The Bend High Desert Flyer of Chapter 1345

WEBSITE: http://www.eaa1345.org/ ***KBDN AWOS 134.425*** **JUNE 2011, VOL10, #6**

PREZ SEZ:

We've heard the saying time and again...I'd like to fly like a bird. My question is, which bird? If you've ever been hiking in the hills and wished you could be that hawk gliding silently by, then perhaps you should take up paragliding, hangliding or soaring. Recently I decided to take up paragliding and I'm currently part way through my initial training.

Paragliding is a slow, intimate form of flying. Perhaps you've seen them flying around Mt Bachelor on a relatively calm day. The pilot sits in a harness, which hangs below the wing by a series of thin lines, which extend from the risers to various parts of the wing. Unlike a glider or hang gliding, the paraglider wing is flexible and maintains its shape with a combination of ram air pressure and lift. The typical flying speed varies from approximately 12-20 mph and pitch, roll and yaw are altered by pulling on the brake lines connected to the back edge of the wing. While a paraglider may look like a skydiving parachute, its actually quite a different wing. A paraglider wing is much longer and is more tailored to soaring. A skydiving wing is much shorter and designed to open at and fly at higher speeds.

Paragliding is typically done without any power. To get started, you hike up a hill, inflate the wing with either a reverse or forward launch technique and run down the hill until the wing generates enough lift to fly. Once airborne, you can then ridge soar like a hang glider or glider and stay up as long as the winds allow. On a tandem flight two weeks ago, my instructor and I hiked up 300 feet on Pine Ridge and stayed up for 1.5 hours. Pine Mountain is another popular flying spot, which is ideal in the summer evenings due to what is called "glass off".

Another form of paragliding, which is done with an engine, is called paramotoring ...

Perhaps you've seen them buzz over you in the very early morning or late evening on a calm day. A small engine turning a propeller is worn on your back or attached to a small tricycle, which you sit in for propulsion. This is a great option for flat areas of the country that doesn't have hills or mountains to ridge soar.

Learning to paraglide is a physical endeavor which requires a fair amount of practice to master. While I'm far from mastering the sport, I have been able to make about 8 flights to date from hills about 300 feet high. It's very exciting!

To learn more about paragliding, come to our meeting next week. I'll bring in some of my gear and tell you more about it. I'll also bring in some short videos so you can experience what its like from the air!

Wings and Wheels Reunion

Replacing Bend Airport Day, the Red Hangar Group has picked up the challenge June 18th with events from 7:30am through 9pm

Next meeting:

On June 8th we'll be meeting at the "Ellsberg Hanger" where our Prez. Sean will bring us up to date on his latest adventure in the aviation world, complete with movies! Doors are open at 5:45 and the meeting will start at 6:30. Since our "Winter-like" spring weather doesn't want to give us a break, we'll also be doing a "Chili Night" instead of the usual pizza. So if you have a favorite Chili recipe, make it and share it. All spouses/ friends, family and neighbors are welcome … see you there.

Thomas Phy, Vice-president

Treasurer's Report

Financial for period 1/1/11 through 5/31/11

Total Income:	$480.00
Total Expense:	$401.49
Net Income (Loss)	$78.51
Cash Balance:	$2107.91
Accounts Receivable:	$320.00 (2011 dues)

Dues for 2011 are now well past due!

(Jack is sending final reminders to those still overdue. In the near future, members who are still delinquent will be dropped from the newsletter list – Ed)

Jack Watson, Treasurer

May meeting minutes

Minutes of a regular meeting of The Chapter, held at Electronics International at the Bend Airport on Wednesday, May 11, 2011.

CALL TO ORDER
President Sean Harbison called the meeting to order at 6:49 p.m.

INTRODUCTIONS
There were 9 members present. Those in attendance were Sean Harbison, Tom Phy, Jack Watson, Erik Rustand, Mike Bond, Bruce Myers, Bud Candland, Henry Graham, Chuck Smith and new member Jim Mateski who has been coming to several meetings and paid his dues at the meeting. Welcome Jim! The guest was Dick Lowell (Civil Air Patrol).

ANNOUNCEMENTS
President Sean announced a "Thank You!" to Electronics International for hosting and providing superb pizza from Cibelli's and soft drinks. Jim Mateski was recognized as the newest member.

APPROVAL OF MINUTES
Approval of the minutes was skipped.

TREASURER'S REPORT
Approval of the treasurer's report was skipped.

OTHER COMMITTEE REPORTS
No committee reports.

OLD BUSINESS
Old business was skipped.

NEW BUSINESS
President Sean announced a less formal format for the meetings, which will allow greater time for talk of projects and announcements. Tom Phy discussed the schedule of the meetings, which tentatively includes an aerobatic demonstration by Peter Loeffler for the June meeting, July is a question mark and August will be the traditional BBQ. Mike Bond mentioned that the Bend Airport Day had been canceled. He informed the group that Pro-Air had pulled out of hosting the event due to lack of sponsorship, etc. Bruce Myers suggested talking to Steve Gibson about holding an event at the maroon hangar. Mike Bond suggested talking to Gary Judd about options. Sean Harbison volunteered to check into the possibilities and situation.
Jack Watson reminded everybody that, "DUES ARE DUE".
Sean mentioned the EAA Chapter 105 event on May 20th - 22nd at Twin Oaks airport for anyone interested. The Walla Walla fly-in was also mentioned.
Tom Phy announced that his girlfriend's twin 18-year-old daughters were both recently accepted into the Air Force Academy and are also trying out for the Olympics.

ADJOURNMENT
The meeting was adjourned at 7:02 p.m.

PROGRAM
The program for the evening was a super presentation given by Mathew Sharp and Ross Morrison. They discussed what Electronics International does and the instruments they offer. Electronics International specializes in engine monitoring equipment and the presentation on the MVP-50 was very interesting and informative. Thanks to Electronics International for hosting the meeting and to Ross Morrison and Mathew Sharp!
Please check out http://www.buy-ei.com./

RAFFLE
Anyone who missed this meeting not only missed out on free pizza and drinks, but also missed out on the raffle prize, which was a brand new Super Clock valued at around $330.00! Jack Watson was the lucky winner! Congratulations Jack!!!

Erik Rustand, Secretary

John McGinnis, EAA 797858, with his quarter-sized 'Synergy'; a full-sized version is entered in the CAFE Electric Aircraft Symposium scheduled for this July. More next month …

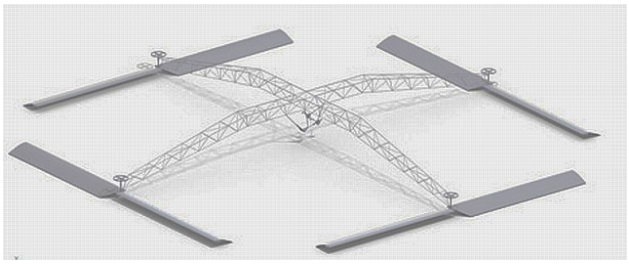
'Gamera' pedal-power

A team of graduate and undergrad students at the University of Maryland's A. James Clark School of Engineering are claiming a world record for the first human-powered helicopter flight by a woman. The flight was only a few inches above the floor at the school's the Comcast Center in College Park, Maryland, but it was clearly airborne as seen on a live web cast.

Two years in the making, the aircraft – called Gamera – hopes to someday win the American Helicopter Society's (AHS) Sikorsky Prize, which awards $250,000 for the first controlled flight of a human-powered helicopter.

Pilot Judy Wexler, a 24-year-old biology graduate student at UM, pedaled furiously, taking the craft several inches into the air for about 4 seconds, unofficially setting the world record. The National Aeronautical Association (NAA) must verify the record by reviewing the video.

Gamera, named after a giant, flying turtle from Japanese movies, has 60-foot crossbars with 42-foot-diameter rotors - essentially a large, light quad-rotor. The structure is made of balsa, foam, Mylar, carbon fiber, and other lightweight materials weighing just 100 pounds. With a (light) pilot on board, it weighs just 210 pounds.



Fifty graduate and undergraduate students have been working on the aircraft for two years. The pilot, seated in a module suspended at the middle, powers the aircraft by a combination of hand and foot pedaling via chains, gears, and lightweight string to the rotors.

The AHS's Sikorsky Prize, named for Igor Sikorsky, will be awarded to a team that creates a vehicle that obtains all of its power from a human pilot and achieves a 60-second hover while remaining within a 10-meter square and momentarily reaching a three-meter altitude. In previous attempts, two vehicles have risen off the ground but failed to meet the competition criteria. No team has managed to win the prize since it was first announced in 1980, according to the University of Maryland.

New Roadable Aircraft

Landscape architect Rick Johnson, EAA 343934, of Palm City, Florida, spent the last eight years and 10,000 hours building a roadable aircraft; a merger of an Avid Magnum with a Suzuki motorcycle that is street legal, yet flies.

Roadable Magnum - continued

Johnson said. “I’m always building something.” During the project Rick got key assistance from EAA Chapter 203 (Palm City) Technical Counselor Bill Perry.

He modified the Avid Magnum by beefing-up the frame and adding 13-inch radial tires with disc brakes as well as rack-and-pinion steering since the vehicle is steered by the main gear on the ground.

The “trike engine,” as Johnson calls it, is a 400cc, four-stroke, water-cooled, 32-hp Suzuki just in front of the tail wheel. It was also modified to add reverse drive.

Transitioning to/from flight takes about 20 minutes. The wings are swept forward from their folded-back position, struts are attached, and the extra lights used for ground operations such as emergency flashers, turn signals, and head and brake lights are stowed. But having the trike engine so far back presents an obvious center of gravity problem. Johnson solved this by installing rails on the bottom of the fuselage. The engine then slides forward to a location between the main gear, where it is rotated 90 degrees and tucked nicely out of the way.

To accommodate the aircraft’s dual role the flight control stick is floor-mounted in front of the left seat with a steering wheel floor-mounted in front of the right seat.

Johnson also has a modern panel including a Grand Rapids Technologies Sport SX flight display and a multi-functional display that features Garmin software to give him turn-by-turn instructions on the ground.

The two-place Avid with roadable attachments features a gross weight of 1,850 pounds carried by a 2.5-liter, four-stroke Subaru engine with an RFI belt-reduction drive and a Prince Aircraft propeller. Once in the air the aircraft should cruise at 95 knots, although Rick has not tested the aircraft in the air with the motorcycle attached. The Avid minus the trike engine did make its first flight on April 11.

Riding along on the ground, you only hear the purr of the motorcycle engine, which can propel the vehicle up to 60 mph; Johnson claims the roadable aircraft has good handling at highway speeds. N10ZX also has a valid Florida license plate that reads “FLYN CAR.”

Airbus-Backed Electric Plane

An Airbus-sponsored electric airplane called the eGenius made its maiden flight last month in Mindelheim, Germany. The two-seat, side-by-side aircraft reportedly flew for 20 minutes, focusing handling qualities and verifying its 60-kilowatt electric propulsion system in flight.

The aircraft, designed by the Institute of Aircraft Design at the University of Stuttgart, has a maximum takeoff weight of 850 kilograms and a wingspan a little more than 55 feet.

eGenius claims about a 250-mile range and a 146-mph cruise speed. Airbus’ Future Projects office will analyze flight data to further develop the technology and better understand its opportunities.

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