



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

April 2018, Vol. 17, #4

PREZ UPDATE:

Greetings everyone. Well.....The flying season is upon us....or at least it will be when the weather gives us a break.

First things first, a Tom update. He is pretty good for someone going through chemo and radiation treatments at the same time. His last one for a month is this Wednesday (meeting day). After that he gets about a month off. They will then give him another MRI and decide where he needs to go from there.

Meredith has been a god-send for Tom. She has been taking him to his appointments, out to the airports, and anyplace else he has had to go. On top of that she has been taking care of him since he was released from the hospital. We all need to go and personally thank her for her time and generosity.

Our meeting this month, **on April 11, 2018** finally has something interesting. After our initial gathering at 6:00 pm at Builders Assist (EAA) hangar we will have our regular pizza and BBQ dinner. Then, around 7:00 we will all load up and drive to the east side to Silvano's hangar where he will show us his Taylorcraft rebuild.

His workmanship is outstanding and this will be a treat for all to see. Don't miss this one.

Last announcement:

Tom is selling pretty much everything in our hanger. His RV-7 kit is going for \$15000. He has several carpentry tools available, as well as his motorcycle and his RX-7. The bike and car both need work. Tom wants to keep his BD-5 kit for now.

Get with Tom, Dale, or myself if you might be interested. First come, first serve.

Mike Robertson
Vice President

Treasurer's Report

Financial For period: 01/01/18 to 03/31/18

TOTAL INCOME	\$827.20
TOTAL EXPENSE	\$ 68.17
NET INCOME	\$758.83
TOTAL CASH IN BANK	\$10,334.89

\$\$\$\$ Please note Dues are still due \$\$\$\$

Jack Watson,
Treasurer

March Meeting Minutes

Minutes of a regular meeting of The Chapter held on Wednesday, March 14, 2018, 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 12 in attendance who signed the roster at this meeting.

DINNER

We had of pizza and hamburgers.

CALL TO ORDER

The meeting was opened at 6:30 PM by Dale Anderson. Mike Robertson was not present as he was out of town. Two speakers were lined up, but they both had other commitments come up. In lieu of a guest speaker, we discussed some of our upcoming plans and ideas.

PROGRAM

The Chapter has decided to host the Ford Tri-Motor sometime during the summer of 2019. We will need a huge hangar in which to store the aircraft at night. There is a hangar in Sunriver that would likely work well.

We would like to do some sort of joint event, like an Airport Day, with AirLink. We also discussed doing something in conjunction with WAAMM in Hood River and/or Erickson's Museum in Madras. A Fly-out to the Museum was suggested, and would be fun and interesting to many. An event with the local Soaring Club was also discussed. It was suggested that our Chapter might be able to work with the local Civil Air Patrol squadron during their Labor Day Glider Event.

A few members brought up the idea of starting a flying club. There was positive feedback to that idea. We would like to get a flying club going sometime soon.

At about 7:45 the meeting was then . . .

ADJOURNED

Faye Phillips

Secretary

--- Solo ---

*... helps us remember the thrill of flying
an airplane alone for the very first time.
Here are three stanzas from Solo.*

*The earth rolls by beneath my wings,
My mind dwells not on other things,
For as my nose points towards the sky,
I can't believe I'm going to fly....*

*Five hundred feet; It's time to turn,
There is still so much I have to learn.
Ease the yoke and now the rudder,
The trick is not to make her shudder.*

*Thump! I'm down! It feels so good,
Nothing to it, I knew I could.
Take heart my friend and have a try,
For now I know that I can fly.*

By Patrick J. Phillips



US Marines at KBDN, Aug 2017

Young Eagles Support Group Meeting

Agenda

Young Eagle & Eagle Meeting

3 to 6 pm, April 11, 2018

3 PM Intro to airplane building: Progression on the Glastar Project. Instruction as needed.

Weather permitting: Introduction to flights for Young Eagles (age 8 to 17), Eagles (18 & up). Plans for who can fly when?

Explanation of what a pilot needs to fly Eagles & Young Eagles. A completed and signed form is required prior to flight. Airplane tours as time permits.

5 PM FAAST topic: Smart Cockpit Technology

5:30 Flight Safety Discussion – How much time is needed viewing the instruments as compared to looking outside. Examine times when inside versus outside demands your attention. Practice some examples. (See & avoid)

6 PM Burgers & Pizza

6:30 **EAA Chapter 1345, High Desert Flyers,** Tour of reconstructed aircraft in nearby hangar.

Where: Bend Builders Assist (EAA) hangar,
Bend Municipal Airport

Why: For Education, Safety, and FUN with
airplanes

Dale Anderson

Young Eagles Coordinator

COLD ENGINE?

What is the danger of taking off with a cold engine? First let's talk about cylinder head temperature. Setting takeoff power causes a rapid buildup of engine heat. If the cylinders are not yet warm, this rapid temperature change can cause cylinder damage. So it clearly would not be good to go from engine start right to takeoff power. In most situations by the time the run up is complete the cylinder head temperature is OK for takeoff.

Now let's look at oil temperature, very cold oil is less able to lubricate all those expensive engine parts. Further, the thicker oil causes the oil pressure to be higher and in an extreme case could cause the oil pressure to exceed the maximum allowable pressure on takeoff, possibly causing oil loss. Another danger of taking off with very cold oil is the possibility of the oil congealing in the oil cooler which can block the cooler and result in an extremely high oil temperature.

Not all aircraft need to have the oil temperature in the green prior to takeoff. Some require a specified warm up while others do not. For example, the POHs of many aircraft equipped with Lycoming engines say if the engine is warm enough to take full throttle without hesitation, it is warm enough for takeoff. So in that case there is no requirement to get any temperature, oil or cylinder head up to a specific value. On the other hand, the Cirrus SR-22 POH says the oil temperature should be at least 100F before takeoff. My recollection for the DC-3 is that on that aircraft there was a minimum oil temperature specified prior to run up and yet another minimum temperature prior to takeoff.

The greatest engine damage during cold weather operations is caused by allowing the engine to run fast as it is started. It takes a few seconds to get the oil flowing at engine start and the RPM should be kept as low as possible during this time since lubrication is not at its best. Most manufacturers recommend pre heating the engine below certain temperatures to improve early lubrication and reduce engine wear during this critical period.

So, best practice regarding engine warm up is to follow the pilots operating handbook for your airplane, pre-heat when recommended and keep that RPM low when starting."

A Tribute to the Forgotten Mechanic

When man first started his labor in his quest to conquer the sky,
He was designer, mechanic, and pilot,
And he built a machine that would fly.

But somehow the order got twisted,
And then in the public's eye
The only man that could be seen
Was the man who knew how to fly.

The pilot was everyone's hero,
He was brave, he was bold, he was grand
As he stood by his battered old airplane
With his goggles and helmet in hand.

To be sure, these pilots all earned it,
To fly you have to have guts
And they blazed their names in the hall of fame
On wings with bailing wire struts.

But for each of these flying heroes
There were thousands of little renown,
And these were the men who worked on the planes
But kept their feet on the ground.

We all know the name of Lindbergh,
And we've read of his flight to fame
But think, if you can, of his maintenance man.
Can you remember his name?

Now pilots are highly trained people
And wings are not easily won,
But without the work of the maintenance man
Our pilots would march with a gun.

So when you see the mighty aircraft
As they mark their way through the air,
The grease-stained man with the wrench in his hand
Is the man who put them there.

Author unknown

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