



# *The Bend High Desert Flyer of Chapter 1345*

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

KBDN AWOS 134.425

AUGUST 2012, VOL11, #8

## ***PREZ SEZ:***

Oshkosh has come and gone. I was only able to participate through the Internet. How about you? I'm still planning to go to the "Oregon International Air Show" in Hillsboro on Sunday August 5<sup>th</sup>. I know of a few of you that I may see there. The "Airshow of the Cascades" is happening in Madras, August 24<sup>th</sup>- 25<sup>th</sup>. Let's plan on meeting up –flying down or just enjoying the day together. Prineville's Airport Day is August 11<sup>th</sup> along with the cruise-in, downtown Bend. Looks like a busy month!

This month we are having our annual old fashion "Burgers & Brats" BBQ! The chapter is bringing the burgers, brats, potato salad, chips & dip. Both adult & soft drink with ice cream for dessert will be available **all for \$5!** Extra drinks will be \$1. If you want to bring something to share, by all means bring it along.

**YOU DO NEED TO RSVP** to Thomas @ [maxfly55@gmail.com](mailto:maxfly55@gmail.com) We'll be meeting at Jack Watson's hanger which is located on the North end of the Bend Airport; Hanger #1, 63138 Powell Butte Hwy. To actually get there, take the service road north from the main entrance to the "Electronics International" building. Turn right (I'll have a sign here) towards the runway at the access drive then turn left between the row hangers. Jack's hanger is the first one on the right, of the last row of hangers. Should be plenty of parking, just don't block the center in case an A/C wants to get through. If you're flying in, there are tie-downs just east of the hangers. Got yourself lost? Call me @ 541-306-1500

I helped 617 this past weekend down in Sunriver, with their "Young Eagles Flights". I've said it before but those guys have it dialed in. I didn't hear of any "angry adults", the weather turned out perfect, no heavy helicopters taking off, lots of traffic in the area but no issues that I know of. I heard that we flew 87 kids with 11 airplanes and were finished by 12:15. Not a bad way to spend a Saturday morning.

Get involved. Volunteer!

*Tom Phy, President*

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

Financial for period 1/1/12 through 7/31/12

Total Income:	\$748.00
Total Expense:	\$730.00
Net Income (Loss)	\$ 18.00
Cash Balance:	\$2,100.55

*Jack Watson, Treasurer*

## ***Last month's article on Charles Taylor:***

The Wright Brothers Master Pilot Award, named after Wilbur and Orville Wright, and the **Charles Taylor Master Mechanic Award**, named after Charles Taylor, the first aircraft mechanic, recognizes pilots and mechanics who have contributed to building and maintaining the safest aviation system in the world, through practicing and promoting airmanship, best maintenance practices and safe flight.

## *July Meeting Minutes*

Minutes of a regular meeting of The Chapter held July 11, 2012 on the second floor of the Pro Air Maintenance facility at 63138 Powell Butte Highway, Bend Municipal Airport.

### **ATTENDEES**

Thomas Phy, Jack Watson, Henry Graham, Mike Bond, Matt Jensen, Bruce Myers, Mike Pederson, Jim Mateski, Bud Candland, Jim Stone, Eric Simpkins and Devin Simpkins.

### **CALL TO ORDER**

President Phy called the meeting to order at 6:30pm commencing with self-introductions followed by:

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

Minutes from the previous meeting as well as the Treasurer's report were approved as published in the June Newsletter.

### **ANNOUNCEMENTS**

EAA Chapter 617 in Prineville has a fly in scheduled for August 11 and our Chapter, 1345 has established the date of August 8 for our annual BBQ which will be held in Jack Watson's Hangar #1, which is located within the inside row of hangars in the Bend Muni North complex---6:00pm.

President Phy then reviewed an article in the latest Popular Science magazine regarding an electric powered aircraft with a unique recharging system that gives it really long-range capabilities.

### **PROGRAM**

Devin Simpkins gave the group a briefing on his one week excursion to the EAA Air Academy in Oshkosh and promised an article for the next newsletter.

Mike Pederson then gave us a demonstration of his "project", a Rotary style engine utilizing four pistons rotating inside a fixed crankcase. The demonstration included breaking down the engine so all could see the four cylinders and the cam surface on the crankcase.

A detailed article titled The Millar Engine, was featured in our June newsletter

### **PROGRAM ADJOURNMENT**

The meeting adjourned at 8:00 pm

*Jack Watson, Secretary/Treasurer*



*Mike Pederson's Rotary engine project*

## *Velocity V-Twin Can't Spin*

"I've been wanting to build a twin-engine version of our airplane for many, many years," said Duane Swing, chairman and owner of Velocity Aircraft. "But without the propensity to enter a stall spin in the event of an engine loss in high-power, low-air-speed operations, such as during takeoff. The idea was to build a Velocity twin with no VMC (minimum controllable airspeed), where you couldn't slow to the point where you could stall, and therefore there's no way to spin."

In theory, a canard aircraft such as the Velocity can't spin because the canard stalls before the wing, lowering the nose, and keeping sufficient airflow over the wing to keep it flying. Engineers Swing consulted agreed the same principal would apply to a twin-engine canard aircraft, convincing him to pursue his longstanding goal.



**This is the prototype of the V-Twin, a new offering from kit-company Velocity Aircraft of Sebastian, Florida.**



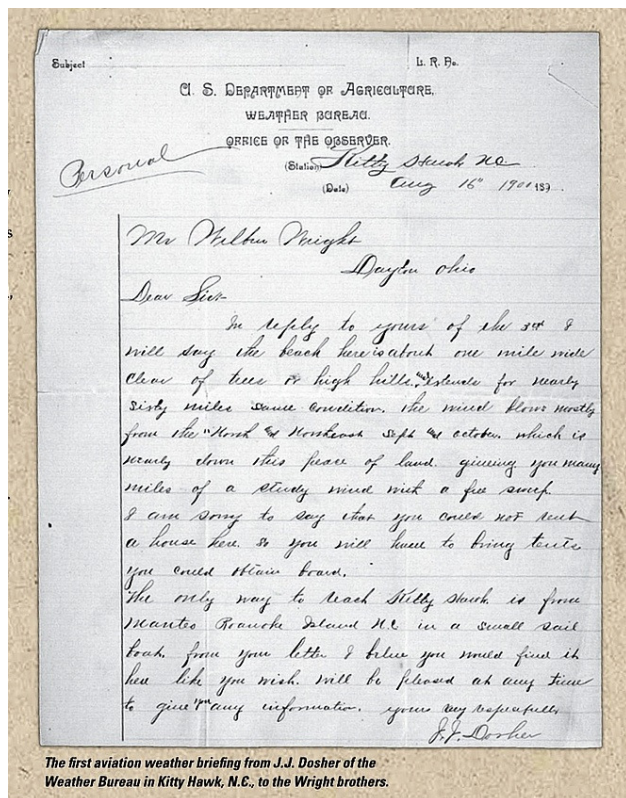
## Velocity V-Twin - continued

After its debut at Sun 'n Fun, Swing and company pilot John Abraham subjected the aircraft to more rigorous flight tests, "doing things most twins would not, like full stalls with one engine shut down, to prove we can't get it to stall, eliminating the major problem of other twins," Swing said.

The prototype at the Velocity Oshkosh display (exhibit No. 11) is powered by two 160-hp Lycoming IO 320 engines. Fuel burn of about 6 gph per engine in economy cruise yields 170-plus knots and a range of about 1,400 nm. Single-engine climb is about 400 fpm up to 8,000 feet, and from 8,000 to 12,000 feet the V-Twin will hold altitude on one engine.

The company expects the airframe to support engines up to 250 hp. Velocity is also designing a six-place version with a 2-foot cabin extension and is talking to Delta Hawk about offering a diesel engine option.

## The very first aviation weather briefing:



*Expand this, using your PDF viewer, to see the conditions for this 1901 flight ...*

## Electric Long-EZ

This is the airplane Jack mentioned in the July meeting minutes from Popular Science magazine.



Chip Yates of the Flight of the Century project took a battery-powered Long-EZ on only its second flight at Inyokern Airport in California, 120 miles northeast of Los Angeles, on July 19. He claims that he flew at 202.6 mph, breaking the Cri-Cri record of 175 mph, and ended the flight with an emergency landing. He predicted subsequent tests will reach 199 knots (about 230 mph) as development continues.

A dead battery cell caused his electric motor to quit, forcing him to make an emergency landing. The wheels touched down just as he was able to align the airplane with the runway, just past the threshold.

The airplane is dubbed Long ESA for electric speed and altitude, giving you an idea of the types of records he hopes the aircraft will set. But he has bigger dreams. He wants to develop an airplane that will change batteries in flight, using little drones that take off from sea platforms. The old batteries drop off and either fly themselves to the sea platform or are recovered at sea. He just might make it. He has already ridden an electric motorcycle at 200 mph.

There is no solar energy involved such as that used by Solar Impulse, which recharges batteries with solar cells mounted on the wing and tail.

There is a proposal to use this technique to cross the Atlantic Ocean ...



# Independence Fly-in with Van's Homecoming

August 2012

EAA 292

## ★ Friday, August 17 ★

Visit builders' hangars - ALL DAY  
EAA 292 Hangar: Attitude adjustment 5PM  
Barbecue 6PM (\$9.50)

## ★ Saturday, August 18 ★

Visit builders' hangars - ALL DAY  
Breakfast at EAA Hangar 7:30 - 10AM; All you can eat! (\$5)  
Wine Tasting - Car Show - Poker Run  
Van's Homecoming Banquet at EAA 292 Hangar  
No-host Happy Hour 5PM; Dinner served 6PM (\$25)  
*Register at [www.vansaircraft.com/public/vans-hc.htm](http://www.vansaircraft.com/public/vans-hc.htm)*

## ★ Sunday, August 19 ★

Breakfast at Starduster (on field) or downtown Independence  
Farewells - Departures

**2012 CHAPTER BOARD:**

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