



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

JULY 2013, VOL12, #7

## PREZ SEZ:

Man, is it HOT or what???

Well we finally found out how well we did as a chapter, hosting "Aluminum Overcast"

Ground tours brought in	\$265.00
Flights @ \$30/ revenue seat	\$1,050.00
Merchandise sales	\$294.45
Total chapter take	\$1,609.45

I know, if the weather would have cooperated, could have been better but NOT A BAD JOB!

I have a few more individuals I'd like to thank. Kelly Farrington! Great job on the shirts and logo! Guys, Kelly donated all his time, thread, and energy building a new logo and stitching the shirts! The shirts are a reminder that you made a commitment as a volunteer for your chapter. And we always need volunteers!

To all the volunteers, with-out you, we would not have a chapter so again, Thank You.

July's meeting will be Wed evening, July 10<sup>th</sup> starting @ 6 o'clock for pizza and drinks, in the ProAir training room, above their maintenance hangar.

We will be hosting author CarolAnn Garratt. She has a Mooney M20J that she has flown around the world and she will be sharing her adventures with us! So tell everyone you know, bring a friend, wife, significant other, anyone who you think would like to meet this adventures lady. Also, bring cash, for the book buying opportunity after.

Next month is our chapters annual Chapter BBQ! Think about where you would like to meet and something to bring. Details will be in the August newsletter.

Arlington and Oshkosh are just around the corner, anyone going???

Fly safe and watch out for the density altitude!

*Thomas Phy, President*



*CarolAnn Garratt's Mooney M20J*

## Treasurer's Report

Financial: For period 1/1/2013 to 6/30/2013

Total Income:	\$3279.75
Total Expense:	\$2297.79
Net Income (Loss)	\$1431.96
Cash Balance:	\$3547.90

*Jack Watson, Treasurer*

## ***June Meeting Minutes***

Minutes of a regular meeting of The Chapter, held on June 12, 2013, at the hangar of Lloyd Swenson at the Bend Municipal Airport.

### **ATTENDEES**

In attendance were, Tom Phy, Jack Watson, Bruce Myers, Mike Pederson, Dale Anderson, Charles Brown, Henry Graham, Mike Bond, Erik Rustand and Jim Stone.

### **PROGRAM**

Beginning at 5:45 pm, accompanied by Pizza and refreshments, the group attending was treated to a presentation by Lloyd Swenson on his nearly completed project, a Van's RV-12, which he has been working on since the kit arrived in 2009---all were impressed with the completeness and quality of the kit.

### **CALL TO ORDER**

President Thomas Phy officially called the business portion of the meeting to order at 8:00 p.m., followed by a short business meeting.

### **MINUTES & TREASURER'S REPORT**

As both the Secretary and the Newsletter Editor were unable to attend the May meeting, there were no minutes recorded and, as the Treasurer's report was published in the newsletter, without objection it was accepted as published.

### **OLD BUSINESS**

President Phy then gave a short re-cap of the successful Chapter BBQ and dance on Monday evening, May 20th and the flights and tours of the EAA B-17 Aluminum Overcast on Tuesday the 21<sup>st</sup>. All in all, it was a successful endeavor for the Chapter as well as the city of Bend.

### **NEW BUSINESS**

None

### **ADJOURNMENT**

The meeting adjourned at 8:40 pm to reconvene, at the regular meeting place, on July 10, 2103.

*Jack Watson, Secretary/Treasurer*

## ***For Sale: One of the World's Largest Warbird Collections***



***The newly restored, only flying de Havilland Mosquito, one of dozens of vintage warbirds for sale from the Military Aviation Museum collection, Virginia.***

**June 27, 2013** - The owner of a popular warbird museum in Virginia Beach is selling off his vintage World War I and World War II aircraft and replicas - numbering more than 100 airplanes.

Gerald Yagen, EAA487104 and EAA Warbirds of America 15658, owner of the Military Aviation Museum in Pungo, Virginia, says that he no longer can afford to keep the collection and, likely, the museum, which includes a German Me 262, a reconstructed version of the world's first operational military jet.

"The aircraft cost a million dollars a year to maintain, the collection was more than \$40 million to acquire, and the facility was \$15 million," he told EAA. "I simply can't afford it anymore."

Yagen also operated four vocational trade schools that are in the process of being sold.

Two airplanes have already changed hands, the B-17G "Chuckie" and a Focke Wulf FW-190 A8.

***They were purchased for Tillamook Air Museum by Jack Erickson***



***What on earth is this? ... see the next page ...***

## ***It's a Mini-Guppy***



***N422AU, currently at Tillamook, is the only Mini Guppy with the Stratocruiser's original P&W R4360 piston engines.***

The various types of Guppy, were built using parts from decommissioned Boeing 377 Stratocruisers. They were produced by Aero Spacelines Inc. to satisfy a need by NASA in the early 1960s, to find a quick and simple way to transport large components for its Apollo moon program from the West coast factories to the East coast launch site. One official commented that the new type looked like a pregnant guppy, and that proved to be the name given to the first aircraft converted.

The Pregnant Guppy was built from a former Pan Am aircraft with a five-meter section of ex-BOAC Stratocruiser added behind the wing. While the rest of the airframe was unchanged, including the four 3,500hp Pratt and Whitney R4360 radial piston engines, a new six-meter diameter fuselage was added above the Stratocruiser's already distinctive double-bubble fuselage. The rear fuselage was completely detachable to allow the rocket sections to be slid straight in.

As the space program gathered pace, more aircraft were needed and Aero Spacelines bought 25 more aircraft, including ex-USAF C97s, to build four Super Guppies, although only one was built. It first flew in 1965 and was registered N1038V, as parts of the Pan Am Stratocruiser were used in the conversion, although it was mainly based on a YC97J. The type was powered by four P&W T-34P7 turboprop and flew under contract until it was bought by NASA in 1979. Re-registered N940NA, it was eventually retired and preserved by the Pima Air and Space Museum in Tucson, Arizona.

The next development was the Mini Guppy, which dispensed with using various Stratocruiser sections attached together in favor of a totally new fuselage. This allowed a wider fuselage than the earlier models. The type retained the original Wasp major engines but had a swing-tail instead of a detachable unit.

The aircraft first flew in 1967 as N1037V and joined the rocket program until it was sold on to American Jet Industries in 1974, then Aero Union, as N422AU, and finally Erickson Air Crane. It is now preserved at Tillamook, Oregon.

**Incidentally, there are plans to fly N422AU, this modified Boeing 377 Stratocruiser (Mini-Guppy), from Tillamook to Madras for permanent display as part of the Tillamook Air Museum move to Madras Airport, probably by 2014.**

## ***Northwest Air Tour***

Puget Sound Antique Airplane Club's 2013 Northwest Air Tour begins in Richland, WA. on 15 July. They will arrive in Prineville for an overnight on the 16th. They should arrive sometime mid-afternoon and will stay until mid morning on the 17th. They travel in a loose gaggle fashion so arrival will be spread out over an hour or more. Many of the participants will stay with the aircraft until just prior to dinner to meet/greet any local folk who want to come out and have a look at the aircraft.

Typically they have 30-35 aircraft with 60-70 people involved in the tour. A fair number of the tour aircraft will be 1930 to 1950 vintage.

There are plans to raffle off a ride in one of the vintage aircraft. Proceeds would be divided equally between Kiwanis, Rotary, and Lions clubs of Crook County.

For information, contact Rich Aldredge  
206 920-2441

## ***Did You Know ...***

ORS 837.020 requires every pilot operating within Oregon to register with the Oregon Department of Aviation. By law, registration must take place within 60 days of issuance of any "appropriate effective federal certificate, permit, rating or license relating to competency as a pilot" - with the exception of student pilots, who must register prior to their first solo flight.

### ***Did You Know ... continued***

Non-resident pilots must also register with Dept of Aviation if flying in Oregon. Only non-resident pilots flying in order for major air carriers are exempt from pilot registration requirement, so long as they do not engage in any recreational flying or personal business, such as charter, agricultural operations, flight instruction, etc. in Oregon. Registration fees are set by statute at a mere \$12 initial fee for the first year.

They are subsequently renewable on the anniversary of the original registration for \$24, which covers a two-year window of time. Every registered pilot must notify the Department in writing within 30 days of a change of address or change of name.

### ***Proposed Military Operating Area Changes***

In support of the Oregon Air National Guard's 142d and 173d Fighter Wings, the Air Force and the National Guard Bureau (NGB) are proposing to expand, modify, and establish air-to-air training airspace areas in four locations around the state:

- 1) proposed expansion of Warning Area 570 (W-570) to the west over the Pacific Ocean;
- 2) proposed establishment of the Eel Military Operations Area (MOA) directly underneath the existing Eel Air Traffic Control Assigned Area which is aligned north/south along the Oregon coast from approximately Astoria to Lincoln City and adjacent to W-570;
- 3) **proposed establishment of the Redhawk MOA in north central Oregon roughly bounded by Highway 97/197 on the west, the towns of Wasco and Lexington on the north, US Highway 395 on the east, and US Highway 26 on the south; and**
- 4) **proposed expansion of the existing Juniper/Hart MOA Complex to the east approximately 20 miles which would extend from approximately Burns to Frenchglen in Oregon and to Big Mountain in northwestern Nevada.**

NGB conducted public scoping meetings to solicit input concerning the proposal. Scoping meetings were held in the following Oregon communities: Tillamook (June 17), Astoria (June 18), Condon (June 19), Burns (June 20), and Prineville (June 21).

Additional information will be made available at [www.142fw.ang.af.mil](http://www.142fw.ang.af.mil) and [www.173fw.ang.af.mil](http://www.173fw.ang.af.mil).

Maps of the proposed changes can be found at <http://www.142fw.ang.af.mil/shared/media/document/AFD-130517-080.pdf>

### ***Greetings to my EAA associates***

My age and health problems have caught up with me and as such, I must sell my Zenith CH701 STOL project as I am unable to complete the aircraft. I am an experienced builder, having built other aircraft and having owned my own business manufacturing custom aircraft and components for 20 years prior to my retirement.

This aircraft presently sits on the gear and is essentially complete to the firewall except for the installation of the windshield.

The following assemblies are complete to the point of installation on the fuselage.

- Left and right wings.
- Left and right flaperons.
- Left and right leading edge slats.
- Rudder assembly.
- Horizontal stabilizer assembly.
- Elevator assembly.
- Left and right fiberglass bubble doors.
- Instrument panel with conventional engine gages and MGL electronic flight instruments.

The engine for the aircraft is a Jabiru 200 @ 85 HP. The propeller is a Sensenich wood propeller.

Every effort has been made to keep the aircraft as light as possible in order to maintain its STOL performance.

The entire package is priced at \$21,500 at Walla Walla, WA with the entire assembly to be picked up by the purchaser.

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