



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

MAY 2012, VOL11, #5

## **PREZ SEZ:**

At our April meeting, Vern Goodsell was able to slip in between rain showers and show off his "Talon" aircraft. It is a beautiful and fast war bird replica mix, looking similar to a "Spitfire" and a "P-51".

After Vern's departure, we had a discussion as to the direction your chapter should be growing. Are we a chapter that wants to grow, build our own hangar, have fun, have fly-outs, be involved with our airport and promote aviation to "Young (and Older) Eagles"? There are a number of "projects" around that; if enough volunteers participate we can accomplish quite a bit! We are a small group but that doesn't mean we can't do anything that's important to us and the community, while still having "fun" doing it. Never volunteered before? We all have a lot on our own personal plates so sometimes we don't think you can spare the time. If you don't, then who will?

One of these "projects" could be a "Poker Run"! I have a template that is successfully used for a poker runs over in the valley. Who wants to take charge?

Since we are a small group, we need to have all those who want to help, actually step up and provide direction for others. Think about the things you like to do and want to share. Do you like flying out into the desert to soak in a hot spring? Make the initiative and share when and where you're going. If you're planning to get the \$100 hamburger and have an empty seat, why not post that and maybe get some help with the gas? Going to a fly-in with an empty seat? Send it to me or Mike Bond and we can share it with others.

I'd like to ask everyone to put some thought into how you can help. You can email me directly or call me @ 541-306-1500. Bud has asked to find someone to be our "Young Eagles" coordinator. At this time it wouldn't take any effort because we pass them onto 617. They are having a "Young Eagles Day" in Prinville this Saturday, May 5<sup>th</sup>. I hope to see a lot of our members helping out.

Do we eventually want a hanger of our own? I think so. We have the 50/50 drawing that Rudy Catania won last month. While I appreciate that Rudy donated all of his winnings back to the chapter, I actually want who ever win's the drawing to keep the monies they win! This is not a hat that we pass around just to build our treasury but a way that everyone who buys in can help your chapter grow while having fun and maybe multiplying your investment! How cool is that?

It is spring and it's time to clean out your hanger/ home/ workspace. Do you have anything that you would like to donate to the chapter? Maybe raffle it off and split the proceeds? How about a "For Sale" part of the newsletter? At the April meeting, PJ was handing out a flyer with her RV-9 up for sale. Nice looking RV at a reasonable cost.

I have a special request for a pilot with a tail dragger. A 90 year young pilot wants to fly again as part of her "Bucket List". She can and will be able to fit into an RV so if you or anyone you know thinks they can help out then contact me @ [maxfly55@gmail.com](mailto:maxfly55@gmail.com) (dam, wish my -7 was flying)

**Tom Phy**, President

## ***April Meeting Minutes***

### **PROGRAM**

The program was held before the official meeting. Attendees met in front of Pro Air at 5:30pm to view and inspect a 60% scale model of a "Spitfire" owned by Vern Goodsell of Prineville who flew his aircraft to Bend specifically for our meeting. Our thanks to Henry Graham, vice president/program chairman for handling the meeting arrangements.



Vern bought the aircraft in 1997 as a partially constructed two-place tandem plans kit and spent the following fourteen years completing the project---he finally had his first flight in 2010! It holds 60 gal of fuel with a burn rate of 12-13 GPH, a cruise speed of 210 MPH, an empty weight of 1,860 lbs. and gross of 2,600lbs. It is currently for sale with an asking price of \$250,000.00 and total tach time of 37 hrs.



Departing from Bend at around 6:40 pm, Vern did a high-speed fly by with a pull up at the end that thrilled all in attendance.

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**Minutes of regular The Chapter meeting, held at the new meeting place on the second floor of the Pro Air maintenance facility at 63138 Powell Butte Hwy., Bend Municipal Airport**

### **ATTENDEES**

Those in attendance were: Tom Phy, Jack Watson, Mike Bond, Bruce Myers, Bud Candland, Henry Graham, Jim Mateski, Jim Stone, Phil Renyer, Rudy Catania, Alice Bond, Paul Gooch, Jim Anderson, Devin Simpson, Erik Simpson, P.J. Johnson & Vern Goodsell.

### **CALL TO ORDER**

President Thomas Phy called the meeting to order at 6:50 p.m.

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

There were no minutes from the previous meeting and, as the Treasurers Report was included with the April newsletter, approval was dispensed with.

### **COMMITTEE REPORTS**

None

### **OLD BUSINESS**

None

### **NEW BUSINESS**

President Phy opened a free ranging discussion of what the membership would like to see in the way of programs for our meetings and several ideas were forthcoming, including an overnight road trip to visit the Museum of Flight in McMinnville, etc.

### **RAFFLE**

President Phy then conducted the raffle and the winner, Rudy Catania, donated the proceeds, \$29.00, to the club treasury.

### **ADJOURNMENT**

The meeting adjourned at 8:30 p.m.

Submitted by,

***Jack Watson***, Recording Secretary

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

Financial for period 1/1/12 through 4/30/12

Total Income:	\$727.00
Total Expense:	\$730.00
Net Income (Loss)	\$-3.00
Cash Balance:	\$2,079.55

***Jack Watson***, Treasurer

## ***May Chapter meeting***

The Wednesday, May 9th meeting will be held at the Pro Air conference room above their maintenance hangar, Pizza @ 6 o'clock with the meeting @ 6:30. Hope to see you there!  
Just look for the EAA1345 sign and, bring a friend!

## ***Self-Schooling on Aircraft Engines***

**The following is a list of selected articles by AVweb's John Deakin. If you haven't perused "Pelican's Perch" you are really missing out!**

<http://www.avweb.com/news/pelican/182146-1.html>

Pelican's Perch #8:  
Go Ahead, Abuse Your Engine!

Pelican's Perch #15:  
Manifold Pressure Sucks!

Pelican's Perch #16:  
Those Marvelous Props

Pelican's Perch #18:  
Mixture Magic

Pelican's Perch #19:  
Putting It All Together

Pelican's Perch #31:  
Those Fire-Breathing Turbos (Part 1)

Pelican's Perch #32:  
Those Fire-Breathing Turbos (Part 2)

Pelican's Perch #33:  
Those Fire-Breathing Turbos (Part 3)

Pelican's Perch #34:  
Those Fire-Breathing Turbos (Part 4)

Pelican's Perch #35:  
Those Fire-Breathing Turbos (Part 5)

Pelican's Perch #36:  
Those Fire-Breathing Turbos (Part 6 — and FINAL!)

Pelican's Perch #42:  
Lycoming Talks About LOP

Pelican's Perch #43:  
Detonation Myths

Pelican's Perch #46:  
"But My Mechanic Says ..."

Pelican's Perch #55:  
Lead in the Hogwash

Pelican's Perch #63:  
Where Should I Run My Engine? (Part 1)

Pelican's Perch #64:  
Where Should I Run My Engine? (Part 2 -- The Climb)

Pelican's Perch #65:  
Where Should I Run My Engine? (Part 3 -- Cruise)

Pelican's Perch #66:  
Where Should I Run My Engine? (Part 4 -- Descent)

Pelican's Perch #77:  
Startups & Runups

Pelican's Perch #78:  
Props Driving Engines

Pelican's Perch #76: Those Dreadful POHs (Part 2) -  
(Articles - Dec 7, 2003)

Pelican's Perch #75: Those Dreadful POHs (Part 1) -  
(Articles - Nov 9, 2003)  
Everything your POH says is correct, and anything it doesn't say you can do, you can't, right? Did you really think John Deakin -- AVweb's favorite contrarian -- could let that kind of gross generality continue unquestioned?

Pelican's Perch #67: Analysis of an In-Flight Engine Failure - (Articles - March 30 2003)  
GA engine failure captured digitally in full color! AVweb's John Deakin shows us engine-monitor data from an aircraft that lost power on takeoff just after an annual inspection. As you might expect, John disagrees with the engine manufacturer's post-mortem.

Pelican's Perch #59: Fried Valves - (Articles - Aug 18 2002)  
A cylinder in your piston aircraft engine flunks its compression check, with lots of leakage past the exhaust valve. The mechanic says you probably fried the valve by leaning too aggressively. Wrong, says AVweb's John Deakin! Lean mixtures don't cause burned valves — lousy valve-to-seat geometry does. It's probably the fault of the factory or overhaul shop, not the pilot.

## ***Now that is one cold beer run.***

In the lighter moments of WWII, the Spitfire was used in an unorthodox role: bringing beer kegs to the men in Normandy.



During the war, the Henty & Constable brewery donated free beer to the troops. After D-Day, supplying the invasion troops in Normandy with vital supplies was already a challenge. Obviously, there was no room in the logistics chain for such luxuries as beer or other types of refreshments. Some men, often called 'sourcers', were able to get wine or other niceties from the land or rather from the locals. RAF Spitfire pilots came up with an even better idea.

The Spitfire Mk IX was an evolved version of the Spitfire, with pylons under the wings for bombs or tanks. It was discovered that the bomb pylons could also be modified to carry beer kegs. According to pictures that can be found, various sizes of kegs were used. Whether the kegs could be jettisoned in case of emergency is unknown. If the Spitfire flew high enough, the cold air at altitude would even refresh the beer, making it ready for consumption upon arrival.

A variation was a long-range fuel tank modified to carry beer instead of fuel. The modification even received the official designation Mod. XXX. Propaganda services were quick to pick up on this, which probably explains the official designation.



***A staged shot of the Mod. XXX tank being filled.***

As a result, Spitfires equipped with Mod XXX or keg-carrying pylons were often sent back to Great Britain for maintenance or liaison duties. They would then return to Normandy with full beer kegs fitted under the wings.



***The Spitfire had very little ground clearance with the larger beer kegs.***

Typically, the British Revenue of Ministry and Excise stepped in, notifying the brewery that they were in violation of the law by exporting beer without paying the relevant taxes. It seems that Mod. XXX was terminated then, but various squadrons found different ways to refurbish their stocks, most often done with the unofficial approval of higher echelons.

In his book *Dancing in the Skies*, Tony Jonsson, the only Icelander pilot in the RAF, recalled beer runs while he was flying with 65 Squadron. Every week a pilot was sent back to the UK to fill some cleaned-up drop tanks with beer and return to the squadron. Jonsson hated the beer runs as every man on the squadron would be watching you upon arrival. Anyone who made a rough landing and dropped the tanks would be the most hated man on the squadron for an entire week.



**Thanks to Prez Tom Phy for this article**

***H&C brewery was later sold to Arundel Brewery which is now located at Ford Airfield Market, previously a WW2 airfield, so maybe the kegs didn't have far to travel ...***

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