The Bend High Desert Flyer of Chapter 1345

WEBSITE: http://1345.eaachapter.org/ ***KBDN AWOS 134.425*** **September 2015, VOL14, #9**

PREZ SEZ:

First the good news; our membership is continuing to grow!

The Madras "Airshow of the Cascades" was great on Friday 28th when it started. The performers did an outstanding job as well as the night time displays. The fireworks display was awesome! I'm not sure if it was designed that way but, it seems that the last 20 minutes worth of rockets & mortars all went up in 4-5 minutes!



Saturday was a complete opposite of the day before. The wind kicked up around 4 AM. Then the rain can down till almost 8 AM. The wind was lifting tents held down with 5 gal buckets filled with water! Our chapter tent was faithfully held in place by Dale Anderson while the CAP Cadets helped other vendors take down most of their tents and pack them away.



We threw everything we had into my van, I hung the EAA Chapter banner on the van, placed our "NEW" EAA 1345 cards (provided by Lynn & Dale Anderson) into the window seals and proceeded to hand out info and magazines out of the back of the van.

We continued to have a presence after all the other vendors had left for the day. The "Airshow" portion was cancelled after our fire & rescue crews had to go fight a wildfire in nearby Cove Palisades campground. No safety personnel, no airshow.

So the (ok, not so bad) other news.
As most of you know, we were planning to have a "wings & wheels" event on the Sunday after Labor Day. After some discussions & comments from those involved, it was decided to pull the plug for this year's event.

We ARE planning to continue and have a "Wings & Wheels/ Airport Appreciation Day" event next year.

WAAAM hosts their event in Hood River the same weekend after Labor Day so, if we want to seek another Sunday, (maybe the Sunday before Labor Day? Tourists are still in town) we'll need to start planning now and enlist the support of everyone on the airport and the Bend area.

This month's meeting will be Wednesday, September 9th, at Mike Robertson's hanger. Young Eagles' portion will start @ 5 o'clock and the adult program will start with Pizza & burgers @ 6pm. All are welcome so bring a friend. If you need directions, call me @ 541-306-1500

Thomas Phy, *President*

Treasurer's Report

Financial: For period 01/1/15 to 8/31/15

TOTAL INCOME	$933.50
TOTAL EXPENSE	$35.22
NET INCOME (loss)	$897.98
TOTAL CASH IN BANK	**$2130.66**

Includes $390 IRS refund for 501C(7) to 501C(3) filing

Jack Watson, *Treasurer*

August Meeting Minutes

Minutes of a regular meeting of The Chapter held on August 12, 2105, at the Robertson Hangar at the Bend Municipal Airport in conjunction with our annual BBQ.

ATTENDEES

There were some twenty five in attendance including: Tom Phy, Jack Watson, Dale Anderson, Mike and Ann Bond, Mike Robertson, Ed Frederickson, Bud Candland, John Moeckel, Henry Graham, Jeff Thompson, Warren Smedley, Layne Bogulas, Sonja Englat and numerous others who missed the sign-up sheet.

PROGRAM

Although the primary purpose of the meeting was a social get together in support of our annual BBQ, at which fellowship and good cheer prevailed, there was a modest amount of business to be conducted so accordingly, at 7:20 pm, President Phy officially called the meeting to order followed by:

INTRODUCTIONS

There was a round of self- introduction by all present.

ANNOUNCEMENTS

President Phy then recognized member Mike Robertson who gave those assembled an update on the Pilots bill of Rights, the Bill Before congress calling for revisions to the issuance of 3d class medical certificates. The bill is just two senators shy of the support required for passage; current supporters include our own Senator Ron Wyden who deserves our support and encouragement on this important issue.

President Phy then made several announcements including one concerning the Air Show of The Cascades which will be held at the Madras Airport on August 29th and 30th. We will again have booth space this year and volunteers are requested to help out.

ADJOURNMENT

With no further new business to discuss, the meeting adjourned at 8:10pm.

Jack Watson, *Secretary/Treasurer*

Oshkosh memories

1345 member Sonja Englat has a great website at:

www.caro-engineering.com

Under 'News'. she describes a challenging flight back from this year's Airventure … a great read!.

She also made a video of the Oshkosh activities which can be viewed at:

https://www.youtube.com/watch?v=z5Wz9Lb_ozo

Here is a photo of the Perlan 2 which traveled by road from Bend to Oshkosh for this year's Airventure.



… and Sonja's Pulsar 'resting' at Madison, SD on the return journey …



Bugatti-100p -- NOT an automobile

The year was 1939. Ettore Bugatti — one of the most interesting and innovative individuals involved with the auto industry's formative years — was furiously working on his company's only aircraft. But this wasn't just any aircraft: like his cars, Bugatti's 100P was a technological marvel, featuring two engines driving concentric propellers in opposite directions.

Air intakes gracefully integrated into the plane's V-tail would keep those engines cool, while unusual forward-swept wings would give the 100P a striking profile in flight. Ettore was hoping that by racing this beautiful machine — and winning — he'd burnish his brand.

But World War II soon gripped Paris, and Bugatti was forced to scuttle the project. The only 100P ever made never flew and was left to rot for a half century before eventually being restored to non-flying condition (it rests today on display in the EAA AirVenture Museum in Oshkosh).





The aircraft was the source of five modern patents including the inline engines, V tail mixer controls, and the automatic flap system. It had an unusual inboard mounted twin engine arrangement driving forward mounted contra-rotating propellers through driveshafts. The aircraft also featured a 120 degree V-tail arrangement and retractable landing gear. The construction was mostly of wood, with sandwiched layers of balsa and hardwoods, including tulipwood stringers covered with doped fabric.

The replica

Fast forward to 2013, when a team led by former Air Force pilot Scott Wilson launched a Kickstarter project to create an airworthy 100P from scratch. At that time, construction was nearly complete, but Wilson needed more money to finish the project. "Reve Bleu" — Blue Dream — eventually raised a little over $62,000, allowing the new aircraft to be completed.



In July, the 100P had run its engines and taxi tests, and it looks amazing on the ground.

On August 19th, 2015 the team announced that they had completed their first successful test flight of the replica aircraft. Its handling characteristics were "as expected" by the team, and it achieved a maximum altitude of 100 feet (30 meters) AGL at a maximum speed of 110 knots (200 km/h). On landing, the plane "floated much more than anticipated" and landed significantly farther down the runway than intended. Because of this, the wheel brakes needed to be applied to keep from overrunning the end of the runway. Subsequently the right brake failed, sending the aircraft into muddy soil adjacent to the runway, tipping it on its nose and generating a prop and spinner strike.

Bugatti-100p

General characteristics

Capacity: 1

Length: 7.75 m (25 ft 5 in)

Wingspan: 8 m (27 ft)

Height: 2.24 m (7 ft 4 in)

Wing area: 20.6 m^2 (222 sq ft)

Empty weight: 1,400 kg (3,086 lb)

***Original**: 2 × Bugatti Type 50P Straight 8 4.9l, 340 kW (450 hp) each*

***Replica:** 2 x Suzuki Hayabusa motor cycle engines*

Propellers: 2-bladed Ratier

Performance

Wing loading: 68 kg/m^2 (13.9 lb/sq ft)

Point of interest:

A racecar powered by twin Suzuki Hayabusa engines in 2008 set a new land speed record of 360.913 miles per hour on Bonneville Salt Flats that stood until 24 September 2009.

Rules to live (and fly) by …

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

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

Flight Watch to end

The FAA will discontinue the universal Flight Watch frequency 122.0 MHz for in-flight weather services on Oct. 1. Weather services provided under the Flight Watch program En route Flight Advisory Service (EFAS) will continue to be provided via charted frequencies pilots use to obtain weather information, open and close flight plans, and for updates on notams and temporary flight restrictions (TFRs). Pilots also may continue to use the universal frequency 122.2 MHz, the FAA said.
The FAA also will end the little-used Remote Airport Advisory Service in the continental United States on Oct. 1. This Service affects 19 airports, and is provided remotely by Flight Service personnel. The FAA has cited a substantial decrease in demand for the service now that many of the airports have been equipped with automated weather and air traffic control. The FAA will issue notams for each airport at which the service will be discontinued
The changes come as pilots transition "from traditional Flight Service assistance to more automated and web-based tools to obtain services. Through the use of updated technology Flight Service is taking the opportunity to eliminate redundancies and underutilized services," the FAA informed pilots in a message on its website .

An advantage of the change will be the availability of the services on Flight Service frequencies monitored 24 hours a day, seven days a week, as opposed to the limited monitoring of 122.0 MHz



I will leave it to the Prez to explain this …

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