



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

November 2018, Vol. 17, #11

PREZ SEZ:

Hello everyone,
My attention this past month has been focused on assembling the new engine for my Sonex. Trying to squeeze a turbocharger with its own cooling system into the limited space behind the engine has been challenging. The firewall had to be totally rearranged. I'm anxiously awaiting its completion and the revised weight & balance, test flights, performance testing, re-write the flight manual, update the log books, and all that stuff. I must admit its fun, or I wouldn't do it! (Pictures attached)



Saturdays lately have been devoted to Young Eagle flights. Saturday, November 3 we had 4 pilots (Jack, Mike W., Ron, and Fred) fly 7 Young Eagles and an Eagle.

We had a Great batch of Pilots with a variety of unique aircraft and an enthusiastic group of future aviators. We plan to do more of these small rallies to provide the best version of what Young Eagles and Eagles are all about – serious “wannabe’s” Our December meeting will be our usual Holiday Celebration and awards presentations at the Black Bear Diner, December 12. We are looking for a guest speaker. If you have a suggestion, please let me know.

Tentative Agenda: EAA Chapter 1345 High Desert Flyers Meeting Wednesday, November 14, 2018

3 pm Glastar or Sonex build session, everyone welcome

5 pm Chapter videos, FAAST Safety Briefing of the month

6 pm Burgers & Pizza

6:30 Chapter meeting begins

Call to order, Introduction of guests, Oct.

Minutes and Treasurer's report in the newsletter

Committee reports – Young Eagles, Flying Club, Ford Tri-Motor, Directors meeting

Old business – Tom's Brick, Scholarship,

New Business –

December 12 meeting-Holiday Party at the Black Bear Diner 5:30 social, 6:30 Dinner & entertainment,

Committee reports? Adjourn by 9 pm

2. Nominating committee selection, and actions, VP volunteers?
3. Mountain Flying Intro. Workshop planned for spring
4. Bend Flying club meeting Monday Nov. 26, here

Program: Gary Judd, Airport Manager – “state of the airport”, winter expectations, airport issues

Dale Anderson, Chapter President

Treasurer's Report

Financial For period: 01/01/18 to 10/31/18

TOTAL INCOME	\$2206.35
TOTAL EXPENSE	\$628.33
NET INCOME	\$1578.02
TOTAL CASH IN BANK	\$11,154.08

Jack Watson, Treasurer

October meeting minutes

Minutes of a regular meeting of The Chapter held on Wednesday, October 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 16 in attendance who signed the roster at this meeting.

DINNER

Mike Robertson provided grilled hamburgers and condiments, as well as pizza from Costco.

CALL TO ORDER

The meeting was called to order at 6:30 PM by Dale Anderson.

PROGRAM

Dale updated us on the fundraising efforts to place a memorial brick at Oshkosh in memory of Tom Phy. Just over \$600 had been raised toward the \$1,000 brick. At the meeting Mike Robertson contributed \$300 and David Moore contributed \$100 toward the brick, bringing us to, or just over, the \$1,000 mark. David had challenged the members with a matching offer, which was not needed since the funds have now been raised. Thank you to Mike and David and to everyone who contributed!

We discussed the Flying Start program, our desire to grow our club, bring the aviation community together and start a flying club. Events like the B-17 and Ford Tri-Motor can go a long way toward doing that. Meredith has information on setting up notices of meetings in the local newspapers; Kim will write an announcement and give it to Meredith for publication.

Lynn Anderson presented a slide show and discussion about the Ford Tri-Motor that we plan to bring to Bend next summer, likely in June. She shared a lot of interesting facts about the airplane and its history as well cost of flights and how much our club can benefit from the event. Kim Muinch discussed with us the logistical details of planning the event and some ideas to make the event a good fundraiser. Some of the ideas include manning the sales booths and having computers on site so people will order products at the event, food trucks that would pay us a cut of their profits, having a car show, etc. Some of the potential sponsors for the event would include Robberson Ford

At 8:00 PM the meeting was . . . ADJOURNED

Faye Phillips
Secretary



Big frontal view of Dale's new, 100 hp, Turbocharged VW engine



FAA Relaunches ADS-B Out Rebate

FOR IMMEDIATE RELEASE

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WASHINGTON – The FAA has announced it is relaunching its \$500 [ADS-B rebate program](#) effective immediately and through Oct. 11, 2019.

The Agency is making \$4,900,000 available under the rebate program, which will fund 9,792 ADS-B Out installations.

As of Jan. 1, 2020, aircraft flying in airspace where a transponder is necessary today will be required to be equipped with compliant ADS-B Out technology.

“The ADS-B mandate is not going away. We are about 15 months from the Jan. 1, 2020 deadline and now is the time for aircraft owners to equip,” said FAA Acting Administrator Dan Elwell.

The Aircraft Owners and Pilots Association (AOPA) welcomed the rebate’s return.

“Pilots across America thank Acting Administrator Elwell for reopening the ADS-B out rebate that will make our skies safer and more efficient by incentivizing even more pilots to adopt the cutting-edge technology. This is the last opportunity for GA aircraft owners to take advantage of the FAA rebate in meeting the 2020 deadline,” said AOPA President and CEO Mark Baker.

The previous rebate program, which ran from Sept. 19, 2016 to Sept. 18, 2017, issued more than 10,000 rebate payments.

As before, there are five steps aircraft owners should follow to meet the mandate and receive the \$500 rebate:

- Purchase the equipment and schedule installation.
- Obtain a Rebate Reservation Code by reserving a position online.
- Install the equipment.
- Conduct the required equipment performance validation and get an Incentive Code.
- Claim the \$500 rebate online using the Rebate Reservation Code and Incentive Code.

As with the earlier rebate program, the rebate program is available only to those who have not yet equipped their aircraft.

To help determine which ADS-B products might be best for your aircraft, see the [AOPA ADS-B Selection Tool online](#).

In addition to the ADS-B Rebate reservation portal, the [FAA’s Equip ADS-B website](#) lists FAA-certified ADS-B equipment and features an equipage database searchable by aircraft type and model.

Federal Aviation Administration

ADS B REBATE

Get ready to reserve your **REBATE**

- Aircraft is U.S. registered
- Fixed-wing single-engine piston driven aircraft
- Aircraft not currently equipped with Version 2 ADS-B Out

For more info visit: www.faa.gov/go/rebate



Seen at Bend Muni a PT-6A powered deHavilland DHC-2T Turbo Beaver doesn't look much like the original Beaver

Is it OK to fly after draining water from my fuel tanks, or should I have a mechanic inspect the airplane first? How much water drained from my fuel can I tolerate?"



"The truth is that you don't want any water in your fuel tank.

A quick story.....on a training flight in Connecticut, a student kept getting water in the fuel sample. After multiple attempts, he got a clean sample so they tried to takeoff. The engine sputtered and quit on takeoff roll, so they drained some more fuel. On the next takeoff the engine quit just after airborne. They crashed! The investigation revealed a mix of water and fuel in the tanks. The fuel source at the airport had been contaminated.

If you find water in your tanks on preflight (after multiple samples), how do you determine how it got there and when is it safe to fly?

The builder or certified mechanic should determine that the aircraft is airworthy. The downside on this one is pretty bad."

How much water would you need to see before checking with a mechanic?

- Any water, and I'm checking with my mechanic
- More than one fuel sample with water, then I'll talk with a mechanic
- If I can drain out all the water and eventually get good samples, I'm going flying

A personal experience, which is even more concerning because water was not detected during the preflight tank draining. My fuel tanks had been stripped and sealed by a certified repair station. (Regretfully, NOT a Mooney tank specialist.) Afterwards I flew the airplane on a long cross-country through some light rain, but it also was on the ramp where it had some rain. All seemed fine until I had to take the plane in to get the fuel gauges recalibrated. When the tanks were drained, about 1/2 cup of trapped water came out. The water was trapped because the repair station hadn't opened the drain holes properly. That problem was resolved, or so I thought. I took the plane to a certified Mooney service center asking them to check for a fuel leak. They suspected the leak was in the gascolator, but they also found some water in the gascolator -- probably remnants from the trapped fuel. Needless to say, I wasn't amused. If water is found in the fuel, it has likely found its way into the fuel lines, and I would NOT fly the airplane until everything has been checked out. Most likely the water entered the fuel tank from a fuel cover gasket that should have been replaced. I flew this plane into Lake Tahoe, Sedona and several other places on this long cross-country and any loss of power could have been fatal. This is a serious issue. Fly safe!

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