



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

May 2015, VOL14, #5

PREZ SEZ:

I hope you're enjoying this great flying weather we're having. Well, the Comanche was flying! That's the good news. Third flight in over 9 years and yes, it has squawks; 10 to be exact but, some can be deferred till more flights are completed.

Top of the list was that the airspeed indicator was way off (yes I did remove the pitot cover, thank you very much). All of the pitot and static lines checked out so, out came the instruments (altimeter as well was reading hundreds of feet off) and off to the repair shop they go. Radios are still an issue as well as the transponder. Did I mention that the artificial horizon kept tumbling? Made me dizzy (not beyond my normal dizziness, mind you). So, the saga continues, stay tuned.

The RV-12 is making great progress although our work force has dwindled to just a few loyal and very dedicated volunteers. More help would move it along faster so, come on out and give a hand!

This month, we are again meeting at Mike Robertson's "Bend Builders Assist" hanger. Also look for our EAA 1345 banner/ sign, hanging below Mike's.

Dale Anderson will be hosting our "Young Eagles" group at 5 -6 o'clock on Wednesday, May 13th with the "adult" program starting with burgers & pizza @ 6pm. All are welcome so, bring a neighbor, friend and your spouses.

A big thanks to Kim Muinch for bringing in the "Bob Hoover Story" and sharing it with the group. If you weren't there, you missed a great video!

See you at the airport!

Thomas Phy, President

March Meeting Minutes

Minutes of a regular meeting of The Chapter held on April 8, 2105, at the Robertson Hangar at the Bend Municipal Airport.

ATTENDEES

There were fourteen in attendance including: Tom Phy, Jack Watson, Tom Himstreet, Henry Graham, Dale Anderson, Mike Bond, Charles Brown, Mike Robertson, Bud Candland, Mike Wissing, Rachel Wissing, Kim Muinch, Mike Pederson, and Bill Inman.

SOCIALIZING

The social hour began at 6:00 pm with Chef Phy again BBQing hamburgers and serving pizza for the assembled group accompanied by beverages, soft and adult.

CALL TO ORDER

The Business portion of the meeting was formally called to order at 6:30 pm by President Phy who introduced our guest presenter for the evening and new member, Kim Muinch.

PROGRAM

Kim showed an entertaining eighty six minute movie on the life of Bob Hoover titled "Flying The Feathered Edge," in which Hoover tells his own story--and shares, with his trademark charm, the hard earned wisdom of a life spent pushing the edge of the envelope while contributing to aviation's many developments. Also featured in the movie were Harrison Ford, Dick & Burt Rutan, Carroll Shelby, Gene Cernan, Medal of honor Recipient Col. Bud Day, Clay Lacy, General Jack Dailey and Sean D. Tucker.

NEW BUSINESS

Following the movie, President Phy made announcements concerning: The chapter's status as a IRS Chapter 501 c (3) organization and what kind of charitable activities we wish to pursue to maintain that status; an update on the status of the "Sampson Switchblade" flying car, a two place convertible motorcycle/aircraft; he and Dale Anderson's acceptance into the FAA's Fast Program; the current Oregon aviation fuel tax proposal (going nowhere!); and that we are looking for working space to complete a kit aircraft which had recently been donated to the Chapter by the widow of the original builder.

ADJOURNMENT

Concluding announcements, the meeting adjourned at 8:00 pm

Jack Watson, Secretary & Treasurer



Prez showing he can also hacksaw an engine



R&R from building the RV-12



Hosting the Boy Scouts.

Treasurer's Report

Financial: For period 01/1/15 to 4/30/15

TOTAL INCOME	\$746.00
TOTAL EXPENSE	\$425.52
NET INCOME (loss)	\$720.48
TOTAL CASH IN BANK	\$1915.16

Includes \$400 IRS refund for 501C(7) to 501C(3) filing

Jack Watson, Treasurer

Re: Annual Prineville Fly-In

----- Forwarded message -----

From: **L Moore** <lamskydude@gmail.com>
Date: Mon, May 4, 2015 at 2:00 PM
Subject: Prineville Annual Fly-In 2015
To: caa1345@gmail.com

Hi Tom,

It's Larry Moore at Samson Switchblade in Prineville. Hope you guys are all doing well. I wanted to give you and the Chapter 1345 members a head start on the date for our Annual Prineville Fly-In this year. The Fly-In will be held on July 25th and there is a lot of interesting things planned this year. Lots of good food and display aircraft, as well as some museum aircraft from Hood River; that will be a first for us. Also, some of the guys from IAC Chapter 77 are planning to come over and join the fun. We would love to have you and the Chapter 1345 gang join us for good food, fun and fellowship. There will also be some awesome hotrods and classic cars to check out. We'd love to have you guys join us. If you have any suggestions or ideas, please let me know.

Take care and fly safe. . . . Looking forward to seeing you again.

Blue sky's & tail winds,

Larry

Fly-ins

Jul 9~11	Arlington Fly-in
Jul 17~19	HIO Airshow
Jul 20 ~ 26	Airventure
Aug 28-29 th	Airshow of the Cascades

A steep departure from the ordinary



Company test pilot and flight instructor Harrison Smith pushed the throttle forward, touched the brakes to bring the tail up, deployed full flaps, and rotated—not your typical takeoff procedure, but this is not your typical aircraft.

The **SuperSTOL Stretch XL** lifted off in a hurry, and pitched up to about 45 degrees above the horizon. And stayed there. For pilots accustomed to more typical taildraggers, it can take some getting used to, Smith confirmed.

Up front, the six-cylinder UL 520i purred away, tugging the red two-seater skyward at this seemingly impossible angle. Not having a stopwatch handy, the time to climb to 400 feet (the maximum allowable altitude in this particular airspace at the fringe of the Sun 'n Fun International Fly-In and Expo) was a matter of guesswork, but safe to say we leveled off in well under a minute, and accelerated from roughly 40 knots (the Stretch XL rotates about 35 knots, Smith reports) to about 80 knots—not far from the 90-knot cruise that the Stretch XL will deliver at 2,500 rpm with this particular powerplant—and smoothly, too.

The Stretch XL is two feet longer aft and six inches longer forward of the firewall than the original SuperSTOL, an extension that allows installation of a range of engines, including the Lycoming O-320.

The lighter and more powerful UL 520i is a good match, weighing 255 pounds and able to burn automotive gasoline with up to 15 percent ethanol, Smith noted, augmenting the airplane's go-anywhere capability. Theoretically, it can take off and land in less space than the typical gas station parking lot (not recommended, but this is an airplane that, when flown to its full potential, needs less than 100 feet of flat ground for takeoff or landing). Those shock absorbers, by the way, can safely cushion a touchdown at up to 700 feet per minute of vertical descent, if you want to push it.

"It's a motorcycle with wings," Smith said, then later reconsidered that assessment: No, it's "a dirt bike with wings."

Or, a helicopter with fixed wings—pick your metaphor.

Though extended, the Stretch XL has the same center of gravity arms as the original SuperSTOL, with very similar handling, Smith said. The extra horsepower translates into faster climbs (up to 3,000 feet per minute during test flights), if not faster cruises. It's not an airplane made to go fast—it is, instead, an inventive compromise of lift and drag, particularly noticeable when those leading edge slats pop forward from aerodynamic force alone following a slight tug on the stick to scrub airspeed. That slat deployment, Smith explained, serves as a reliable visual indicator that the airspeed has dropped sufficiently to deploy the fowler flaps to their full 40-degree extension and set up for a landing.

The half-hour flight included landings at the grass strip at South Lakeland Airport requiring a small fraction of the published 2,412 feet of turf, though Smith opted for less extreme performance. The lockable tailwheel helps new pilots with limited tailwheel time get used to the airplane with less concern about tracking, though it's best to keep it straight just the same.

Back in the air, the doors (basically all window, mounted in a thin metal tube frame) were kept closed, though Smith said the airplane can be flown with doors open, or removed entirely. It is not, after all, particularly fast. But it burns just 6.2 gallons an hour at 90 knots, and carries 27 useable gallons in the wings. There is plenty of time to enjoy the view.

Practically speaking, Smith said, it will cost between \$70,000 and \$95,000 for the complete aircraft, depending on engine and avionics options selected. Build time is estimated between 800 and 1,000 hours, and Just Aircraft has a factory assist option available. The aircraft also can be purchased fully assembled as a used, amateur-built aircraft, priced according to options selected.

Not bad, for an honest-to-goodness bush airplane able to land just about anywhere, and launch skyward again like a piston-powered rocket.

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