night (or under instrument flight rules) would all be prohibited, regardless of pilot certification. The same limitations would apply to electric-powered (and rocket-powered) aircraft.

AOPA Vice President of Regulatory Affairs Rob Hackman said the new limits are “not appropriate,” are not based on any relevant data, and the association will ask the FAA to reconsider the pending changes before the draft is finalized. The proposed limitations are “not supported by any current regulatory requirements, or by existing safety data,” Hackman said.

Hackman noted that SLSA aircraft are built to ASTM standards, and owners may decide to apply for an ELSA certificate for a number of reasons, including cases where the original manufacturer is out of business. The draft FAA order would impose the new limitations even in the absence of any modification to the aircraft.

“It makes no sense to add these limitations to these aircraft,” Hackman said.

The Light Aircraft Manufacturers Association agrees, and has called on members and the public to join in opposition before the draft order is finalized. LAMA President Dan Johnson said the pending changes—and the “onerous restrictions”—will be discussed during a LAMA meeting in Lakeland, Fla., during Sun ‘n Fun International Fly-In and Expo.

The draft order also imposes the same restrictions on electric-powered aircraft, and would further require all operations in electric aircraft to be conducted within a specified geographical area.

Hitler's Stealth Bomber



Keep in mind, this aircraft was built in the 1940's. It resembles our Stealth bombers of today. Had Hitler got these into production sooner, the world would be much different today.

With its smooth and elegant lines, this could be a prototype for some future successor to the stealth bomber. But this flying wing was actually designed by the Nazis 30 years before the Americans successfully developed radar-invisible technology. Now an engineering team has reconstructed the Horten Ho 2-29 from blueprints, with startling results.



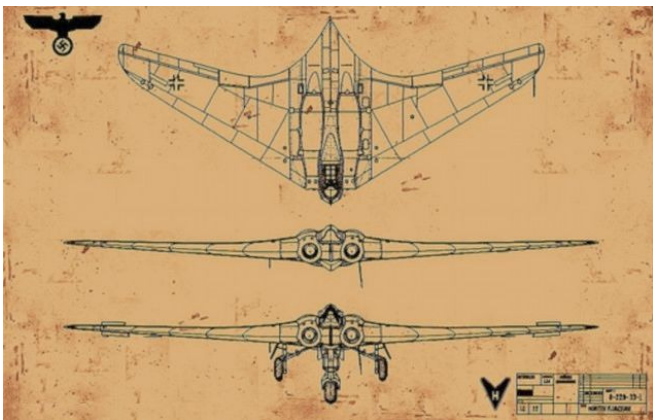
Blast from the past: The full-scale replica of the Ho 2-29 bomber was made with materials available in the 40s

The stealth plane design was years ahead of its time. It was faster and more efficient than any other plane of the period and its stealth powers *did* work against radar. Experts are now convinced that given a little bit more time, the mass deployment of this aircraft could have changed the course of the war.

Hitler's Stealth Bomber

Nazi bombers were suffering badly when faced with the speed and maneuverability of the Spitfire and other Allied fighters. Hitler was also desperate to develop a bomber with the range and capacity to reach the United States. In 1943, Luftwaffe chief Hermann Goering demanded that designers come up with a bomber that would meet his requirements, one that could carry 1,000 kg over 1,000 km flying at 1,000k m/h.

The plane could have helped Adolf Hitler win the war. First built and tested in the air in March 1944, it was designed with a greater range and speed than any plane previously built and was the first aircraft to use the stealth technology now deployed by the U.S. in its B-2 bombers. Thankfully Hitler's engineers only made three prototypes, tested by being dragged behind a glider, and were not able to build them on an industrial scale before the Allied forces invaded. From Panzer tanks through to the V-2 rocket, it has long been recognized that Germany's technological expertise during the war was years ahead of the Allies. But by 1943, Nazi high command feared that the war was beginning to turn against them, and were desperate to develop new weapons to help turn the tide.



The 142-foot wingspan bomber was submitted for approval in 1944, and it would have been able to fly from Berlin to NYC and back without refueling, thanks to the same blended wing design and six BMW 003A or eight Junker Jumo 004B turbojets. He thought the electromagnetic waves of radar would be absorbed, and in conjunction with the aircraft's sculpted surfaces the craft would be rendered almost invisible to radar detectors.

This was the same method eventually used by the U.S. in its first stealth aircraft in the early 1980s, the F-117A Nighthawk. The plane was covered in radar absorbent paint with a high graphite content, which has a similar chemical make-up to charcoal. After the war the Americans captured the prototype Ho 2-29s along with the blueprints and used some of their technological advances to aid their own designs. But experts always doubted claims that the Horten could actually function as a stealth aircraft. Now using the blueprints and the only remaining prototype craft, Northrop-Grumman (the defense firm behind the B-2) built a full-size replica of a Horten Ho 2-29.



Thanks to the use of wood and carbon, jet engines integrated into the fuselage, and its blended surfaces, the plane could have been in London eight minutes after the radar system detected it. It took them 2,500 man-hours and \$250,000 to construct, and although their replica cannot fly, it was radar-tested by placing it on a 50ft articulating pole and exposing it to electromagnetic waves. The team demonstrated that although the aircraft is not completely invisible to the type of radar used in the war, it would have been stealthy enough and fast enough to ensure that it could reach London before Spitfires could be scrambled to intercept it. If the Germans had had time to develop these aircraft, they could well have had an impact, says Peter Murton, aviation expert from the Imperial War Museum at Duxford, in Cambridgeshire. In theory the flying wing was a very efficient aircraft design which minimized drag. It is one of the reasons that it could reach very high speeds in dive and glide and had such an incredibly long range.

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