



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

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PREZ SEZ:

It's official! EAA 1345 is hosting EAA's B-17 "Aluminum Overcast"! This is an exciting event for our chapter and one in which we will need everyone's help as volunteers.

"Aluminum Overcast" is scheduled to arrive Monday, May 20th. Fly tours on the 21st and depart on the 22nd. I was hoping for a weekend stop over but these days are going to be just fine.

Check out the B-17's web site @ <http://www.b17.org/tour/chapters.asp> for more information.

For the March 13th meeting, we will again try to check over Bob's "trike".

We will meet at the old wood hangars first. As you arrive at the main airport entrance, turn left (North) going past the ProAir maintenance hangar. The old wood hangars are just past "Life Flight's" building. Bob's hanger is in the middle of the row facing Powell Butte Hwy. Try to get there early so we can use the remaining daylight, say 5:30. After seeing Bob's trike, we will adjourn back to the ProAir training room for the "official" meeting and have the pizza and beverages.

Fly safe,

Thomas Phy, President

February Meeting Minutes

EAA CHAPTER 1345

Minutes of a regular meeting of The Chapter, held on February 13, 2013, at the stated meeting place on the second floor of the Pro Air maintenance facility at 63138 Powell Butte Hwy.

ATTENDEES

Members in attendance were Tom Phy, Jack Watson, Mike Bond, Bruce Myers, Mike Pederson, Jim Mateski, Dan Smithey, Devan Simpkins, & Scott Allen.

CALL TO ORDER

President Thomas Phy called the meeting to order at 6:20 p.m., followed by self-introductions of all in attendance

MINUTES & TREASURER'S REPORT

As the September minutes and Treasurer's report were published in the January newsletter, without objection, they were accepted as published.

OLD BUSINESS

None

NEW BUSINESS

President Phy made the following announcements concerning events of possible interest to our members with discussion following each subject:

EAA Chapter 617, Prineville, is conducting a "Poker Run" on Saturday, 2/16/13, with visits to Sunriver, Bend, Madras and returning to Prineville.

February Meeting Minutes - continued

In August, Madras is holding their annual "Madras Airshow of the Cascades" and has offered our chapter a booth where we could present our Chapter to the airshow attendees.

In June, Bend is presently scheduling their "Airport Day" but is constrained due to a lack of funds.

Oshkosh---July 28 to August 4---Tom said he is planning to attend and invited others to participate as well in this really wondrous event.

RAFFLE

A 50/50 raffle was then conducted with the lucky winner being none other than our new member Dan Smithey, actually a reinstated old member from 2008.

PROGRAM

A last minute announcement reported that the evening's program was cancelled "Due to some family matters, and Bob's show and tell of his trike, was postponed."

ADJOURNMENT

The meeting adjourned at 7:20 pm to reconvene, at the regular meeting place, on March 13, 2103.

Jack Watson, Secretary/Treasurer

Treasurer's Report

Financial: For period 1/1/2013 to 1/31/2013

Total Income:	\$430.00
Total Expense:	\$305.00
Net Income (Loss)	\$125.00
Cash Balance:	\$2,152.73

Jack Watson, Treasurer

Homebuilt, with a purpose!

Captain Bill Harrelson just completed a 7000+ nm **non-stop** record flight for single engine land weight class (C, C-1, d, l (Internal Combustion)) from Guam to Jacksonville, FL-- arriving at Jacksonville International on March 1st.

Bill's purpose built Lancair IV with 350 gallons of internal fuel departed Dogwood Airpark (VA42) late February, stopping at Gus Grissom in Indiana, and Honolulu, HI (22hrs+ flight time) before flying to Guam on Feb. 26. It took Bill 8 years to build his Lancair IV N6ZQ completing it in 2012.



Bill, a retired American captain and his wife Sue, retired United captain, are no strangers to long distance endurance flying, having built and then flown this Lancair 320 to Europe.

Bill is planning a circumpolar record attempt in March or October this year. His flight plan departs Bangor, ME, Recife, Brazil, Punta Arena, Chile, over the South Pole to New Zealand, on to Honolulu, Fairbanks and back to Bangor. Bill plans to do the legs back to back with minimal en-route time at his stops - shattering the old record. Bill and Sue have completed three homebuilt aircraft including Sue's Rans."

Oh no !!!

My neighbor spent most of his career as an airline pilot, but he also did one stint during a furlough in the early 1980s as a controller at Van Nuys. He swears the following is true.

One day, my friend, who we'll call Bob (since that's his name), was reading a clearance to another aircraft as an MU-2 (high-wing twin) was landing.

The other controller prodded Bob and said, "Look at this." The MU-2 had landed but was having trouble taxiing, despite applying plenty of power.

"I think our brakes have locked up," radioed one of the crew. "Can you look us over and tell us if you see anything?"

"Do you want to tell them or should I?" asked the other controller.

"You tell them," replied Bob, grabbing a pair of binoculars. "I want to see their faces when you tell them that their gear is up."

My Experience at the EAA Air Academy.

By Devan Simpkins

This last summer I attended the EAA Air Academy in Oshkosh, Wisconsin. The camp ran from June 25th through the 30th. Flying there and back represented the first time that I have flown without my family ... a new experience for me!



My time at EAA Air Academy was one of the best times I've had. We had a lot of fun activities, including ground school, flight physics, flight simulators, a left seat flight in a Cessna "Sky Catcher," a flight in a Bell helicopter, a ropes course and a well thought out museum tour. The flight simulator was interesting. You actually got into this little pod, there was a projection screen in there, and it actually rolled around like a ball. I became very nauseas.

I was able to attend the Air Academy through a scholarship offered by the Hayward Air Rally (HAR). The Rally is the longest continually-held proficiency flying event in North America. The members funded three scholarships for students of my age group for the EAA Air Academy, summer 2012 program. The scholarships are offered for one student each from Hayward, CA, Redding, CA and Bend, OR through a competitive screening process. The Hayward Air Rally's primary charter is to enhance general aviation safety by encouraging pilots to stay proficient in basic flight and fuel management techniques. The annual rally begins at the Hayward Executive Airport, continues through Redding with a final destination in Bend.

I earned the scholarship as the Bend competitor ... what a thrill submitting my application, then waiting for the announcement!

The waiting was the hard part, and learning that I was selected was just incredible. I was required to be a student in good standing in my school, be at least 14 years of age, and have an active interest in aviation that I needed to describe in an essay. I met the age requirement by one day, turning 14 years of age on June 24, the day I flew to Wisconsin! You can't cut it much closer than that. I also needed two recommendations, and I asked for these from my EAA Chapter President, Mr. Thomas Phy, and my Middle School principal, Mrs. Stephanie Bennett.

Bend Chapter 1345 and Prineville Chapter 617 each contributed to the HAR scholarship. The generosity of these three organizations enabled me to go to Oshkosh for nearly a week of incredible activities and learning. I give my sincere appreciation to the EAA chapters, and the Hayward Air Rally, for making this opportunity for me! Prior to the Air Academy, I had flown in two Young Eagles events. The Air Academy effectively sealed my interest in having a career in aviation.



At the Air Academy, I was able to fly in a Cessna "Sky Catcher". In the short flight that I took, I pulled some G's and gave some too. The pilot gave me a sketch pad, and he told me to set it on my finger tips. He then asked me if I was ready, for what I was not sure about yet, and then he pushed down on the stick, and the sketchpad floated around the cockpit in the almost zero-gravity atmosphere. It was quite the experience! Another flight was in an old Bell Helicopter. I didn't catch the model number, but it was used in WWII to carry wounded soldiers off the battlefield.

EAA Air Academy -- continued

The condition of the helicopter was fine, except for one minor detail: the doors. The thing is, there weren't any.

So I wanted to sit in the middle most part of it as I could, considering the only thing keeping me from falling out was a flimsy over-the-lap seat belt. During the flight, we went over a busy highway, the museum, and some fields. The best part about the heli ride, was that it was so hot outside, and everyone was doing everything they could to keep cool. So when we went up it became very cool, very fast. Almost instantaneously, I felt the cold breeze of the lower-mid atmosphere. And boy did we cherish it! I'm not a fan of helicopters, though, because they can go completely vertical. I also don't like the fact that when the engine fails, you're basically out of luck. And I don't understand the whole reverse airflow let out by the rotor when the engine fails. I much prefer solid wings and a gentle glide down if the engine fails. All in all though they were both great flights.

When we toured the 'museum of all things flight', I saw so many famous planes! Almost every non-military single or double engine plane was in there. They even had the plane that went into space! They also had many military planes too. Of course the world famous B17 was there, along with other jets and bombers. One exhibit was the cockpit of a F16 and you could pull out the missiles and other weapons. There was a flight simulator that I entered, put on a weird harness, and rolled around trying to fight bad guys. There was a projector that showed the cockpit view and there was a joystick and a throttle. And the pod moved to your joystick movements. It was really fun.

My time at the EAA Air Academy helped me in my knowledge and interest in aviation. It fueled my aviation spark, and I have chosen the career of commercial pilot. I would rather not go into the military aspect of aviation since it would most certainly upset my Mother.

Thank you all for contributing to my time at Oshkosh, and know that you helped a young man in his career choice.

(0) Phantom Eye (0)

Following the first flight of its Phantom Eye in June of last year, Boeing has performed software and hardware upgrades in preparation for its second flight that will see it climb to higher altitudes. The **hydrogen-powered, unmanned aircraft** system has made a significant step towards such a second flight with the completion of taxi testing at Edwards Air Force Base in California.



On its first flight, the Phantom Eye climbed to an altitude of 4,080 feet and reached speeds of 62 knots (71 mph/115 km/h). However, when landing, the Phantom Eye's landing gear dug into the Edwards Air Force Base lakebed and broke. The Boeing team says it has now improved the aircraft's landing system, while also improving its autonomous flight systems and upgrading its engine oil pumps.

The taxi testing, which was conducted on February 6, saw the Phantom Eye demonstrator reaching speeds of up to 40 knots (46 mph/74 km/h) while perched atop its launch cart. The successful completion of the taxi tests brings the aircraft a step closer to its second flight, which is expected to be more demanding than the first.

Once operational, the Phantom Eye, boasting a wingspan of 150 feet (46 m), will reach altitudes of up to 65,000 feet and carry payloads weighing up to 450 pounds (204 kg). Its liquid-hydrogen propulsion system, whose only byproduct is water, is designed to allow the aircraft to stay aloft for up to four days.

2013 Fly-in/Airshow dates

April 9 – 14: Sun-n-Fun - Florida

July 11 – 13: Arlington Fly-in – Washington

July 26 – 28: HIO International Airshow – Hillsboro (HIO)

July 29 – August 4: EAA Oshkosh

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