



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

July 2019, Vol. 18, #7

PREZ SEZ:

Yahoo! The Sonex took to the air for the first flight with the new engine on Monday, June 24. It was uneventful, thank goodness. It has been a long time waiting for the fine tuning process to be completed. I had a difficult time trying to get the carburetor and the secondary ignition system to agree on how to run smoothly. The mixture needle in the carburetor was switched to the leanest one, then enriched slightly and “bingo” it purred like a kitten. I was trying not to hurry the process, but it was frustrating to meander through the trial and error woes of eliminating pesky variables of not running properly. It was great to get a couple laps in the pattern



The next adventure will have to wait until Lynn & I get back from an Iceland/Norway adventure. We leave June 25 and will be back for the meeting on the 10th. I may have some pictures to share. Isn't retirement great?

Don't forget on Thursday, July 11 the Puget Sound Antique Airplane Club is visiting us before flying home on Friday the 12th. The PSAAC offered us some bi-plane rides raffled off during the Ford visit and those lucky five will get their ride in a biplane Thursday afternoon.

The winners were: Paul Barasch, Fred Berardo, Gary Miller, Kevin Peterman, and Lynn Anderson (I think it was rigged, except I drew the names.) And there will certainly be a lot of unique airplanes to inspect. We need volunteers to give rides to the River House where they will be staying, then back to the airport in the morning. Other ideas on how we can interact with the club? Help with tie-downs? Other? We will arrange how the rides will be coordinated at the meeting.

Airventure in Oshkosh Wisconsin is July 22 through 28. Lynn & I are doing the usual drive to visit relatives on the way and camp there for most of the week. We will be getting together with everyone who can make it there to do a memorial get-together for Tom, 9:30 am, Wednesday, July 24, at the “Brown Arch”. Tom's BD-5 has a new owner (Rich Finley). Tom's motorcycle has been sold to Mike Wissing & son.

The Airshow of the Cascades in Madras will be August 23-24. We usually have a crew there to recruit interested aviators, give away excess magazines, and to teach people how to “hangar talk”. CAP will be there for flight line security. I would encourage people to volunteer to help the show committee or to help at our chapter tent.

We are still looking for an attraction we can use to draw people to our booth and for other public events like Redmond “Aviation Day” September 29. We used Tom's BD-5 for those “curiosity” appearances. Maybe the chapter could buy another BD-5? OK, maybe not. A mock-up trainer would be really cool. Maybe we could build one?

Tentative Agenda: EAA Chapter 1345 High Desert Flyers Meetings Wednesday, July 10, 2019

3 to 5 Builders group – working on control cables, etc.
5:30 BOARD OF DIRECTORS MEETING: - Approval of donation letters to Mike R. & Mike B. Other members may also attend.
6 PM Pizza & burgers
6:30 Chapter Meeting
Introductions: Guests?
Announcements:
Shirts for sale
PSAAC Fly-in, Thursday, July 11 & Friday, July 12. More drivers, Bi-plane ride raffles – Thursday afternoon by arrangement.
Airventure plans – Tom’s remembrance at the brick, Wednesday, July 24, 0930 at the Brown Arch
Sign-ups for Madras & Redmond events – Nominating committee volunteers
“Flying Start” event? (2 month lead time) Young Eagles on- line registration is available
Other: Special Program – TBA
Next meeting: August 14 (the week before The Airshow of the Cascades). Who will be staffing our tent? We could use at least two people at all times.

Dale Anderson
President

Treasurer's Report

Financial report for period 1/1/19 through 6/30/19

TOTAL INCOME	\$7705.65
TOTAL EXPENSE	\$4369.36
NET INCOME <loss>	\$3336.29
TOTAL CASH IN BANK	\$14475.06

Note: The Ford Tri-Motor event was a resounding success which produced \$ 6,571.00 in income against \$2,884.36 in expense for a realized gain for the event of \$4,821 .00.

Jack Watson, Treasurer

June meeting minutes

Minutes of a regular meeting of The Chapter held on Wednesday, June 12, 2019, 6pm, 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 19 in attendance who signed the roster at this meeting. This included 3 guests.

DINNER

Mike Robertson provided grilled hamburgers and condiments, as well as pizza from Costco. Tonight’s hamburgers were Angus stuffed with cheese.

CALL TO ORDER

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

PROGRAM

Visitors included Jan Moor from Chapter 105, who is considering moving here, William Rich, who just bought an RV12, and Mike Latta who is bringing over the antique airplanes from the Puget Sound Antique Airplane Club in July. He spoke to us about next month’s arrival of some antique airplanes that will be arriving July 11th. We look forward to the arrival of these interesting airplanes and transporting their pilots to and from the hotel. The Pacific Northwest Wings flying club is still trying to get off the ground, so to speak. So far, they are still working on getting an airplane or two to use in the club. Dale announced upcoming events for the summer/fall. Those events included: **AOPA Fly-in** at Livermore on June 21st-22nd. **AirVenture** in Oshkosh, Wisconsin. Get-together on Wed July 24th at the brown arch for a memorial to Tom Phy. **Airshow of the Cascades** over Aug 23-24th. Our Chapter will be volunteering there and will have a tent/table set up. We are in need of volunteers to help out, not just with our Chapter, but in helping out throughout the entire event. Reno Air Races start Monday September 9th. Mike Robertson will be working in the pits there.

Redmond Aviation Day is Sunday September 29th. We plan to have a table there. Dale says we need to have something on display on that day, some gimmick that will draw the kids in, and is looking for ideas. If you have any ideas or suggestions, please let Dale know.

Kim Muinch is planning a flight into Electric City by Hoover Dam. He will be flying up Friday June 28th and returning Sunday June 30th. There is a laser light show, camping area and a shuttle car. At 7:05 Kim recapped the details of our recent Ford Tri-Motor Event and showed a slide show for the members who may have missed the event. At 7:40 we shared stories of recent flying experiences, including ramp checks some members had experienced and some flying-related accidents in the news. If anyone needs to rent a 20' X 26' tent (the one Mike Robertson used for cooking and sewing food at the event), get with Mike on it.

At 7:45 PM the meeting was . . . **ADJOURNED**

Faye Phillips
Secretary

Fuel gauges only need to be accurate when the tanks are empty – really??

"The fuel gauges in the airplane I rent are nearly useless. Often, they show empty even when there is gas in the tank. Or when they do seem to be working, they don't accurately reflect how much gas is in the tanks. I've been told that legally, fuel gauges only need to be accurate when the tanks are empty. Is that true?"



“Common sense would suggest this isn't true, and, in fact, it isn't. FAR 91.205 says that *a fuel gauge indicating the quantity of fuel in each tank is required equipment. If the tanks are half full, a gauge that reads empty is not doing its FAR 91.205 mandated job.* So where did this idea come from?

The common misconception originates from the pre-2017 version of FAR 23 for aircraft certification. FAR 23.1337(b)(1) stated that *each fuel quantity indicator must be calibrated to read 'zero' during level flight when the quantity of fuel remaining in the tank is equal to the unusable fuel supply.* In other words, fuel gauges should be calibrated in terms of remaining usable fuel. But zero usable fuel isn't the only time they're required to be accurate. This immediately followed FAR 23.1337(b), which stated that *there must be a means to indicate to the flightcrew members the quantity of usable fuel in each tank during flight.* An indicator that's only accurate when the tanks are empty doesn't satisfy that requirement. In 2017, FAR 23 was rewritten, eliminating that wording. The new FAR 23.2430 says that fuel systems must *provide the flightcrew with a means to determine the total usable fuel available.*

Then there's the common sense safety issue.

You measured the amount of fuel on board before flight, calculated your fuel burn, and determined how long you could fly for, including the required fuel reserve. But what if you made a mistake in the measurement or the calculation? What if you forgot to secure a fuel cap and now you're venting fuel? What if the engine is burning more fuel than usual? Even if you have a fuel totalizer, it could be miscalibrated or it could have an incorrect starting fuel amount. Without working fuel gauges you might not know it—until the tanks are empty. At that point, the fact that the needles point to zero will be little consolation.

Too many general aviation accidents result from fuel mismanagement. With anything this safety-critical, you should have multiple means of cross-checking. **Don't tolerate fuel gauges that don't tell you how much fuel you have.**

Engine out glide to field or airport

"This is an important question and could be the difference between an incident and an accident.

All aircraft have different glide ratios with the engine off, but a general rule is that you should be able to glide to anything within a 45 degree angle below the airplane. Some airplanes are better some are worse. Naturally the wind will have a significant effect on your glide distance as well.

The first thing you need to do is configure and trim the aircraft at its best glide speed. Do you know what that means for the airplane you are flying? Now point the airplane at your intended landing area and while maintaining the proper speed, notice if the area is moving up or down in the windshield. If it is moving lower in the windshield, you should make it. If however it is moving up, you need to make alternate plans. Don't wait until you are very low to give up on your field, make those plans early while you still have options.

Be careful about maintaining that best glide speed as there is a great tendency when the landing area begins to move up in the windshield to pull the nose up to try to make the picture look better. This only causes the airspeed to decrease and will actually shorten your glide.

My suggestion is to select a landing area that you can easily make and use the extra altitude to make a pattern around the field. Gliding straight-in to a far off field can be tricky and rarely works.

My personal technique is to understand that my airplane will glide approximately 2 miles for every 1000 feet I am above the ground. So, if I am cruising at 7000 AGL, I can glide approximately 14 miles - plus or minus the wind. I keep my GPS moving map on the 35 mile scale so I am aware of airports within that range. If there are no airports on the screen, I realize that if I have an engine failure I will likely not land at an airport.

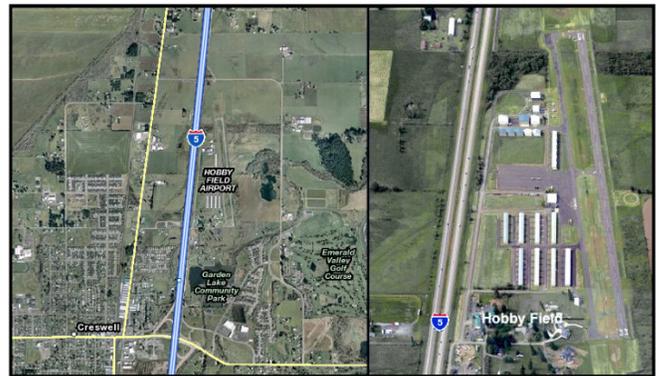
Even with all that good electronics, I still need to recognize what my intended landing area is doing in relation to the windshield and take action accordingly."

Places to fly - Hobby Field

Photos by Herman Krieger



Club House for Homebuilt Aircraft Hobbyists,



Creswell, Oregon is located 12 miles south of Eugene.
(or 13.9 miles south of the Eugene Toy and Hobby Shop)



Beware of lurking photographers.

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