



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

July 2014, VOL13, #7

PREZ SEZ:

"It was the best of times; it was the worst of times". So said Charles Dickens in "The Tale of Two Cities". For those that didn't participate in the "Bend Airport, Wings & Wheels" event, it was..... smashing!



There was Great food and a Great airplane!
Awesome weather! A fantastic band! And plenty of room to mingle!

We "Smashed" all previous records in how few participants actually showed up! We "Smashed" all records in the amount of negative cash flow (see Jack's Treasurer report). We "Smashed" all records in the amount of food left over!

OK, so I'm a "glass is half full" kind of guy. Oh yea, we are having a BBQ for the next (and all future) meetings, till the food/ sodas are gone!

So what went so wrong, you might ask? Well it seems that "Fathers Day" is now a really hot day to plan ANYTHING!

Didn't use to be that way but now that the economy is improving (?), everyone is lookin' to host an event.

I was disappointed in the "news coverage" (before/ during & after) as well as the so called "public service announcements". Maybe it's just me but I had friends in the valley that heard about our event and called to tell me about it.

Same thing happened last year with the "Aluminum Overcast", great coverage in the wrong area. (ok, I'll get off my soap box).

Henry has yet to tell us what he has planned so I guess we are going to meet at Jack's hangar, have a bunch of hamburgers, swap lies and have a great meeting!

The "Builders Group" will be picking up the remaining airframe parts for the RV-12 on Tuesday 7/8. That means we'll also have lots of new shiny parts to look at!

The meeting will be held on Wednesday, July 9th starting around 5:45pm at Jack's hangar .

Look for the EAA 1345 signs or call me @ 541-306-1500 for directions.

See you there!

Thomas Phy, President



Helo support at Bend Muni for fighting the Two Bulls fire.

Treasurer's Report

Financial: For period 01/1/14 to 06/30/14

TOTAL INCOME	\$2592.29
TOTAL EXPENSE	\$5070.45
NET INCOME (loss)	(\$2478.16)

TOTAL CASH IN BANK \$937.63

Jack Watson, Treasurer

June Meeting Minutes

Minutes of a regular meeting held on June 11, 2014, at Jack Watson's hangar at the Bend Municipal Airport.

ATTENDEES



Tom Phy, Jack Watson, Dale Anderson, Bruce Myers, Bud Candland, Mike Pederson, Mike Bond, Charles Brown, Henry Graham, Conor Whitehead, Phil Renyer, Devan

Simpkins, Carl Henning and Erik Simpkins.

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 there were no minutes of the meeting of May 14, and the Treasurer's report was published in the newsletter, it was accepted as published.

OLD BUSINESS

None

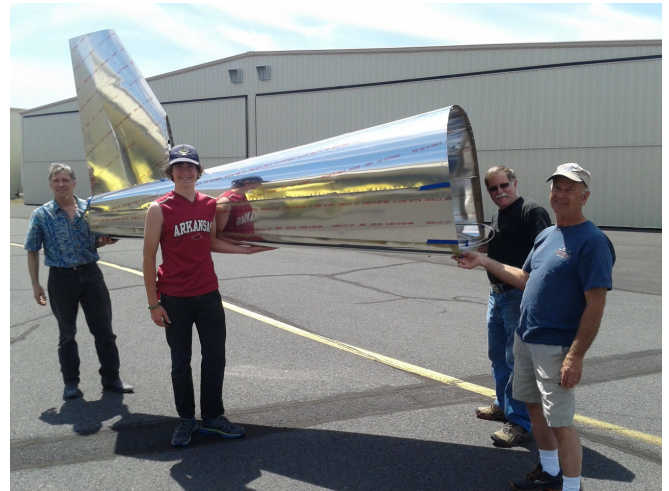
NEW BUSINESS

President Phy then gave a rundown on the preparations to date for the forthcoming visit by the B-25 "Grupy" on June 13, 14, & 15, as well as other details of the dinner dance on 6/14/14, and the pancake breakfast and Chapter BBQ on the 15th, concluding with an appeal for volunteers for all events.

ADJOURNMENT

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

John S. Watson
Secretary/Treasurer



The builders group continues to make progress



Our own Prez helping to replace a B-25 exhaust stack that went missing between Payne Field, a low pass down the Columbia Gorge and arrival at Bend Muni ...

B-25 Grumpy visits Bend Oregon

Power and gorgeous gut rattling noise, eager to leap, the B-25 Mitchell bomber from the Historic Flight Foundation is a complete sensory overload... www.historicflight.org

Fathers Day 2014 was blessed by the Wings and Wheels event at the Bend Airport sponsored by EAA Chapter 1345 "High Desert Flyers" who hosted the B-25 visit.

Among other exhibits the Foundations B-25 "Grumpy" was the center of attention as it made numerous flights over Central Oregon. The sound of 3400 horsepower from the two Wright Cyclone radial engines brought tears and memories to many people. This historic sound is a rarity in the jet age.

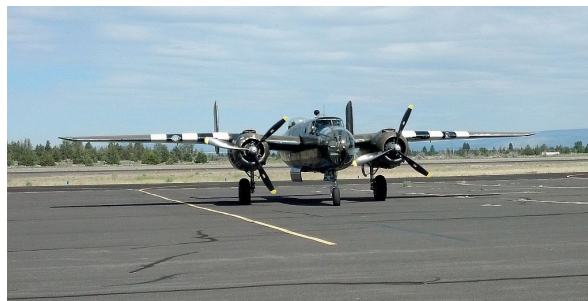
John Sessions, Historic Flight Foundation founder, director, and chief pilot, said their mission is to showcase the historic advances in flight made by people who were tremendously creative and innovative, accomplishing extraordinary feats of engineering that developed an amazing era in aviation. Co-pilot: Colonel Greg Bulkley, US Air Force, Retired; Roberto Otero, crew chief and mechanical magician, his 18 year old assistant Jeffery Nikolaidis who did a little of everything, and support specialist Dan Blanchard, all accomplished a great presentation!

Climbing aboard is entering into an austere utilitarian environment. The cockpit is all business in a 1940s way, Sessions mentioned that the controls are not boosted and flying it is an athletic endeavor. At engine start the plane shudders in anticipation as I did also. During the take off run the acceleration comes on with enthusiasm. Rotation comes fast and climb is spectacular. It was interesting to note the control cables moving in the pulleys along the seat. Air rushed through the cabin from every nook and cranny making a fleece flight suit seem appealing. The views from the machine gun bubbles in the nose and overhead were great but I saw no targets.

A low level run at about 300 knots really means business and is impressively intimidating from the ground!

Many thanks to all who provided this reminder of our national accomplishments and the people who employed this amazing machine to protect our country and further our technical prowess.

Thanks to Ed Endsley, with our local Central Oregon Pilots Chapter, for this great article.



Grumpy arrives



Most is original ... apart from avionics!



Seems to be a missing mission... no, it's black, the only night mission (expand your PDF viewer to 4 or 8x)



High speed low pass (Ed Endsley)

MakerPlane

In a KITPLANES magazine survey in 1998, the following statistics were gathered from their subscribers:

- Average completion rate of aircraft from kits: 66%
- Average kit price: \$20,580 (minus engine and avionics)
- Average completion rate of plans: estimated less than 10%
- Average plans price: \$150
- Planning to build or building: 58%. Of those:
 - Plan to build single place: 19%
 - Plan to build two-seat: 62%
 - Plan to build four-seat: 18%
 - Undecided: 6%

Although the figures are dated, the numbers are probably still in the ballpark today. An average build time quoted by the Experimental Aircraft Association (EAA) is an average of between 1000 to 3000 hours to build an aircraft. This can be spread over a few months to decades. It appears that most of the problems associated with completion of an aircraft project stem from overly complex building techniques, poor instructions and lack of support. The issue is that when you combine the figures for kits and plans, only about a third of people that start building an aircraft, complete them. If we can create an environment where the overall cost of ownership of an aircraft is as low as possible AND the instructions are simple, then this completion rate should start rising.

The general specifications for the first MakerPlane aircraft (v1.0) can be found on the MP 1.0 project page located in [The Hangar Workshop](#). A direct link to the documents section is here: [MP Documents](#).

Objectives

The objectives of the Open Source Aircraft project are:

1. Foster a new wave of innovation and creativity in aviation which will lower the overall cost of ownership;

2. Provide new ways of building aircraft that the average unskilled builder can comfortably achieve success with;
3. Create innovative, popular, safe and modern aircraft designs;
4. Provide free and open source based files and plans for low-cost airframes; and
5. Create accessible and affordable open source avionics systems.

New Business Opportunities

There are many revenue generation opportunities available to small, medium and large businesses that would participate in this initiative. It will also potentially allow new channels to open up for existing businesses.

An obvious opportunity for existing plan and kit manufacturers is that there will potentially be a number of builders with their own CNC machines. Rather than manufacture just open source aircraft designs, plans could be re-designed to allow for use of these CNC machines and electronic CAM files can be sold along with the paper plans.

New businesses can prosper with a world-wide open source aircraft effort many areas including;

- Outsource of CNC machine time to create the parts for a builder
- Provide CNC machine kits for builders
- Builder assistance programs
- Provide certified, complete aircraft
- Multi-media builder assistance products
- Supply of ancillary part kits such as metal control horns, cables etc
- Supply of canopy/windscreen lexan and other clear parts
- Supply of wiring harnesses
- Supply of OS avionics equipment
- Supply of hanger plans and electronic files
- Supply of non-OS plans and parts that improve the comfort and styling of the aircraft

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