



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

March 2018, Vol. 17, #3

## PREZ UPDATE:

Greetings and a Merry March to everyone.

First things first: Tom is doing better these days. He is going through both chemo and radiation. He is working on his Mazda right now.....finally.

And with March upon us we are headed into the new flying season.

A couple or more things to keep in mind and to question. When did you fly last? When was the last time you started the engine? Are your databases and maps up to date? Is your medical status current? Is your biannual flight review current?

These are just a few of the things to start thinking about now.

And on a final note, our tour of Silvano's Pacer project had to be postponed until April due to a conflict with a business meeting. If anyone has an idea for this month's meeting let me know.

**Join us on March 14 at 6 PM for Burgers &/or Pizza followed at 6:30PM by the Chapter 1345, High Desert Flyers, monthly meeting at the Bend Builders Assist (EAA) hangar, Bend Municipal Airport**

*Mike Robertson*  
Vice President

## Treasurer's Report

Financial For period: 01/01/18 to 02/28/18

TOTAL INCOME	\$746.20
TOTAL EXPENSE	\$ 48.37
NET INCOME	\$697.83
<b>TOTAL CASH IN BANK</b>	<b>\$10,273.89</b>

\$\$\$\$ Please note Dues are due1 \$\$\$\$

*Jack Watson,*  
Treasurer

## February Meeting Minutes

Minutes of a regular meeting of The Chapter held on Wednesday, January 10, 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 17 in attendance who signed the roster at this meeting.

### DINNER

We had dinner consisting of hamburgers prepared by our in-house chef, Mike and pizza from Costco. We also had Valentines cookies and candy, brought by a few members.

### CALL TO ORDER

Our guest speaker cancelled two days before the meeting; his work schedule changed and he was unable to make it to the meeting. The meeting turned out to be an informal and intimate (hey, it's Valentine's Day, after all!) time of fellowship and sharing.

**PROGRAM**

Our President, Tom Phy, has returned and was the star of the evening. We are all so glad that Tom is doing as well as he is and is recovering from his recent medical issues, though he still has a lot ahead of him. We are all keeping Tom in our thoughts and prayers.

As we ate dinner, several members talked about their projects, and some shared aviation stories and we just had a relaxing time of sharing and comradery. A few points from our talks included discussion of how Leading Edge’s purchase of Pro Air affected the airport (fuel availability and price) and the new flight school that opened at Bend Aircraft Mechanics hangar at the north end of the airport. Mike Robertson said that he and Tom will be selling an RV-7 kit; they are still working on the price, but estimated around \$15,000. Please contact them if you are interested. Jack Watson, our Treasurer, reminded everyone that if you haven’t paid your dues yet, please get the funds to him as soon as possible.

At 7:45 the meeting was then . . .

**ADJOURNED**

**Faye Phillips**

Secretary

**Help wanted**

- learn some basic airplane building skills.  
No prior experience required.  
All ages & abilities welcome.

You name the days and times you would like to work and I will try to make that happen.

Thank you,            =  
Dale

**Young Eagles Support Group Meeting**

**Young Eagles & Eagles Meeting  
3 to 6 pm, March 14, 2018**

**3 PM** Intro to airplane building: Progression on the Glastar Project. Help will be provided for use of basic tools. Everything is provided.

Weather permitting: Introduction to flights for Young Eagles (age 8 to 17), Eagles (18 & up). Plans for who can fly when? A completed and signed form is required prior to flight. What a pilot needs to fly Eagles & Young Eagles. Airplane tours as time permits.

**5 PM** FAAST topic: Practice and simulation of selected emergency procedures while flying.

**5:30** Flight Safety discussion – “Cold Weather Flying - Trips, Slips, and Tips”.

Engine concerns, fuel, snow, dense air, clothing, visual issues, icing, condensation, etc,

**6 PM** Burgers &/or Pizza

**6:30 EAA Chapter 1345, High Desert Flyers, Monthly Meeting**

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

Why: For Education, Safety, and FUN with airplanes

*Dale Anderson*

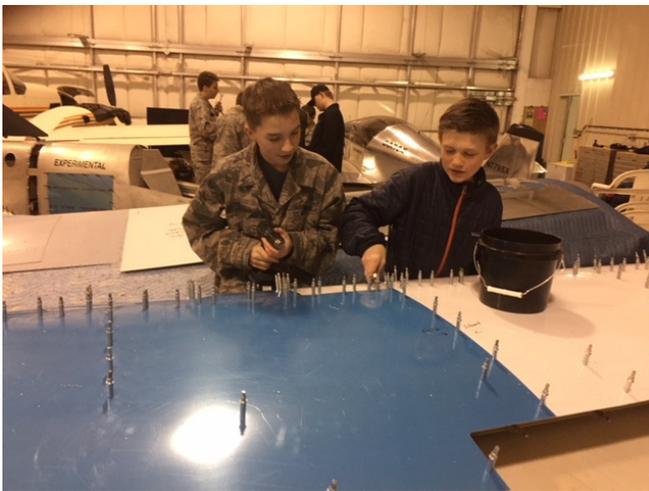
*Young Eagles Coordinator*



**Fred & Dale riveting ...**



*... and Young Eagles too ...*



*There was also the opportunity to disassemble an engine ...*



### ***Best method for making a single engine airplane emergency descent?***

This is a very good question because, if you really need to do one, your life may depend upon your ability to do it correctly.

It is also a great question because the private pilot practical test now requires private pilot applicants to demonstrate this maneuver. Previously it was required only for commercial and higher pilots.

Let's start with defining what we want to do. Emergency descent means we want to get on the ground as quickly as possible. We have a big problem like an engine fire or smoke in the cabin or some other very serious problem.

OK, now it is time to dig out that pilot operating handbook to see what it says. If there is a procedure there, that will be the best way to do it. You can bet that the manufacturer has tested the various ways and found the best one. So now you need to memorize it because if your pants are on fire, you won't want to be looking around for the handbook.

Here is a little problem; many of the airplanes we fly do not have a published procedure, so we have to make one up.

## Emergency descent -- continued

Actually, there are only a few things to consider so let's look at them.

Naturally, we will close the throttle as a first step. If your airplane has a constant speed propeller you should select high RPM or flat pitch. Then comes the decision, should I slow to gear and flap speed or descend clean at red line? If you have no retractable gear or flaps this is an easy one. If you do have retractable gear and/or flaps, you need to first try slowing to gear speed and then descending at maximum gear speed while checking your rate of descent. Then try it again with both gear and flaps out and at maximum flap speed, usually a slower speed but a lot more drag.

Some pilots are reluctant to practice these maneuvers because they feel it is not good for the engine to cool off rapidly ... and they can be correct. However, there is no reason you can't do these tests while maintaining some power on the engine rather than closing the throttle all the way. As long as you keep the power the same for all the tests your results should be accurate.

Whatever method works in your airplane, rolling into a steep bank will also increase the load factor on the airplane and increase the rate of descent. Not only that but it provides a good way to clear the area below you as you descend.

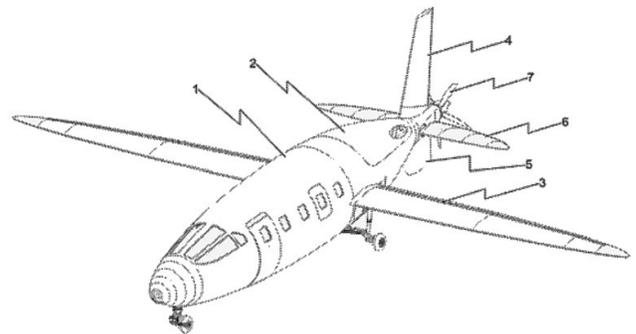
Then there is also the slip. In some airplanes, this is the only tool available. Slipping increases the drag and therefore increases the rate of descent. Since drag increases by the square of the speed, the faster airspeed you can use in the slip the greater rate of descent you can achieve.

So the bottom line is, know and practice the emergency descent procedure if you have a published procedure. If not, you need to experiment a bit to find out what works best for your airplane."

## Mystery airplane ... what is it?



What is this aircraft? It was parked at transient parking at the Southern California Logistics Airport. It is a pusher prop driven plane with a conventional tail. High aspect ratio un-swept wings. Odd shaped fuselage. Any ideas?



The sketch is from a patent, probably for this aircraft

It is the Otto Aviation Celera 500L ... this is the only one registered with the FAA.

Looks like full width ailerons or flaperons, all-moving vertical and horizontal stabilizers, a tiny pusher prop and unknown engine technology. What is it for? Probably a very high efficiency, low drag design ... one report says that it is "intended as a passenger airplane able to fly long distances from small local airfields." But Otto Aviation "could not comment on the aircraft in any way". So it's still a mystery airplane ...

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