



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

October 2019, Vol. 18, #10

PREZ SEZ:

Looking ahead at the business of the next chapter meetings: October 9 – Nominations for officers, November 13 – Election of officers, December 11 – Installation of new officers and our Christmas Party

Let's go flying. That is something we would all like to do more of, right?. So, let's get doing it. The Oregon Pilots Association does fly-outs each month following their monthly meeting. Why don't we join up with them to do more of the same thing – **FLY**

At the October meeting we intend to form a Fly-Out Committee consisting of some pilots with appropriate airplanes who are interested in flying with others. Sharing the expense could be part of the operation. We could be going to differing destinations, out for lunch or breakfast, museums, other chapter events, etc. another committee we would like to consider is Programs Committee that could pose ideas or topics for interesting meetings, special events, including the Christmas party. We will discuss the possibilities at the October meeting..

Tentative Agenda: EAA Chapter 1345 High Desert Flyers Meeting Wednesday, October 9, 2019

3 to 5 Builders group – working on control cables, fuel tanks, inspection ports, wing top skins, etc..

5:00 Informal gathering to discuss nominations for offices and committees everyone welcome

6 PM **DINNER;** on the grill, potluck side dishes are always welcome \$5 donation suggested.

Family & friends are always invited.

6:30 Chapter Meeting

Introductions

Announcements:

Report: 617 Young Eagles Rally, Saturday, September 28

Report: Redmond Aviation Day, Sunday, Sept. 29
Plans for a school program visit – Jess Devan, aviation intersession, Oct. 14 – 18, arrange for flights?

Chapter Leadership Academy, October 23-25, Oshkosh

Chapter Roster management program
Nominations for President, Vice President, Secretary, Treasurer, Newsletter Editor, Webmaster.

President: Dale Anderson, other nominations =

Vice President: Mike Wissing would like to be replaced, nominations -

Secretary: Faye Phillips, other nominations -

Treasurer: Jack Watson would like to be replaced, nominations -

Newsletter Editor: Mike Bond would like to be replaced – Lynn Anderson, other volunteers

Young Eagles/Eagles Coordinator: Mike Wissing intends to continue

Webmaster: Lynn Anderson would like to be replaced, volunteers -

Membership Coordinator: Kim Muinch intends to continue

Volunteers for a Fly-Out Committee –

Volunteers for Programs Committee -

Volunteers for the “Builders group LLC -

Following meeting will be November 13,

December 11 Meeting: Christmas Party,

Black Bear Diner, 5 to 8 pm

Other business?

Dale Anderson

President

Treasurer's Report

Financial report for period 1/1/19 through 9/30/19

TOTAL INCOME	\$4,779.83
TOTAL EXPENSE	\$4369.36
NET INCOME <loss>	\$2,861.37
TOTAL CASH IN BANK	\$13,840.03

Jack Watson, Treasurer

September meeting

Minutes of a regular meeting of The Chapter held on Wednesday, September 11, 2019, at the "Bend Builders Assist"/Robertson Hangar at the Bend Municipal Airport. Meetings are held on the second Wednesday of each month.

ATTENDEES

There were 17 in attendance who signed the roster at this meeting.

DINNER

Lynn Anderson brought in pizza from Costco, along with salad and cookies.

CALL TO ORDER

The meeting was called to order at 6:27 PM (3 minutes early!) by Dale Anderson.

PROGRAM

Dale mentioned that last Saturday a Piper Super Cub crashed on takeoff at WAAAM Museum, Hood River, just before the fly-in was to begin. There were two fatalities. A member said that apparently the fuel selector was off at the time.

Chapter 617 is having a YE rally on Saturday September 21st. We are all encouraged to help out.

Sunday September 29th we will be at the Redmond Aviation Day at the Deschutes County

Fairgrounds. Dale asked for volunteers to come out and help out.

October 14-18 we will be helping out the Marshall High School aviation program.

They want to see a tour of home-building aircraft. We can do that here at Bend Builders Assist. More information to follow.

Dale told the Chapter members about the Chapter Roster Program and its benefits.

Chapter Leadership Academy Oct 23-25th in Oshkosh, WI . . . free, if you can get yourself to Oshkosh. Dale wants to work towards the Chapter being able to send board members out to Oshkosh for classes like this.

Dale discussed the need for us to have a nominating committee, and asked the membership to think about what officer position they would like to have. For those who are not officers, they should be involved in committees. Everyone doing a little makes our Chapter run smoothly and almost effortlessly.

Dale asked for quick introductions of visitors while he set up to show a video, "Celebrating 50 Years in Oshkosh". The video started at 6:50 and concluded at 7:45 and the meeting was . .

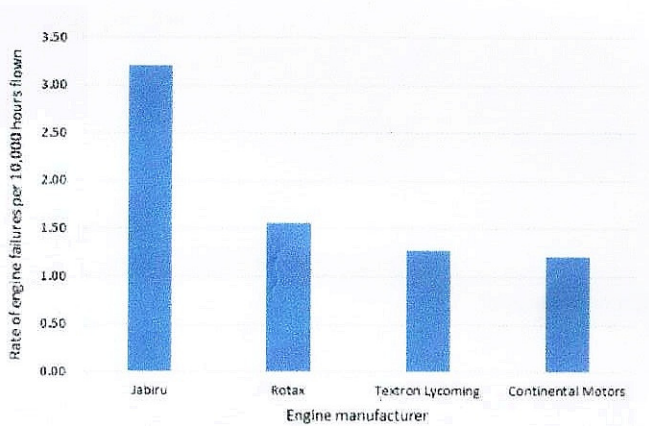
ADJOURNED

Faye Phillips
Secretary

Thanks to Forrest Seale for supplying the following extract from a Tech Corner article by Will Fox for the New Mexico Pilots Association,

I'm not sure that US data mirrors the Australian experience referenced but it is still food for thought.

Risky Aircraft



Jabiru and Rotax engines have a significantly higher failure rate than Lycoming and Continental engines. (Courtesy of the Australian Transportation and Safety Board)

Many LSA aircraft use the Rotax 912 engine because of its high horsepower to weight ratio. Although this engine has steadily improved in its reliability and longevity, it is still less reliable than conventional aircraft engines like Lycomings and Continentals. A study by the Australian Transport Safety Bureau indicated that both Rotax and Jabiru aircraft engines fail at a significantly higher rate than conventional aircraft engines. According to the study, Rotax engines fail at a rate that is 30% higher than conventional aircraft engines, and Jabiru engines fail at a rate that is 2.5 times greater than conventional aircraft engines. A more recent analysis by Ron Wanttaja in Kitplanes also indicated that Rotax engines fail for undetermined reasons at a significantly greater rate than conventional aircraft engines.

What is particularly interesting to me is why the Rotax engine is not more reliable than a conventional aircraft engine.

It is a newer design that is water cooled, uses an electronic ignition system, and has altitude compensating carburetors and, more recently, fuel injection. It would seem that it should be more reliable and less subject to failure than the Lycoming or Continental engines that some consider to be the dinosaurs of aircraft engine development.

My personal experience with Rotax engines is that they require more periodic maintenance than conventional aircraft engines and that some of their engine accessories and subsystems are less reliable than those on conventional aircraft engines. The Rotax engine preference for automotive fuel also introduces problems associated with fuel contamination that you don't see as often with engines that use 100LL. The Rotax 91X engines have come a long way in terms of reliability and performance over the past three decades. They still have a little way to go though to match the reliability of conventional aircraft engines.

The accident rates associated with LSAs help to explain why so many of my friends have lost their lives in them. LSAs are simply riskier aircraft to fly than most equivalent Standard Certification GA aircraft. Their certification standards are lower, their flight characteristics less forgiving, their crashworthiness less robust, and their engines are less reliable. Some LSAs have much higher fatality rates than others. If you plan to train in an LSA, shopping around for a safe one to do so in, makes sense.

The Cessna 150/ 152 and Cessna 172, may not be as new or sexy looking as some of the new LSAs, and they may cost a little more to rent and operate, but they are certainly much safer to train and fly around in. The DA20 will cost you a little more to operate but it is more modern, faster, and crashworthy than even the 150 or 172, so consider it as well. What is your life worth? Only you can answer that.

Accident 1



A fatal LSA aircraft accident resulting from improperly fastening the elevator control rod quick disconnect. Courtesy of the NTSB.

The pilot was ferrying a light aircraft to a new owner when he announced to local traffic that his elevator had become detached. He struggled for several moments to keep the aircraft in the air and reach a nearby airport.

He managed to get the crippled aircraft lined up for landing, but lost control in the final few seconds of the approach and impacted nose down just short of the runway. The composite aircraft ruptured on impact spilling the cockpit contents, including the pilot, onto ground. The pilot was killed. Post accident investigation revealed a disconnected elevator control rod. The aircraft incorporated quick disconnects on the ailerons and elevator to facilitate folding of the control surfaces for storage. A similar fatal accident had occurred a few years prior in this model of aircraft when the ailerons were not connected properly.

Subsequent to that accident the aircraft company had issued a Safety Directive calling for closer inspection of the quick disconnects during preflight. The NTSB stated that the cause of this accident was the pilot's failure to properly inspect the elevator quick disconnect mechanism.

Accident 2

The experienced pilot and flight instructor were doing pattern work in the light aircraft when it was struck by severe turbulence on short final about 80 feet above the ground. The aircraft pitched up, rolled right, and then impacted the ground in a nose down attitude. The impact caused the nose of the composite aircraft to be broken off including the engine, firewall, and panel. The seat pans were torn loose from their mounts. The pilot was seriously injured but able to climb out of the wreckage on his own. The flight instructor, who was killed in the accident, was found lying down and facing toward the rear of the aircraft. The NTSB indicated that the presence of dust devils in the area were the likely the cause of the accident.

Accident 3

The light aircraft had been doing touch and goes at a local airport, when it experienced a problem shortly after takeoff. It was being flown by a recently certified private pilot who was accompanied by an experienced pilot.

Both pilots were quite familiar with the aircraft and the pilot flying had done her primary training in the aircraft. The aircraft had just taken off and climbed a few hundred feet above the ground, when it turned back towards the runway and the pilot lost control of it. The aircraft impacted the ground in a nose low attitude. The crash resulted in a fire and the composite aircraft burned fiercely prior to the arrival of rescue personnel. Both pilot and passenger were killed in the crash. Post crash analysis was difficult because the intense fire had destroyed much of the airframe and the engine, but there was evidence that the oil pump drive pin had failed prior to the crash. The nature of the failure was such that the investigator believed that it was likely that the pump was still partially functioning prior to the crash while scoring the camshaft bearing bore in the process. The engine manufacturer had had problems with premature wear and failure of the oil pump in this model engine in the past.

The NTSB stated that the cause of the accident was the pilot's failure to maintain adequate airspeed that resulted in a stall at low altitude.

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