



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

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PREZ SEZ:

Hello all, Last month, we were treated to some great hospitality, food, drinks and a show! Not a bad deal for just showing up!

Thank you Electronics International, especially to Ross Morrison for inviting us and feeding us. Great Job and a great new instrument! Ross's baby lives.

For this month's meeting, you need to bring some tools! (More like a flash light, mirror and a pen) Dale Anderson actually wants us to "Inspect" his Sonex as it is almost ready for flight. He is located just north of the "Air Link" hanger, in the city hangers. Yes I'll have the sign out. When? Wednesday, October 9th starting around 6 o'clock. Friends, family and neighbors are always welcome

The weather has definitely turned so **how about making October 9th a "Chili Night"!** I'll bring enough for about 10 people and I've got the bowls and spoons so bring out something to share and lets feast! (just keep it off the plane please)

We now have a venue for the chapters December meeting/ **Xmas dinner**. I have reserved the "great hall" at the Black Bear Dinner. Mark it on your calendars for **Wednesday, December 11th**. Email your reservations to me so I can give them a count. That way they can have enough servers for us, maxfly55@gmail.com

Again, EVERYONE is welcome. Menu selections available and I've asked that they bill separately.

See you there!

Thomas Phy, President

Treasurer's Report

Financial: For period 1/1/2013 to 9/30/2013

Total Income:	\$3763.95
Total Expense:	\$2443.90
Net Income (Loss)	\$1292.85
Cash Balance:	\$3408.79

Jack Watson, Treasurer

September Meeting Minutes

Minutes of a regular meeting held on September 11, 2013, at the offices of Electronics International, at Bend Municipal Airport.

ATTENDEES

In attendance were, Tom Phy, Jack Watson, Dale Anderson, Bruce Myers, Henry Graham, Mike Bond, Bud Candland and Charles Brown, Devon Simpkin, Scott Allen, Jim Mateski, Erik Rustand and Rob Norris.

INFORMAL MEETING

The informal/social portion of the meeting began at approximately 6:00 PM when attendees were treated to pizza and soft drinks courtesy of Electronics International.

CALL TO ORDER

President Phy officially called the meeting to order at 6:30pm

September Meeting Minutes -- continued

MINUTES & TREASURER'S REPORT

As both the minutes of the August 14th meeting as well as the Treasurer's report were published in the newsletter, they were both accepted as published.

OLD BUSINESS

None

NEW BUSINESS

President Phy then made a few short business announcements and remarks concerning the recent death of EAA founder Paul Poberezny and the fatality at Prineville Airport culminating with the announcement that the Comanche IS FLYING (with problems!).

He then turned the meeting over to Ross Morrison, of Electronics International who gave the group assembled the lowdown on EI's latest entry into the Engine monitoring field, a circular instrument designed to drop into a 3.5 inch hole in an instrument panel with just about everything you could wish for in an engine analyzer.



Ross Morrison of Electronics International

ADJOURNMENT

The meeting then adjourned at 7:30 pm to reconvene at the Ellsberg hangar at 7:45pm when Erik Rustand displayed EI's latest engine analyzer, as described above, which he installed on his plane earlier in week.

Jack Watson, Secretary/Treasurer

Oregon to honor aviation in October

September 26, 2013 By Dan Namowitz, AOPA

By official proclamation, the state of Oregon will participate in a month-long appreciation of aviation in October, and the governor has encouraged all Oregonians to come along for the ride.

Gov. John Kitzhaber recognized the critical role general aviation and community airports play in citizens' lives, and underlined the need to keep aviation strong, in proclaiming Aviation Appreciation Month in Oregon this October.

The proclamation, signed Aug. 22, was celebrated by participants in the Oregon Aviation Industries Summit in McMinnville on Sept. 19.

The gubernatorial nod of appreciation for aviation helps create public awareness that Oregon is home to 97 public-use airports and more than 360 private airports. Oregon has more than 11,000 pilots, and is the base of operations for more than 8,000 general aviation aircraft. The proclamation also recognizes that Oregon's aviation system supports more than 400 aviation-related businesses in 78 cities. The state's airports create more than 12,000 jobs with an average salary exceeding \$62,000.

Put it all together and you can attribute \$2 billion in economic activity from aviation in Oregon, Kitzhaber said, proclaiming October 2013 as Aviation Appreciation Month in the state and encouraging "all Oregonians to join in this observance."

AOPA actively works to serve general aviation in Oregon, and collaborates closely with the Oregon Pilots Association, Pacific Northwest Business Aviation Association, the National Business Aviation Association, and other organizations. AOPA members can stay informed about developments concerning aviation issues in Oregon by visiting the Northwest Mountain Region page on AOPA Online.



F-117 stealth?

Don't upset THIS crop-duster ...

The Archangel, a much-modified Thrush Ag plane, was shown publicly for the first time at the 2013 Paris Air Show. It is fitted with precision optics and laser targeting systems with border patrol and surveillance in mind, able to loiter for hours at altitudes up to 22,000 feet, and hit targets on the ground with precision munitions



The Archangel is outfitted for armed patrol by a crew of two, with a pilot in front and a mission specialist in back to handle surveillance monitoring and weapons targeting. After accepting a stock Thrush from the factory (minus the sprayers and avionics) IOMAX sets to work adding an electro-optic/infrared (EO/IR) turret with laser range-finding and target designation capability, along with hard points for the same AGM-114 Hellfire missiles used extensively in the CIA campaign of Predator strikes in Afghanistan and Pakistan.

The Archangel now being militarized by North Carolina-based IOMAX, is positioned to compete with unmanned alternatives for those who want to bomb on a budget.

The same hard points can be fitted with precision-guided bombs up to 500 pounds each, or rocket pods. Weapons and surveillance systems can be customized based on the customer's needs, and the total package can cost less than what the U.S. Air Force is paying for the MQ-9 Reaper: \$16.9 million in fiscal 2013, slated to increase \$22.6 million in 2017, according to federal budget documents. IOMAX can turn a Thrush 710 into an Archangel in about 45 days, and packages the aircraft with flight crew training, maintenance training and support, and related services. Prices vary depending on configuration, but the company said the goal is to ship the Archangel at \$10 million per airframe, or less—perhaps significantly less.

IOMAX started arming crop dusters in 2009, purchasing 24 Air Tractor AT-802 models for arming and sale to the United Arab Emirates. They now deal with Thrush Aircraft, which produces very similar aircraft with a common design lineage.

The combination of a large wing, high-powered engine, large payload capability, and the ability to remain on station for hours make the crop dusters uniquely qualified among GA aircraft for armed surveillance.

Thanks to Sonja Englert for these folding wing contrasts from Oshkosh



Trey Johnson is back with refinements to the roadable Sportsman



Wish I could easily do this with my airplane.

Also, a Pink Panther visited Oshkosh



B-17G 'Chucky' visited it's new home ...



B-17G at Airshow of the Cascades, Mount Jefferson
Photo by: Gary E. Miller

More from the Madras Airshow



Bud covered for the Chapter on Friday ...



... and your Prez, Tom, and Newsletter Editor on Saturday

Cessna designs low-cost military jet

Offered to military as tactical surveillance aircraft

Cessna Aircraft has secretly developed a composite-skinned, twin-engine military jet for intelligence gathering, reconnaissance, surveillance, and limited strike capability. Engine tests have been completed with a first flight set in the next two or three weeks. The aircraft was built for AirLand Enterprises owned by Textron, which also owns Cessna.

If purchased by the U.S. Air Force or other military organizations, it would enter low-level production at Cessna in 2015. AirLand officials are hoping it will become the jet of choice for border patrol, air defense operations, counter narcotics, and maritime surveillance—especially Air National Guard missions. It is said to cost more than a twin-engine turboprop but much less than a fighter jet.

That puts it in a wide range of more than \$10 million but less than \$80 million, approximately the cost of an F-16 with spare engines and parts. You can see a video of it [here](#).

F. Whitten Peters, a former secretary of the Air Force, is an investor in and advisor to AirLand Enterprises. The [Scorpion](#) was announced at the Air Force Association convention in National Harbor, Md.

The airplane is a clean-sheet design not based on any Cessna models, but borrows the Honeywell 731 engine seen on many civilian business jets over the years including those made by Cessna. It also incorporates some technology seen on Citation jets.



The company claims an operating cost of \$3,000 per hour with a top speed of 450 knots true airspeed.

Cessna CEO Scott Ernest said the jet offers Cessna an opportunity to diversify its product line according to a story in the *Wichita Business Journal*. "We basically paid for this on our own nickel through Textron, and it's our way of trying to put a very affordable product out there for the military to use," Ernest is quoted as saying. The aircraft was built at Cessna's Pawnee Street facility.

"AirLand Enterprises is a group of experienced aerospace and defense executives dedicated to bringing an effective, low-cost, ISR/Strike jet to domestic and international military markets, replacing aging aircraft and complimenting high-end, multirole fighters," a Textron press release said Sept. 16. The aircraft features straight wings with plenty of room for sensors or munitions and a V-tail.

Cessna, like many general aviation companies, has sold aircraft to the military before, including sales in Iraq and Afghanistan. Diamond Aircraft virtually saved its bottom line with sales to military and government markets.

2012 CHAPTER BOARD:

President Tom Phy 541-306-1500
 maxfly55@gmail.com

Vice-president Henry Graham 541-383-0096
 grahamhenry44@yahoo.com

Secretary Jack Watson 541-408-5614
 jswatson30@cs.com

Treasurer: Jack Watson 541-408-5614
 jswatson30@cs.com

Young Eagles open
Coordinator

Newsletter Ed. Mike Bond 541-317-8443
 mvbond@q.com