



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

AUGUST 2013, VOL12, #8

PREZ SEZ:

August is the chapters annual BBQ! Jack Watson is taking the lead on this event so bring your wives/ significant others, family, friends and neighbors!

Steve Gibson has offered his “**RED HANGAR**” for the meeting so it will be another great event for our chapter. Bring a dish if you would like and the chapter provides (for a small fee) the main course!

So mark your calendars for Wednesday, August 14th, 6 PM till we are outta food or stories to tell!

Adult beverages are welcome but please leave your pets at home, thank you.

As I am putting these words to paper (silicon wafer?) my trusty old Beemer bike is loaded up and ready to head East! I’m planning on a 3 day ride and some ibuprofen to help ease the old bones. A week at “Oshkosh” and then back on the “northern” route as “Sturgis 2013 Round Up” is happening in South Dakota! I’ll be a little early for it but there should be plenty of Harleys for me to chase down. Yea, I’d rather be flying but decided to make an adventure of it anyway ;).

Dale Anderson is now a private Pilot with a newly minted “license to learn”! That along with a beautiful new abode, congratulations Dale and Lynn! (Looking forward to lots of parties there).

Saturday, August 10th is Prineville’s “Airport Day” from 8 am to 3 pm. All are welcome and I hope to see a good turnout from 1345!

Also on August 23rd -24th, the Madras “Airshow of the Cascades” I hope to be able to have a table set up for our chapter. Volunteers welcome!

Till we meet @ the BBQ, watch out for density altitude!

Thomas Phy, President

Treasurer's Report

Financial: For period 1/1/2013 to 7/31/2013

Total Income:	\$3736.75
Total Expense:	\$2392.90
Net Income (Loss)	\$1343.85
Cash Balance:	\$3452.79

Final Recap of B-17 Project:

Income	\$3,094.45
Expense	\$1,809.91
Gain on event	\$1,284.54

Jack Watson, Treasurer



ScaleWings and FK-Airplanes - Exhibit B2, 101

German designer Peter Funk showed his new Bücker Jungmann, the FK 131 microlight patterned after 1930s-style aircraft that will be manufactured in a limited series. ScaleWings Modelltechnik GmbH and its owner, Hans Schwöller, in cooperation with FK-Lightplanes, also debuted a new reproduction of the legendary P-51 Mustang, the FK-51 Mustang.

July Meeting Minutes

Minutes of a regular meeting held on July 10, 2013, 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, Henry Graham, Mike Bond, Devan Simpkins, Eric Simpkins, Ken Muinch, Cayden Spivey, Steve Jensen, Sue Jensen, Robert Read and Anita Read .

CALL TO ORDER

President Thomas Phy officially called the meeting to order at 6:30 p.m., followed by self-introductions and short business meeting.

MINUTES & TREASURER'S REPORT

As both the minutes of the July 10th 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 the following announcements:

He has secured the use of the Gibson Hangar for our August BBQ.

We need volunteers for Airshow Of The Cascades, which will be held at Madras airport on August 23rd and 24th where our chapter has been offered a table to display our wares.

Announced that Len Fox had experienced an engine failure and off field landing in his turbine-powered L-2 --- fortunately, no injuries.

Discussed who was planning to attend the Reno Air Races in September.

Dale Anderson is going to have a "house warming" on Wednesday evening the 17th to celebrate his recent move from renter to homeowner as well as the acquisition of his new Private Pilot certificate and invited all to attend.

Discussed an upcoming meeting in Prineville regarding the proposed expansion of the current MOA South of Bend as well as additions to the other Oregon MOAs.

The business portion of the meeting then adjourned at 6:50 pm.

PROGRAM

The guest speaker for the evening, CarolAnn Garratt then made a fascinating presentation of her two round-the-world flights on behalf of and as a spokesperson for, Lou Gehrig's disease, which claimed the life of one of her parents.

ADJOURNMENT

The meeting adjourned at 7:55 pm to reconvene, at the regular meeting place, on August 14, 2103.

Jack Watson, Secretary/Treasurer

Aviat Husky powered by natural gas

The first airplane powered by compressed natural gas (CNG) is being unveiled at EAA AirVenture after flying more than 1,000 miles from Afton, Wyo.

The Aviat Husky with a 200-horsepower Lycoming engine is the first aircraft that can run on avgas or CNG, and the change can be made with the flick of a switch in the cockpit.



The Husky A-1C is fitted with a CNG tank in addition to standard wing tanks that carry up to 50 gallons of avgas.

Aviat Husky – continued

Greg Herrick, president of the Aviation Foundation of America, approached Stu Horn, president of Aviat Aircraft, with the idea of a CNG-powered Husky in early 2013.

“Among the many advantages of using CNG are fuel cost savings, cleaner burning fuel, and no lead emissions,” Herrick said. “I’m impressed with how Aviat readily agreed to tackle this project, working with a team of engineers and craftsmen within the aviation and natural gas industries. The result is a sophisticated solution which can be readily applied to a variety of piston-powered aircraft.”

CNG is about 80 percent less expensive than avgas, contains no lead, and reduces smog by 90 percent and carbon dioxide by 30 percent. Engine oil remains cleaner longer, improving engine longevity.

Giant Concrete Arrows Point Your Way Across America

Courtesy of Aviation Archaeological Investigation & Research

Every so often, usually in the vast deserts of the American Southwest, a hiker or a backpacker will run across something puzzling: a huge arrow, seventy feet in length, just sitting in the middle of scrub-covered nowhere. What are these giant arrows? Some kind of surveying mark? Landing beacons for flying saucers? Earth’s turn signals?



On September 18, 1920, the United States opened its first coast-to-coast airmail delivery route, just 60 years after the Pony Express closed up shop.

There were no good aviation charts in those days, so pilots had to eyeball their way across the country using landmarks.

The United States Post Office Department (now the Postal Service) solved the problem with the world’s first ground-based civilian navigation system: A series of lit beacons that would extend from New York to San Francisco. Every ten miles, pilots would pass a bright yellow concrete arrow.

At the top of a 51-foot steel tower was a 1 million candlepower-rotating beacon. Pilots could see the clear flash of light from a distance of 40 miles. Also at the top of the tower were two color-coded 100,000 candlepower course lights. These pointed up and down the airway. They were colored green, signifying an adjacent airfield, and red, signifying no airfield. The course lights also flashed a Morse code letter. The letter corresponded to the number of the beacon within a 100-mile segment of the airway.

By 1924, just a year after Congress funded it, the line of giant concrete markers stretched from Rock Springs, Wyoming to Cleveland, Ohio. The next summer, it reached all the way to New York, and by 1929 it spanned the continent uninterrupted, the envy of postal systems worldwide.

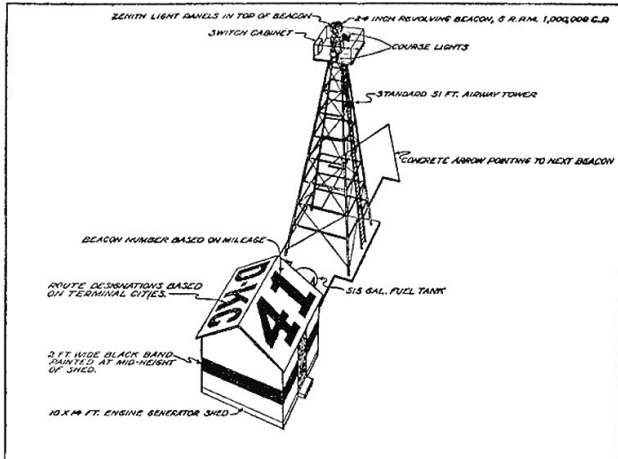
Regular scheduled night service on the Transcontinental Air Mail Route started on July 1, 1924. Now operating around the clock, Air Mail was able to cross the nation in 34 hours westbound and 29 hours eastbound. By the fall of 1924, the lighted segment extended from Rock Springs, WY to Cleveland, OH. By the summer of 1925, it extended all the way to New York.



On July 1, 1927, the U.S. Post Office ended its Air Mail operation. The Transcontinental Air Mail Route, and other air mail routes, were turned over to the fledgling Airways Division in the Commerce Department’s Bureau of Lighthouses. The Airways Division continued with the development of lighted airways. An improved version of the beacon was fielded in 1931.

On January 29, 1929, the rotating beacon at Miriam, NV was turned on, lighting the last beacon in the Transcontinental Air Mail Route.

Giant Concrete Arrows -- conclusion



Standard Airway Beacon Installation (1931)

By 1933, the Federal Airway System operated by the Airways Division comprised 18,000 miles of lighted airways containing 1,550 rotating beacons and 236 intermediate landing fields. Air Mail pilots routinely navigated the skies during the night, following the "signposts" of the rotating beacons.

The Commerce Department decommissioned the beacons in the 1940s. The steel towers were torn down and went to the war effort.

But the hundreds of arrows remain. Their yellow paint is gone, their concrete cracks a little more with every winter frost, and no one crosses their path much, except for coyotes and tumbleweeds. But they're still out there.

For further reading, see:

<http://www.atchistory.org/History/nightnav.htm>



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
Coordinator open

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