



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

MAY 2013, VOL12, #5

PREZ SEZ:

Hello all. This is an exciting time for our chapter as we have just a few weeks till "Aluminum Overcast" arrives in Bend!



There are still a lot of small details that need to be taken into account as well as members stepping up to the volunteer plate!

This month's meeting will be Wednesday, May 8th. We are meeting at the ProAir training room, above their maintenance hangar.

Pizza @ 6 o'clock, with the meeting at 6:30. Henry is bringing some movies to watch after we discuss the upcoming B-17 events.

EAA 617 is having a "Young Eagles Event" Saturday, May 18th so all hands that are available to help out will be appreciated.

See you then.

Thomas Phy, President

April Meeting Minutes

Minutes of a regular meeting of The Chapter, held on April 13, 2013, on the second floor of the Pro Air maintenance facility at 63138 Powell Butte Hwy.

ATTENDEES

In attendance were, Tom Phy, Jack Watson, Mike Bond, Bruce Myers, Mike Pederson, Dale Anderson, Charles Brown, Phil Renyer, Bud Candland and Henry Graham.

PROGRAM

Following the "Pizza Social" portion of the pre-meeting get together, the group disbanded and followed Dale Anderson to his hangar where he made a presentation on his project, a Sonex kit powered by a VW engine. The group was quite intrigued and was complementary over the workmanship demonstrated on the project. Following Dale's presentation the group re-assembled and began the business portion of the meeting.

CALL TO ORDER

President Thomas Phy called the meeting to order at 7:02 p.m., followed by self-introductions of all in attendance with comments from each as to the status of their projects and other items of interest to the group.

MINUTES & TREASURER'S REPORT

As the March minutes and Treasurer's report were published in the newsletter, without objection, they were accepted as published.

OLD BUSINESS

President Phy then gave the group a verbal update on the progress to date concerning the EAA Boeing Flying Fortress (B-17) Aluminum Overcast.

April Meeting Minutes --- continued

The B-17 is scheduled to pay a two day visit to Bend, arriving on Monday morning, May 20, 2013 and departing on Wednesday morning, May 22, 2013. Much of what follows was a repeat from last months rundown which included:

"Media Flights" are scheduled for Monday around 1 o'clock.

Air tours are to take place Tuesday May 21st with ground tours that afternoon after all flights have flown.

Five flights are scheduled (more if needed to fly all sold seats) with ten sold spots per flight (they fly with a min of 6)

All passengers will be at the discretion of the PIC, from how small/ young to how frail/ old.

The flight crew is staying at one of the crews homes here in the Bend area so no hotels are needed.

Jim Stone has taken lead of the retail end of the stop over and will need volunteers to help out.

Dale Anderson is talking to groups in Sun River and could use some help with contacts there.

Norma, the Bend airport cafe manager will discount the flight crew's meals.

Bob Carrol is working on the Veterans groups (and there are a lot of them) and can use some help getting in touch with all of them. Contact Bob and myself to help Bob out.

Pro Air has offered up their ramp space (front & center) for the duration as well as their courtesy cars if they are available.

Pro Air has offered a discount for fuel, (Self-serve \$ over truck \$) and we are seeking a "gift" from their supplier.

Steve Gibson has offered to help with whatever needs to happen.

10 raffle tickets are available through our chapter (although we don't get our commission for these). I haven't talked to national about this yet so I don't know if they have to be paid for in advance. I think we can offer them up to groups like the veterans. I'll find out this week.

EAA will have two 5th wheel trailers that open from the side to sell souvenirs and provide maintenance.

NEW BUSINESS

None

ADJOURNMENT

The meeting adjourned at 8:20 pm to reconvene, at the regular meeting place, on May 8, 2103.

Jack Watson, Secretary/Treasurer

Treasurer's Report

Financial: For period 1/1/2013 to 4/30/2013

Total Income:	\$563.30
Total Expense:	\$582.99
Net Income (Loss)	(\$19.69)
Cash Balance:	\$2,096.25

Jack Watson, Treasurer



KBDN B-17 placard

1st Young Eagles event of 2013

Prineville - May 18th

For info and registration.

Mike and Charla DeHate

2450 SE Skies Lp.,

Prineville, OR 97754

416-1228 or 788-3144,

casadehate@aol.com

A new aircraft engine - - - -



Italian engine manufacturer MW Fly's new B25R engine puts out 150 hp, which will be boosted to 225 hp by the end of 2013 by adding a turbocharger. Total weight is 174 pounds including oil and water tank, electronic control unit (ECU), generator, and starter and will soon have redesigned cylinder head covers that will shave almost an inch off total engine width. MW Fly intends to show its entire engine line at EAA AirVenture Oshkosh 2013.

- - - - NOT a new aircraft engine

Wartsila-Sulzer RTA96-C Diesel Engine



The Wartsila-Sulzer RTA96-C turbocharged two-stroke diesel engine is the most powerful and most efficient prime-mover in the world today. The Aioi Works of Japan's Diesel United, Ltd built the first engines and is where some of these pictures were taken. It is available in 6 through 14 cylinder versions, all are inline engines. These engines were designed primarily for very large container ships.

Ship owners like a single engine/single propeller design and the new generation of larger container ships needed a bigger engine to propel them. The cylinder bore is just under 38" and the stroke is just over 98". Each cylinder displaces 111,143 cubic inches (1820 liters) and produces 7780 horsepower. Total displacement comes out to 1,556,002 cubic inches (25,480 liters) for the fourteen cylinder version.

Some facts on the 14 cylinder version:

Total engine weight: 2300 tons (The crankshaft alone weighs 300 tons.)

Length: 89 feet

Height: 44 feet

Maximum power: 108,920 hp at 102 rpm

Maximum torque: 5,608,312 lb/ft at 102rpm

Fuel consumption at maximum power is 0.278 lbs per hp per hour (Brake Specific Fuel Consumption). Fuel consumption at maximum economy is 0.260 lbs/hp/hour. At maximum economy the engine exceeds 50% thermal efficiency. That is, more than 50% of the energy in the fuel is converted to motion.

For comparison, most automotive and small aircraft engines have BSFC figures in the 0.40-0.60 lbs/hp/hr range and 25-30% thermal efficiency range.

Even at its most efficient power setting, the big 14 consumes 1,660 gallons of heavy fuel oil per hour.

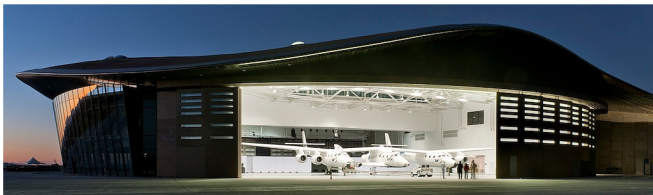


Crankshaft of the 'smaller' 10 cylinder version

Spaceport America



Spaceport America - is the first spaceport in the world built-from-the-ground-up to host private enterprise, intended to be the launch-pad of the global commercial spaceflight industry and the second space age. The \$209 million project has attracted worldwide attention because of its bold premise, stunning architecture and the fact that it is home to the world's first commercial passenger 'spaceline' company, Sir Richard Branson's Virgin Galactic.



Designed, built and operated by the New Mexico Spaceport Authority (NMSA), Spaceport America is nearing completion of the first phase of construction, which includes basic operational infrastructure such as an airfield, launch pads, terminal / hangar facility, emergency response capabilities, utilities and roadways. The site will be capable of accommodating the activities of both vertical and horizontal takeoff space launch vehicles, serving as the base for pre-flight and post-flight activities, and providing a tourism experience for interested visitors and spectators. The spaceport also presents a unique opportunity to excite students regarding space technology and the underlying science and mathematics.

New Mexico Spaceport Authority (NMSA) officials announced the launch of a STIG-B rocket designed and built by Armadillo Aerospace of Heath, TX.

This launch was the second licensed Federal Aviation Administration (FAA) launch to take place from Spaceport America's vertical launch complex, and the third research and development test flight this year at Spaceport America conducted by Armadillo Aerospace.



STIG-B rocket

The recent flight was the spaceport's second FAA-licensed launch, the 7th Armadillo Aerospace vehicle, and the 17th vertical launch from

Spaceport America since 2006.

Armadillo Aerospace is a leading developer of reusable rocket powered vehicles, focused on VTVL (vertical takeoff, vertical landing) suborbital research and passenger flights, with an eye towards eventual paths to orbit.

Armadillo has had over two hundred flight tests spread over two dozen different vehicles, done work for NASA and the Air Force, and flown vehicles at every X-Prize Cup event.

The first launch of STIG-A made a maximum speed of mach 2.47 and maximum acceleration of 3.85G, hauling its 32 foot long, 15.25" diameter self to an apogee of 140,000 feet above sea level, 42.67 kilometers. Gross lift off weight was around 1600 pounds, running on liquid oxygen and denatured ethanol. The launch pad is at 4560 feet above sea level, making the climb from launch altitude about 135,400 feet.

COME ONE COME ALL!

TO THE REDMOND/ROBERTS FIELD



Runway
Safety
Action
Team
MEETING

*Partners
In
Safety*

Redmond-Roberts Field Airport
Butler Aircraft Hangar (South Side)
Wednesday, May 15, 2013 6:00 pm
Free Pizza and Pop @ 5:30 PM!

POC: Tim Proctor 541-548-2574
tim.proctor@serco-na.com

Existing/potential runway safety problems and issues will be discussed. We'll conclude the evening with an open "pilot forum". Get all your questions answered!



30's & 40's Swing Dance Party
Monday, May 20, 2013 6 - 9:30 PM

Hey, Kool Kats, are you ready to jump & jive to some swingin' songs from the 30's & 40's?

Come on out to the Bend Airport on Monday evening, May 20th for music provided by a professional DJ, a dance exhibition by "Dance Central", dancing, and food & beverage in a historic hangar, all in the midst of a rare WWII B17G Flying Fortress!

Bend Municipal Airport: 63120 Powell Butte Hwy, Bend. Red-colored Gibson Air Service Hangar.



Additional parking is available in front of the dark green Professional Air building, just two hangars to your left.

RSVP, maxfly55@gmail.com

\$15 Per Person: Food / Music Dancing Incl.
 Drinks, Beer, Wine, Soda Extra.

Be There Or Be Square!

B17G Bomber Flights & Tours
Tuesday Only, May 21, 2013 10 AM - 6 PM

Hosted by Experimental Aircraft Assoc. Chapter 1345, Bend.

EAA is offering historic flight experiences in its beautifully restored B17G Flying Fortress "Aluminum Overcast". One of only 13 Fortresses still flying. This aircraft is an icon of the Allied strategic bombing effort that helped turn the tide of battle in World War II. Unlike reading a history book, you can actually fly a mission back in time and feel the might of this magnificent machine, just as those brave young men did more than 60 years ago.

Bend Municipal Airport: 63132 Powell Butte Hwy, Bend Aircraft Located On Ramp Behind Professional Air.



To Book A Flight Please Visit www.b17.org/reserve
 Or Call 1-800-359-6217

Schedule:

Flight Times 10:00 am – 11:00 am – 12:00 pm - 6:00 pm
 Ground Tours 2:00 through 5:00 pm

Pricing:

Pre-book: For EAA Members \$409; Non-members \$449
 Walk-up: EAA Members \$435; Non-members \$475
 Ground Tours \$10 Per Adult; \$20 Per Family; Active Military, Veterans & Children Eight & Under Are Free

Model: B-17G Flying Fortress

Designed by: Boeing Company, Seattle, WA

Wing span: 103 feet, 9 inches

Length: 74 feet, 4 inches

Fuel capacity: 1,700 gallons

Number built: 12,732. There about a dozen B-17's still flying.

Required crew (10): Pilot, Co-pilot, Navigator, Bombardier,

Flight Engineer (top turret gunner), Radio Operator, Waist Gunners (2), Tail Gunner and Ball Turret Gunner

Weights: Basic Empty Weight - 34,000 lbs.; Gross Weight (Wartime) - 65,500 lbs.

Engines: (4) 1,200-horsepower 9 cylinder Wright Cyclone Model R-1820-97



2012 CHAPTER BOARD:

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Vice-president Henry Graham 541-383-0096
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