



The Bend High Desert Flyer of Chapter 1345

WEBSITE: <http://www.eaa1345.org/>

KBDN AWOS 134.425

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PREZ SEZ:

It's a New Year and we have a new Pres and V.P. Thanks to all of the old guard for the time and energy you have put into your chapter, over the last 10 years. Yes this is our 10th year in existence as "EAA Chapter 1345", founded by Dennis Douglas.

So who is the "old new guy" anyway? Well I am a "charter member" of this club and have been in and around aviation for over (OMG) 47 years!!!

I started out as many of you, reading about aviation and making model airplanes. I was 9 years old peddling my bike on a paper route when I noticed allot more airplanes flying one day. I went out to the airport and they were doing a "Penny A Pound Day". A pilot would take you up for a short flight for as much as you weighed. After my first flight (yes I paid for my first airplane ride myself) I went home and told some neighbor kids. On my second flight, Denny (a friend sitting in the middle of the back seat of a Cherokee, we were small kids) got airsick. OK so that flight was memorable for all the wrong reasons but for better or worse, I was still hooked on airplanes.

The Vietnam War was winding up so there was no need for new recruits. If I wanted to fly and work on airplanes I needed to do it myself so during High school I was enrolled in the "Upper Bucks County Aviation Tech School @ the Quakertown airport. I passed the A&P test in 1976. My "official" pilots license came about between 1979- 1981.

I've worked in aviation most of my adult life, starting out at Pittstown NJ's Sky Manor Airport, working on French Stamps & Spanish built Jungmans.

I've also worked on T-6's, T-28's, and of course Piper, Navion, Cessna and Ryan's, just to name a few.

I've also played around in the experimental world. I've helped build BD-5's, VM-7 (highly modified RV-3), VariEze, Quickie, Mitchell Flying Wing, Pitts Specials and of course my RV-7. There are others out there and someday I'll remember them. I've also worked on a B-52 but that's another story.

My A&P also let me (almost) earn a living @ regional airlines out of Bridgeport Connecticut where I was chief of maintenance, Pratt & Whitney in East Hartford building Experimental engines for our military, Ransome Airlines out of NE Philadelphia, RCA's Astro Division building military & commercial communication satellites and more recently with Epic Aircraft, morphing into TNT Aviation here in Bend.

I've been fortunate to have met and known some aviation greats also. Nick D'Apuzzo designer of the PJ-260 who also held the patents and manufacturing rights for flying wires, Ed Mahler- my boss, air show pilot extraordinaire, flying a PJ-260, Leo Loudenslager aerobatic/ airline pilot, Wolfgang Langewiesche - author of "Stick and Rudder" to name a few.

If you look into my logbook, you won't find thousands of hours (or even hundreds) as most of the entries have been made after getting endorsed by an instructor. My training was in a Cessna nifty 150/ 152's @ Pennridge Airport N70 and Vansant N91 both in PA. I've flown a Great Lakes and a Aerobat 152 for acro training, a Champ for tailwheel and a 182 for the Hawaiian Civil Air Patrol training as a "mission pilot".

PREZ SEZ -- continued

I have left seat time in Twin Otters, De Havilland Dash 7's, a King Air C90, a Citation and Epics. Pipers and a lot of Cessna 182 time make up the rest.

So in a nutshell, I have only a little bit of this crazy aircraft gunk in my blood and not much useful knowledge of the "real" world as a whole. Computers are the bane of my existence as well as Henry Graham's (our new VP) so this is going to be interesting!

I'd like to challenge everyone to come up with ideas as to where you would like to see your chapter go. I've included an article about the state of model building as a means to get young ladies and gentlemen involved in using their brains, and not just for video games. I really would like to hear what you have to contribute.

Until next time, if you filed a flight plan, make sure you close it (another story).

Tom Phy, President

Welcome to your new board!

Members from EAA1345 who volunteered and now comprise the board for 2012:

President	Tom Phy
Vice-president	Henry Graham
Secretary	Erik Rustand
Treasurer:	Jack Watson
Young Eagles	Bud Candland
Newsletter Ed.	Mike Bond

Treasurer's Report

Financial for period 1/1/11 through 12/31/11

Total Income:	\$610.00
Total Expense:	\$596.85
Net Income (Loss)	\$13.5
Cash Balance:	\$2082.55

Jack Watson, Treasurer

Every airport should have a --- GooseBuster!



This sonic goose repeller features the world's first actual alert and alarm calls, naturally recorded in the wild.

Geese are stubborn and territorial, returning year after year. GooseBuster uses their memory against them and scares them away repeatedly so they learn not to return. It's based on decades of research into the behavior and communication of Canada geese by noted biologist Philip Whitford, Capital University Professor. Since 1979, Dr. Whitford has been studying Canada goose behavior and vocal communications, then presenting and publishing his findings. He holds a PhD in biological sciences in the field of animal behavior, and BS and MS degrees in wildlife management. Dr. Whitford has obtained the only documented recording, anywhere, of the alarm call of Canada geese. This, along with the alert call, makes the GooseBuster the foremost goose repelling mechanism in the world.

'Alert' calls indicate uneasiness about potential danger; 'alarm' calls signify immediate danger and geese evacuate without waiting to identify the source. There are optional selections of coyote bark and gunshot sounds and the case is designed for sustained outdoor use.

The repeller automatically prevents acclimation: calls differ in frequency, duration, and intervals; sound combinations, sequences and speakers change randomly to give a perception of troubled geese moving through many locations

January Meeting

Since the December meeting was our Christmas Party, there was no formal meeting, but we had a great time, with plenty of food and hangar flying.

For our January meeting, don't miss Bend small business owner, Rudy Catania describing his home-designed gyrocopter.

Meet Jan 11th at 6pm in the Ellsberg hangar for pizza with the program starting at 6:30pm. Thanks to Henry!

Where Have the Models Gone?

by Jon Ferguson

<http://writingsofjon.blogspot.com/>



I was in the Wal-Mart the other day and noticed that they weren't carrying plastic models anymore. They used to carry model cars and planes mostly from the Testors company. I spoke with the manager about it and he said kids just aren't interested in that stuff anymore. This made me feel sad and angry. Frankly I blame video games. Most kids just don't have the attention span anymore to sit and build a plastic model.

Folks this has major ramifications to flying! I was always told growing up and I believe that if you can build a model plane you can build a real plane.

It is just a series of small steps that if done properly results in a plane.

Building planes and flying planes have much in common. Every aircraft has a checklist usually pre-flight and on the taxiway. The checklist is just a series of small steps that if done properly usually results in a safe flight.

Children with no attention span may end up as adults with no attention span. Adults with no attention span are incapable of flying. Dear reader if you have a child I urge you strongly to turn off the T.V. and the game console. Take the cell phone from their chubby little fingers. Put the I-Pad away. Buy a plastic model and some glue and paint and spend an hour or two a week building it with your child. Some of my fondest memories are me and my dad building model planes. First plastic, then rubber powered balsa wood planes like the SIG cub. We steadily worked our way up to R/C sailplanes and eventually powered R/C planes. Ultimately I would help dad restore an antique Stinson Voyager. My love of flight began in small craft of paper and balsa making lazy circles around the yard.

Nowadays most R/C planes come packaged completely built, you just charge them up and go flying. I admit this is fun. But we are creating little by little an instant gratification culture. The new generation wants it all and they want it now. Furthermore they feel entitled to it.

I had a neighbor a couple of years ago say hi to me while I was replacing the water pump on my wife's Dodge Durango. He was probably a good ten years younger than me. I had a Haynes manual for the vehicle and was following it step by step, just like a model. He told me he would never try something like that! He asked where I learned to work on cars. I told him well my Dad and my Grandfather taught me most of it but the rest I just learn in the car's maintenance manual. It seemed such a mystery to him that I was shocked.

They all will be this way eventually if we don't do something about it. It's up to you.

e-volo Multicopter has 16 electric motors

A German company aims to make “simple flight for the average person” a reality after successfully flight-testing a new type of personal rotorcraft.

The company, e-volo, took a significant step toward that goal with the first flight of its prototype “e-volo Multicopter,” a single-place rotorcraft powered by 16 electric motors. After a series of successful unmanned flights, the prototype has made its first manned flight, lasting about a minute and a half and reaching a height of several meters, in Karlsruhe, southwestern Germany.



Pilot Thomas Senkel, who also designed and built the aircraft, commented, “The flight characteristics are good-natured. Without any steering input it would just hover there on the spot.”

An R&D specialist for electric drives as well as a paragliding and ultralight pilot, Senkel is joined by Stephan Wolf, who wrote the software for the onboard flight computer, and Alexander Zosel, who is in marketing, sales, and public relations and is also an avid paragliding pilot and flight instructor.

The 16 electric motors and propellers surround the pilot in clusters of four and are controlled with a handheld joystick - all while perched on an inflatable exercise ball. “Yes, the exercise ball works fine,” Senkel said in an e-mail. “Of course this was only used in the proof-of-concept prototype and will be replaced later.”

The propellers balance the aircraft in all three axes solely by controlling the speed of each motor.

Several “separate and mutually monitoring onboard computers” control the speed of each motor for attitude and directional control.

e-volo claims the aircraft can keep flying if one or two motors fail, and it can land safely even if up to four of the motors fail. The custom, German-made electric motors produce 2 kilowatts each.

Empty weight is 80 kilograms (176 lbs.) - including 25 kg of batteries - which meets FAA Part 103 criteria. Useful load is also 80 kilograms.

Simple flight is achieved, the company says, because the pilot’s workload is so minimal. “Whether during vertical takeoff, in flight, or landing, the pilot has to pay little attention to minimum speed, stall, gas mixture control, pitch control, or one of many other things that make conventional flight so challenging.”

One of the company’s objectives going forward is extended flight duration and increased payload as battery technology improves. Next flight tests are planned for spring 2012 with an enhanced prototype.

Multicopter, e-volo contends, could one day replace helicopters in certain missions due to simplicity of operations and cost efficiency of maintenance.

The e-volo team hopes to exhibit at AirVenture in 2012

Ed Note:

I think I would need a Kevlar flight suit and helmet or a really rugged frame before I flew this ...

... but flying a ‘combine harvester’ might be fun



The Fanwing ... more next month

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