



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

FEBRUARY 2014, VOL13, #2

## **PREZ SEZ:**

*Short and sweet.*

*This month, We are meeting on **Saturday, Feb 8<sup>th</sup>, @ 9 AM!!!***

*Henry has arranged a tour of Epic's 'kit' factory. This is the white building about mid-field on the east side of the Bend airport (NOT the old Cessna building). All are welcome to join us as we are also teaming up with EAA 617.*

*For all our members that, for some reason or another, can't make our normal Wednesday evening meetings, hopefully you are able to join us for this tour.*

*Again, all are welcome. Bring all of your friends/ neighbors/ kids & your significant other.*

*If you have any questions, give me a call @ 541-306-1500.*

*I'll see you there!*

*Thomas Phy, President*

*PS For those interested, on Feb 8th, Epic are holding a Job Fair at 10pm at the old Cessna (red) Building.*

## **Treasurer's Report**

Financial: For January 2014:

TOTAL INCOME	\$475.00
TOTAL EXPENSE	\$390.00
NET INCOME	\$85.00
TOTAL CASH IN BANK	\$3,475.79

*Jack Watson, Treasurer*

Also, please note that 2014 EAA calendars are available at \$15.00 each

## **January Meeting Minutes**

Minutes of a regular meeting held on January 8, 2014, at the stated meeting place of The Chapter, on the second floor above the Pro Air Maintenance facility at the Bend Municipal Airport.

### **ATTENDEES**

In attendance were, Tom Phy, Jack Watson, Dale Anderson, Eric Rustand, Bruce Myers, Mike Pederson, Mike Bond, Jim Mateski, Charles Brown & Henry Graham.

### **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 his project for those in the project building phase.

## **Meeting Minutes -- continued**

### **MINUTES & TREASURER'S REPORT**

As both the minutes of the December 12 meeting and 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 our long range (3-4 yr.) project to gain a permanent home for our chapter by means of building our own hangar and then gave the group a synopsis of the process to achieve the objective:

- 1.) Form an LLC---i.e. High Desert Builders Group.
- 2.) Form a builders group from our membership that will commit to some 150 hrs. of construction time each within a twelve month period.
- 3.) Seek Financing, approximately \$67,000.00.
- 4.) Purchase a kit aircraft such as a Vans RV-12 or take over an existing kit project.
- 5.) Complete the build within 12 months.
- 6.) Sell the completed project.
- 7.) Repay the loan & other costs realizing a gain of approximately \$25-\$30,000.
- 8.) Donate the remaining proceeds to EAA Chapter 1345.
- 9.) Duplicate the process three to four times.
- 10) Build our own hangar and meeting place within 3-4 years!

We have located the space to build the kit aircraft, are in the process of constructing a business plan, lining up financing and a builders group and should be good to go within the next month or so.

### **NEW BUSINESS**

President Phy then made the following announcements:

Special Awards certificates from EAA National to Chapter Officers: President, Vice President, Secretary, Treasurer, News Letter Editor, Young Eagles Co-coordinator

Cheapest fuel in NW: Our own FBO, ProAir, at Bend Municipal Airport!

### **ADJOURNMENT**

The meeting adjourned at 8:15 pm to reconvene, at the regular meeting time, on February 12, 2014

**Jack Watson**, Secretary/Treasurer

## **EAA member needs help selling GlaStar kit**

To: eaa1345@gmail.com

G'day, Bend EAA folks;

I have sadly decided to give up my GlaStar build project. I've enjoyed building but it's going too slowly and I want to move up from my C-150 to a more back-country capable airplane before I'm too old to enjoy it. It is located in Seattle, WA. I wonder if you might be able & willing to place my ad in your EAA Chapter 1345 newsletter, post it in a club room, or mention it to anyone whom you think might be interested? Here's my ad:

\* \* \* \* \*

2002 GlaStar Kit #5875 for sale.  
Standard tricycle-gear kit except factory-built, primed wing spars. Rudder, HS, elevator w/ manual trim control bracket & cable, trim tab, and ailerons completed & approved by EAA Technical Adviser. Includes servo kit, if electric trim control desired. All else inventoried but untouched. Please write or call if interested.

Will Silva, Seattle WA. 206 782-4736 or wjsilva52@gmail.com

\* \* \* \* \*

Thanks,  
Will Silva  
EAA 847845

## **Heard at San Marcos ----**

**San Marcos, Texas (KHYI) was busier than normal on a recent November weekend, due to Formula 1 racing in Austin, when the following exchange was overheard:**

- ... KHYI Tower: "Mooney 1234N, cleared for take-off, Runway 13."**
- ... Mooney 1234N: "Tower, Mooney 1234N. Can I land first?"**
- ... KHYI Tower: "Mooney 1234N, cleared to land." --**

## **True Blue Power® Announces Advanced Lithium-ion Batteries for Business and General Aviation**

WICHITA, Kan. — True Blue Power®, a division of Mid-Continent Instrument Co., Inc., has announced the availability of two advanced lithium-ion batteries for business and general aviation applications — the TB17 and TB44. The batteries feature A123 Systems' Nanophosphate® lithium-ion chemistry to provide unmatched power, energy, safety and life.

The TB17 Advanced Lithium-ion Battery weighs 16 pounds, offering a 45% weight savings compared to older, lead-acid and nickel-cadmium alternatives. It is designed primarily for piston and turbine aircraft. The larger TB44 Advanced Lithium-ion Battery weighs 53 pounds, offering a 40% weight savings. It is ideal for the turbine market, including fixed-wing and rotorcraft applications. The TB44 is expected to be standard equipment on soon-to-be-announced production aircraft.

The TB17 (17 ampere hour) and TB44 (44 ampere hour) batteries' Nanophosphate lithium-ion cells offer superior energy density, delivering 3 times the energy per kilogram. These next-generation battery systems are engineered to provide an overall lower cost of ownership with 50 – 75 percent less scheduled maintenance cost. This is the result of 2-year maintenance intervals, efficient engine starts and gaining 2 – 3 times longer useful battery life.

“The advantages offered by Nanophosphate lithium-ion technology over other lithium-ion chemistries are numerous and impressive, but the most significant is undoubtedly safety,” said Rick Slater, True Blue Power division manager. “Nanophosphate lithium-ion is more chemically stable, producing less energetic reactions in the rare event of battery over-temperature or over-voltage.”

In addition to advanced chemistry, the TB17 and TB44 are engineered with several layers of protection. “They're smart packs,” Slater explained. “Safety is addressed at multiple levels including the chemistry, cell design, pack and battery system packaging, and the integration of sophisticated electronic protection systems into the batteries themselves.” The TB17 and TB44 batteries are designed to monitor and communicate temperature, voltage levels, state of charge and health. The TB44 provides intelligent ARINC 429 communication to the cockpit.

Customer deliveries are expected the fourth quarter of 2013. The TB17 is RTCA DO-311 and DO-160G qualified. FAA Technical Standard Order (TSO) C179a certification of the TB17 is pending, with certification of the TB44 to be submitted in the fourth quarter.

## **Quicksilver EMG Makes First Flight**

January 30, 2014 - Adventure Aircraft, a subsidiary of Rainbow Aviation, made successful first flights of its new Electric Motor Glider 6 (EMG-6) at Corning (California) Municipal Airport in December. The aircraft is a joint collaboration between Adventure Aircraft and Quicksilver Aeronautics. The EMG-6 was piloted by aircraft designer Brian Carpenter - towed aloft by a 400-cc Honda quad runner.



Although the aircraft is equipped with a small electric motor to fit into the FAR Part 103 category (allowing for flight without an FAA pilot certificate), all initial flight tests were conducted as a pure glider without any of the drag reduction enhancements and without the use of power. Flight testing will continue into the spring in different configurations: pure glider, glider with a single-engine electric sustainer motor, 40-hp single-engine, twin-engine, and tri-motor.

The EMG-6 aircraft can be built as a single-place, FAR Part 103 ultralight and then legally converted at a later date into a two-place experimental aircraft. The folding wing and folding tail design reduces the machine's storage footprint, making it possible to fold the aircraft and store it in your garage at home. As a single-place aircraft, it can also be flown with a fixed-wing sport pilot certificate without a glider rating.

With a gross weight design limit of 750 pounds, theoretical flights lasting as long as three hours are possible using current battery technology. The prototype aircraft will be flown initially with two 20-hp brushless Predator 37 motors manufactured by Plettenberg of Germany. The motors, controllers, batteries, and propellers are all off-the-shelf components currently used in the giant-scale, radio-controlled aircraft industry. There should be several other currently available powerplants that are viable.

Adventure Aircraft hopes to offer an entry-level kit near the \$10,000 price range and as a fast-build kit requiring less than 80 hours assembly time.

## Seized??

Machinist's Workshop magazine reports they tested penetrates for break out torque required to remove a nut from a "scientifically rusted" environment.

Penetrating oils	Avg torque load to loosen
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No Oil used .....	516 pounds
WD-40 .....	238 pounds
PB Blaster .....	214 pounds
Liquid Wrench .....	127 pounds
Kano Kroil .....	106 pounds
ATF*-Acetone mix .....	53 pounds

The ATF-Acetone mix is a "home brew" mix of 50 - 50 automatic transmission fluid and acetone. ATF-Acetone mix is best, but you can also use ATF and lacquer thinner in a 50-50 mix. Note this "home brew" released bolts better than any commercial product in this one particular test.

Be careful with acetone or lacquer thinner, they both dissolve plastics, paint and rubber.

Note also that "Liquid Wrench" is almost as good as "Kroil" for about 20% of the price.

## 2014 NW Aviation Conference

& Trade Show Aviation Safety Seminars and other important aviation topics! A two day event starting Saturday, February 22, 2014 , at 9:00 am PST at the Western Washington Fairgrounds, Puyallup, WA. This is the Northwest's premier mid-winter aviation event! Attend Safety Seminars, visit with friends and shop during this two-day aviation event! See "Additional Seminar Information" for seminar details. Spend the day and bring your family. The Trade Show is a great way to get your children interested in aviation! There is a nominal entry fee (kids under 17 - free) to the NW Aviation Conference & Trade Show. This entry fee includes most of the seminars. For more details, click on the link.

<http://www.washington-aviation.org/schedule.html>



## Congratulations to Devan Simkins

--for making the cut, and going back to "Oshkosh" this summer.

As some of our members know, EAA 617 was given a trust fund to help their "Young Eagles" programs. This year, they have elected to start spending the funds by sponsoring 3 Young Eagle Cadets to attend the EAA Advanced Sport Air Academy, this summer.

The cadets have to fund their own way to Oshkosh. Last month, Devan's father Eric, approached me to see if our EAA 1345 Chapter could help by matching funds for the air fare. A motion was made and passed to help fund half of the flight, up to \$350. I trust Devan is willing to give our chapter a FULL Report on his exciting summer adventures.

### New SB for RV-6, 7, 8 models

A new service bulletin came out 01-31-2014 for cracks in the HS forward spar

<http://www.vansaircraft.com/pdf/sb014-01-31.pdf>

Long discussion thread here:

<http://www.vansairforce.com/community/showthread.php?t=109360>

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**2014 CHAPTER BOARD:**

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