The Bend High Desert Flyer of Chapter 1345

WEBSITE: http://1345.eaachapter.org/ *KBDN AWOS 134.425* **June 2014, VOL13, #6**

PREZ SEZ:

This is going to be a busy month for us. We are hosting "Grumpy", a B-25 from the "Historic Flight Foundation"!

Along with Grumpy & selling rides, Saturday evening, your chapter is hosting a "40's Swing Dance" (again) @ Steve Gibson's "Red Hangar". Sunday, Fathers Day, we will finish the weekend with the Bend Airports "Wings & Wheels Event".

Like I said, we will be busy. These events are fund raising events for our chapter! We need volunteers for all 3 events, Grumpy rides, "40's Dance", Sunday "Wings & Wheels"! We are selling Burgers & Dogs on Sunday. You need to volunteer! We need members to help park cars, man our booth, sell tickets, set up chairs/ tables, take down said tables & chairs, clean up, decorate hanger. Your chapter needs you to step up and VOLUNTEER!

Last month I asked you, "So what are you doing to help grow EAA 1345? Do you want to grow our chapter?

Elsewhere in this newsletter, there is a reprinted article from EAA National titled "Blast from the past, EAA 1959". It lists ways to kill a chapter. Yes it may be a little negative seeing that we are hosting this month's events but….just a few short years ago, the talk was to disband our chapter.

Still today, there are only a few that do all the work, and they have been doing it all for a very long time! So I am asking again, what do you want to do?

We have some great meetings and GREAT speakers! But hardly anyone shows up! Why not???

Email or call me to voice your thoughts.
I really want to know (good/bad and/or ugly).

Next meeting will be @ Jack Watson's hangar, Wednesday, June 11th starting with pizza & drinks @ 6 o'clock. Lots of stuff to go over for our upcoming events.

Thomas Phy, *President*

Treasurer's Report

Financial: For period 01/1/14 to 05/31/14

TOTAL INCOME	$767.00
TOTAL EXPENSE	$1345.00
NET INCOME (loss)	($578.00)
TOTAL CASH IN BANK	**$2812.79**

Note: YTD loss occasioned by accounting fees for conversion from 501c(7) to 501c(3) and funding for the "Grumpy" project, which should result in a gain for the year.

Jack Watson, *Treasurer*

May Meeting Minutes

A regular Chapter meeting was held on May 14,2014, at Jack Watson's hangar at the Bend Municipal Airport, despite Jack being out-of-town .... thanks Jack!!
However, with our trusty Secretary missing, your newsletter editor omitted to note who was present.
The proceedings included preparation for Wings & Wheels (flyer reprint included at end of this newsletter).
Our very special guest speaker was "newly retired, FAA Inspector" Mike Robertson.

Blast from the Past - From the April 1959 *Sport Aviation* ----- 10 Rules for Killing a Chapter

- Don't come to the meetings.
- If you do, come late.
- Find fault with officers and members.
- Never accept an office; it is easier to criticize than to do things.
- Nevertheless, get annoyed if you aren't appointed to a committee.
- If appointed to a committee, don't attend its meetings.
- If asked by the chairman to give your opinion, say nothing. After the meeting, tell everyone how things should have been done.
- Do no more than necessary. When other members roll up their sleeves to help things along, say the association is run by a clique.
- Hold back your dues as long as possible, or don't pay at all.
- Don't bother getting new members, but if you do, be sure they are gripers like yourself.

Members' projects

Dale just waiting for a signature ....

Pilot, ready! Aircraft, flight ready!

Lloyd Swenson's RV-12 cub scout tour

The Savvy Aviator -- how to lean

Of the many tasks that we have to perform as pilots, leaning the engine is one of the simplest. Leaning is vastly easier than shooting a circling approach in low IMC, picking the smoothest route through a cold front or deciding when to overhaul the engine. Yet no subject I know seems to trigger more discussion and debate among pilots, nor to provide more misinformation and bad advice. Although I usually devote this column to maintenance-related topics, aircraft owners seem to ask me more questions about leaning procedures than just about any other subject. It's obvious to me that, despite the simplicity of this subject, it remains poorly understood by a lot of aviators. So I thought it might be worthwhile to revisit my approach to leaning, and then address some of the questions that pilots seem to have about it. The best source I know for in-depth information about optimal powerplant management is the 2-1/2-day Advanced Pilot Seminars(APS) course developed by my good friends George Braly, Walter Atkinson and John Deakin. This outstanding seminar is offered both as a "live" course several times a year in Ada, Okla., and occasionally elsewhere, and is also available in a home-study, on-line version. Tuition is about $1000 for the live course and about $400 for the on-line course. I've taken both the live and on-line versions, and both are excellent. The objective of the APS course is to offer pilots an in-depth understanding of powerplant management, both theory and practice. It offers a huge amount of information on the subject, and most APS graduates liken the experience to drinking from a firehose. But many pilots are reluctant to invest the time, money and neurons into gaining that level understanding of powerplant management. Many are just looking for a simple, cookbook-like approach to leaning that doesn't require a rocket scientist to master.

Over the past decade, I've evolved a dead-simple approach to leaning that has worked very well for me in my Cessna T310R turbocharged twin. My engines obviously love it, since they're both now more than 900 hours beyond TBO and running great.

The Savvy Aviator -- continued

With minor variations, my approach should work for just about any piston-powered airplane. Perhaps the most controversial aspect of my technique is that I don't use EGT as a leaning reference for cruise flight. EGT is extremely useful for troubleshooting engine problems, but as a leaning reference it leaves quite a bit to be desired in my opinion. That's because optimum EGT varies with cruise power setting, altitude and temperature, so leaning by reference to EGT turns out to be relatively complicated. I find it a lot easier to lean in cruise by reference to CHT and fuel flow. In this respect, I depart from what is taught in the APS course. APS teaches an EGT-based approach that's more accurate but more complicated. I use a CHT-based approach that's dead simple yet still puts me in the ballpark and obviously has made my engines live long and prosper. Here's how I do it. First, I decide upon my objective: Do I want to go fast (i.e., achieve maximum airspeed) or do I want to go far (i.e., achieve minimum fuel consumption)? **If my objective is to go fast**, then I lean so that the CHT of my hottest-running cylinder does not exceed a pre-established target value. That target depends on the aircraft and to some extent the OAT, but for most legacy aircraft (Beech, Cessna, Mooney, Piper, etc.) and most OATs, a target of about 380°F works well. (For more recently-designed aircraft like the Cirrus SR22 or Diamond DA42, with their superior engine-cooling systems, 350°F is a better number.) At unusually cold OATs, the target figure should be lowered a bit. If the CHT of the hottest-running cylinder exceeds the target value, then I enrichen a bit more (if ROP) or lean a bit more (if LOP) to bring the CHT down to the target. Conversely, if the hottest CHT is lower than the target value, I can save a bit of fuel by leaning a bit more (if ROP) or gain a bit of speed by enrichening a bit more (if LOP). Personally, I always cruise LOP for all the reasons cited earlier (cooler, cleaner, cheaper, greener), but your mileage may vary. **If my objective is to go far**, then I lean so that my GPS-coupled fuel totalizer system shows forecast fuel remaining at my destination to be not less than my target minimum fuel reserve (which for me is one hour of fuel at cruise fuel-flow). If the totalizer forecasts that I will arrive at my destination with less fuel than this, then I lean further until the totalizer does show enough reserve fuel. If I find that I cannot lean enough to achieve the necessary fuel-reserve figure without experiencing engine roughness, then I know I'll need to make a fuel stop. If you choose to cruise ROP, then you also have to make sure that you don't lean so far as to exceed your target CHT. If you can't find a mixture that simultaneously yields the required fuel reserve and doesn't exceed the target CHT, then you'll either have to reduce power, switch to LOP operation, or make a fuel stop. If you don't have a GPS-coupled fuel totalizer, then you can calculate your reserves manually from fuel quantity, fuel flow and GPS-derived time-to-destination, but that's a lot more work. For anyone who flies a lot of long-distance fuel-critical missions (like I do), a GPS-coupled fuel totalizer is probably number 3 on the "Things You Just Gotta Have" list, right behind a digital engine-monitor and real-time, satellite weather in the cockpit.

Project OXCART

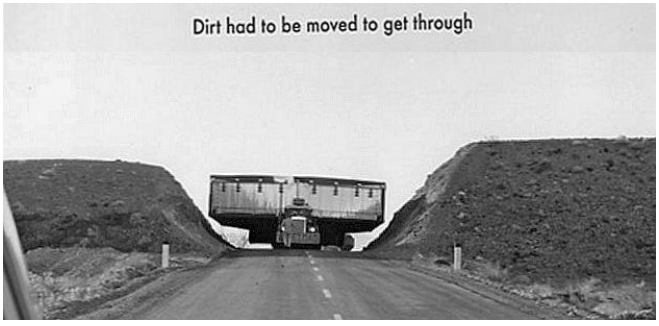
From the beginning of Project OXCART, it was known that the A-12 Archangel and the other -12 versions, the YF-12 and the SR-71 Blackbird would be built in the SkunkWorks within the Lockheed Plant complex in Burbank, California and that the A-12s would have to be transported overland to Area 51 for flight testing, development and training of the Project Pilots.

A-12s at Area 51

Long before the first A-12 airplane was ready for transport, the full scale model was built and had to be taken to the Area for installation on the radar range for studies of its radar cross section. The carriages that contained the model were smaller but all of these were oversize requiring a special travel permit. This trip to haul the full scale model was started in November 1959 and took three days to complete.

The carriage trailers were under construction alongside the A-12 airplanes in the SkunkWorks. Two carriage boxes were built to carry the pre-built airplanes. The larger box would carry the main part of the airplane, while the smaller box was sized to carry the removable outer wing/nacelles pieces as well as the rudders, forward fuselage section and assorted small bits and pieces. Both boxes used a steel framework to mount the carriage wheels and tow system.

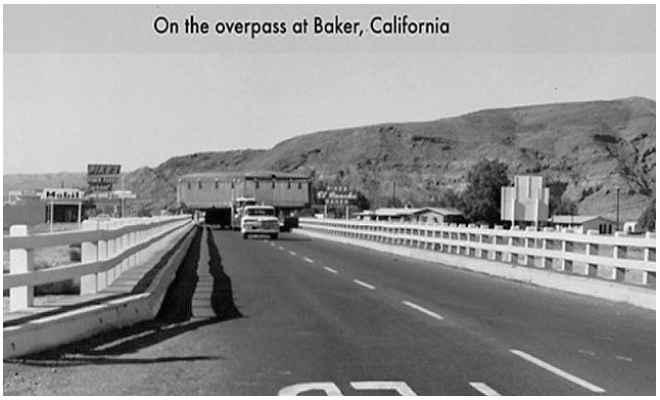
Both trailer boxes were designed to be towed by Lockheed furnished tractors. The large box featured tail wheels, steerable by a local operator on either side of the carriage.



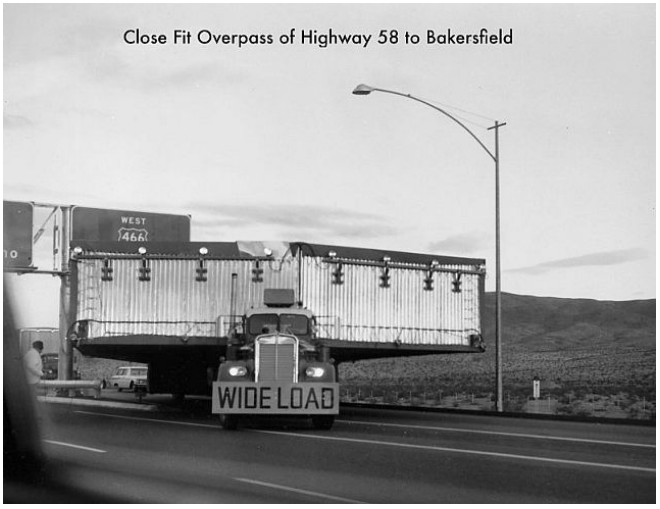
Project OXCART -- continued

The large box was 105 feet long with a width of 35 feet, truly a wide load by any standard.

The first convoy departed Burbank on 26 February 1962 and arrived three days later. The prototype A-12 was known as "Article 121". The second convoy carrying Article 122 departed for Area 51 on 26 June 1962, followed by Article 123 in August 1962. The two-seat Article 124 got to the Area in November 1962. The rest of the A-12s and the three YF-12s arrived by mid 1964.



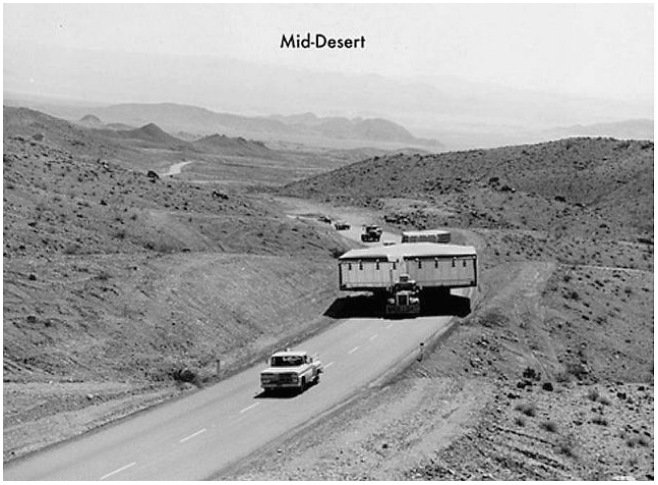
An early survey shows the route to be basically out the Lockheed plant north bound on San Fernando Road to US HWY 99 toward Gorman, then eastward toward Mojave and on to Barstow. Then onward to Baker where the route moves North towards Death Valley and on to Lathrop Wells and US HWY 95 to the entrance to the Nevada Test Site at Mercury and on to Area 51. The California State Police provided escort and had long poles along the route to clear hanging power lines or un pin road signs hinged for clearance purposes. Travel was allowed on mid week days only; no movement on the weekends or holidays.



These carriages were used to repeatedly move the fully built A-12s and the YF-12s from Burbank to Area 51.

The end of the road was the main hangar complex at Area 51 where the airplane was off-loaded into the hangar for re-assembly.

Eighteen trips were made to Area 51 and three trips were made to Palmdale to carry the first three SR-71s built

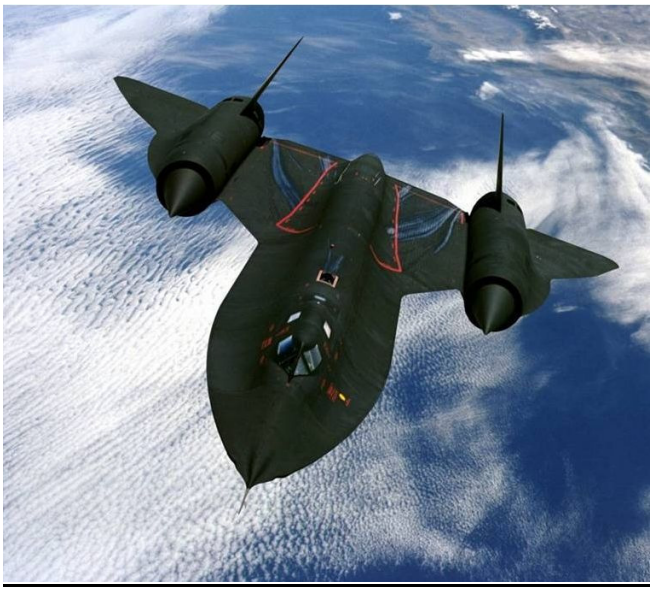


For the full and fascinating description of Project OXCART, several pictures showing how close the box comes to signs, bridge abutments etc., go to:

http://www.roadrunnersinternationale.com/transporting_the_a-12.html

Thanks to the research of Frank Murray, A-12 Pilot and Roadrunners Internationale Historian

All this culminated in the SR-71 ---



Wings & Wheels

June 13-15, 2014 at the Bend Airport

Come experience a little history and MORE! Give Dad a treat on Father's Day Weekend!

Friday, June 13

- B-25 Bomber "Grumpy" arrives from the Historic Flight Foundation in Washington
- Media flights & scheduled rides

To reserve a flight on the B-25, contact 425-348-3200 or email at visitorservices@historicflight.org

Saturday, June 14

All Day (9am to 5pm)

- B-25 "Grumpy" rides (morning)
- B-25 "Grumpy" tours (afternoon)

6:30pm – 10pm

- 40s Swing Dance with *"The Notables"* live 18-piece swing band in the Red Hangar (Gibson Air Service)
- "Country Catering" Dinner (starting at 6:45pm)
- Tickets for the dance and dinner: $25/person in advance, $30/person or $55/couple at the door

Sunday, June 15

All Day (8am to 4pm)

- B-25 "Grumpy" rides and tours
- Classic auto displays
- Airplane displays
- Motorcycle displays

8am to 10am

- Pancake Breakfast (provided by EAA Chapter 617)

8am to 11am

- Young Eagles flights

11am to 2 pm

- Burgers & Dogs (provided by EAA Chapter 1345)

Wings & Wheels is sponsored by EAA Chapter 1345 "High Desert Flyers"
Call for more information
541-306-1500 *or* 607-591-1714 *or*

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