



# *The Bend High Desert Flyer of Chapter 1345*

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

KBDN AWOS 134.425

October 2014, VOL13, #10

## **PREZ SEZ:**

What a great meeting and turn out we had for September's meeting! We will be kept apprised of the "Samson, Switch Blade" as they continue to put it all together. Our next meeting, Wednesday October 8<sup>th</sup>, **will be in a NEW LOCATION! (Details below)**

This month will also be very cool with Mike Custer showing off his "Titan, T-51 Mustang"! Mike should have his airworthiness paperwork all sorted out so it might even be a real airplane, when we see it.

Our own "Young Eagles" coordinator Dale Anderson has also FINALLY received his latest "inspection" and is just waiting for his sign off. That should happen before our next meeting so, his first flight should also be "in the bag" before our meeting as well! Congratulations Dale & Lynn Anderson!

It's October, that means that we are opening up the officer positions for nominations! Most all of the current positions have willing members to soldier on but, there are positions available. Jack Watson is willing to pass the torch as secretary, and our Vice President position is in need of someone to help schedule meetings. Elections will be during the November meeting and all officers will be installed during the December "Christmas" meeting.

We have a lot of new members out there. There is no better way to connect with the chapter and the surrounding aviation community, then to get involved.

Speaking of "getting involved", get a load of all the work that has happened with the "Builders Group" and the RV-12! It now even looks like an airplane! The fuselage is completed, and the crew is now busy installing all the innards (brakes, rudder pedals, wiring and control cables). As of the 1<sup>st</sup> of October, we have ordered the final "engine & avionics" packages! First flight is just around the corner! -- SEE PICTURES BELOW

Our next meeting will be on Wednesday October 8<sup>th</sup> & we're going to shake it up a bit. **We are meeting at 2 different locations!** First off, Dale Anderson & Devan Simkins are hosting an early "meeting" @ 5 o'clock with Young Eagle participants from our "Wings & Wheels Event". They are meeting at Mike Robertson's hangar, just 4 hangars south of the Leading Edge **GREEN hangar!** Pizza will be available as well as drinks for your chapter's social/ pizza at 6 o'clock with our meeting starting at 6:30, **in the same hangar** (look for our chapter sign). After our business meeting, we will head south to Mike Custer's hangar (last hangar on the South/ West side of the airport) to look over his "Titan T-51, Mustang"!

This will be another exciting meeting and project to look at so, bring your neighbors & friends, wives or partners. All are welcome so come on out!

Till then, enjoy this amazing flying weather!

*Thomas Phy, President*

## ***Treasurer's Report***

Financial: For period 01/1/14 to 9/30/14

TOTAL INCOME	\$2807.29
TOTAL EXPENSE	\$5105.45
NET INCOME (loss)	(\$2298.16)
<b>TOTAL CASH IN BANK</b>	<b>\$1117.63</b>

*Jack Watson, Treasurer*

## ***September Meeting Minutes***

Minutes of a regular meeting held on September 10, 2014, at Jack Watson's hangar at the Bend Municipal Airport.

### **ATTENDEES**

There were twenty six in attendance including: Tom Phy, Jack Watson Mike Pederson, Henry Graham, Sam Archer, Dale Anderson, Mike Robertson, Bud Candland, Mike Bond, Devan Simpkins, and guests: R.L. Read, A. A. Read, Bud Torcam, Nate Roberts, Andrew Newcomb, Ray King, & Mike Kl--- (?).

### **CALL TO ORDER**

Following our BBQ, prepared by Chef Mike Robertson, which began at 6:00 pm., President Phy officially called the meeting to order at 6:45 pm., followed by;

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

As the minutes of the meeting of August 11, as well as August Treasurer's report were published in the newsletter, they were accepted as published.

### **INTRODUCTIONS**

Each attendee then introduced themselves followed by a short review by each of the aircraft which they are presently flying or the project they are currently working on for those in the building phase.

### **OLD BUSINESS**

None

### **NEW BUSINESS**

President Phy then introduced our speaker for the evening, Mr. Sam Bousfield, CEO & Founder of Samson Motors, Inc. located in Prineville.



He gave an hour and forty-five minute presentation on the development of his "SWITCHBLADE" flying car, really classified as a totally enclosed tricycle motorcycle, which is convertible to a fully functional 175 MPH airplane.



The audience was fascinated with the concept and much of the time was spent fielding questions from the group in attendance.

### **ADJOURNMENT**

The meeting adjourned at 8:30 pm to reconvene, at the Watson hangar at 6:00pm on October 8, 2014.

(ED NOTE: See above for venue change for next meeting)

*Jack Watson, Treasurer*



## *Builders' group RV-12 progress*



## *Last Oshkosh memories ...*





## ***P-38 homebuilt***

Jim O'Hara, EAA 464767, a member of EAA Chapter 493 in San Angelo, Texas was a professor in aeronautical engineering at Tulane University, who learned to fly when he was 62 years old.

In 1993, he began construction of a 2/3 scale P-38. Using information he obtained from various sources about the P-38, he drew up a set of plans using a computer aided design program. He tried pre-war inverted inline engines, but parts were scarce, so settled on horizontally opposed engines (220 hp Continental 360s) from a scrapped Seneca that landed with its wheels up. Jim and his wife Mitzi built the entire all-metal aircraft by themselves.



He first flew his plane in July of 2008, and completed flying off the time (I believe it was 50 hours). He designed the plane to have a small jump seat behind the pilot for his wife. She's tiny, and it's a good thing; the jump seat doesn't have much room. He made his first cross-country with Mitzi from San Angelo to Fredericksburg, accompanied by many of his friends from Chapter 493.

## ***Crescent Lake State (5S2) closed***



***Do not attempt to land there due to large frost heaves down the center of the runway.***

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