



The Bend High Desert Flyer of Chapter 1345

WEBSITE: <http://www.eaa1345.org/>

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PREZ SEZ:

Well guys, we had a great meeting last month. Lots of folks turned out and we got a chance to listen to Madelon and Jack Hill talk about their flying experiences during World War II. Madelon, born in 1918 and still sharp as a tack, talked about her early civilian flight training culminating to acceptance in the WASPS program in 1942. After completing her training in AT6s she was assigned to Nellis AFB in Las Vegas as an instrument flight instructor. Her husband Jack, who at the time was the Nellis Base Operations Officer, had ample opportunity to fly 17s and always selected Madelon to be his co-pilot. This scenario culminated in their marriage in 1944. Jack then told us about his experiences flying 15 different airplanes, including the B-29s he flew out of Tinian on raid to Japan.

This month's meeting will feature Travis Walthen from Leading Edge Avionics talking to us about "Helicopter Operations in an Airplane Environment". As you know, the Bend airport has an increasing amount of helicopter traffic and it is imperative that us fixed-wing guys learn to live harmoniously with the rotor-heads. As an Aviation Safety Counselor I once 'counseled' a helicopter pilot that I observed doing something I felt was unsafe: he was flying a right-handed pattern into Bend, close-in to the runway. My approach to this 'problem child' was to ask him why he doing that type of pattern. I learned that helicopters DO fly by different rules and, in fact, the pilot was doing exactly what the rules called for. Oops...how embarrassing for me...good thing I didn't go over there and jump on him.... Since we have more and more helicopter operations, it will be a good thing for us to hear about how helicopters operate and the rules they fly by. So come on out and listen and learn.

At the April meeting, Ed Fredrickson brought up the idea of a group from the Chapter getting to together to jointly purchase and build a E-LSA kit. If you are interested in the prospect of owning a share in a light sport aircraft, now would be a good time to contact Ed.

I am still waiting to get copies of letters from our members that were sent to our congressional representatives regarding user fees. This is a big deal, guys, and if you don't make your voice heard you may wind up not being able to afford to fly.

In another matter brought up at the meeting by Bill Lewis, I did some checking on doing maintenance to our compass rose and, alternatively, moving the rose to another location. I'll report on that at the meeting.... See you there!

Dennis Douglas

Schedule of Meetings & Events

<u>Meetings:</u>	<u>Breakfast</u>
May 9	May 19
June 13	June 16
July 11	July 21
August 8	August 18
September 12	September 15
October 10	October 20
November 14	November 17
December 12	December 15

April 11th Meeting Minutes

A regular meeting of The Association was called to order at 1905 hrs by President Douglas at the Pro Air classroom at the Bend Municipal Airport.

Officers present:

Dennis Douglas	President
Bill Blackwood	Vice President
Jack Watson	Treasurer
Mike Bond	Newsletter Editor

Minutes ... continued

In the absence of Dave Waltman, Jack Watson served as Recording Secretary.

Others Present included some 20 members, spouses, guests Dave McDowell, and Jack and Madelon Hill.

Announcements:

Bud Candland presented a pamphlet titled "Women's Soar" from EAA National, soliciting candidates for the EAA Air Academy to be held at Oshkosh. Bud is looking for ideas on how the chapter could sponsor, support, or encourage a deserving ninth grade female candidate from the Bend area.

Dennis introduced new member Peter Loeffler, who was featured in the most recent edition of Sport Aerobatics magazine for his accomplishments as an aerobatic pilot. Peter's feats, difficult enough in their own right, were complicated by the fact that he lost one of his legs, above the knee, in an unfortunate aviation accident. Dennis also announced that Chapter Award Nomination forms were available for those wishing to nominate a candidate from the chapter in recognition of a major achievement.

Bill Blackwood stated that he would be providing refreshments at our monthly meetings but asked that those consuming same donate a minimum of \$.25 to the kitty.

Jack Watson reported the he still had five 2007 EAA calendars remaining in inventory at a cost of \$10.00 ea as well as EAA Chapter hats at \$18.00. There were no takers on the calendars and one hat was sold.

Mike Bond again requested newsletter input from members.

Old Business

Minutes of the previous meeting were approved unanimously, as published in the March newsletter.

New Business

Ed Fredrickson suggested the possibility of a sub-group from the Chapter buying and building an SP aircraft.

Dennis stated that he has yet to receive copies of letters from members to their Congressmen, concerning opposition to the new user fees proposed by the FAA. He further stated that this issue was of paramount importance and it behooves **all** chapter members to voice their opposition to the proposal.

Dennis also noted that Bill Lewis had contacted him suggesting that the Chapter undertake 'maintenance' on the compass rose. Douglas will check with Greg Phillips about plans for the rose.

Member Wayne Linschied asked if the rose could be moved because aircraft at rose direct propwash towards parked gliders.

Treasurer's Report:

Year to Date 4/11/07, Total Income, \$641.00; Total Expense, 236.87; Net income, \$404.13; Cash balance, \$2376.95. Watson then stated that rather than eat obsolete calendars he was reducing the price to \$8.00 ea whereupon all inventory was snapped up ... an object marketing lesson here but he will leave it to others to figure it out.

Program:

Bill Blackwood introduced our speakers for the evening, Madelon and Jack Hill. Madelon, born in 1918 and still sharp as a tack, charmed those present recounting her early civilian flight training culminating to acceptance in the WASPS program in 1942.



After completing her training in AT6s she was assigned to Nellis AFB in Las Vegas as an instrument flight instructor. Her now husband Jack, who at the time served as the Nellis Base Operations Officer, had ample opportunity to fly B-17s and always selected Madelon to be his co-pilot. This scenario culminated in their marriage in 1944.

Jack Hill then told us some of his experiences at Nellis where he flew some 15 different types of aircraft, subsequent to which he served in the Pacific theatre where he flew B-29s out of Tinian on raids including Japan.

Raffle conducted by Bill Blackwood and meeting adjourned 2050 hrs

Jack Watson

Personal Air Vehicle (PAV) Challenge

The CAFE Foundation, EAA's flight test agency for over 20 years, is hosting the first annual \$250,000 NASA flight competition on August 4, 2007, so time is short for members to join in. Please read the following article.

Brien A. Seeley M.D., President CAFE Foundation
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How I Won My First Airplane

This could well become a true story if EAAers awoken to their opportunities. Sometimes luck just goes your way.

"Dude, what a cool airplane! Is it new?"

"Yes. My wife and I won it in a NASA contest", I said.

I read that NASA was going to give away \$250,000 cash to the best small aircraft in a flight competition in August 2007. It was called the First Annual NASA Personal Air Vehicle (PAV) Challenge and it aimed to popularize small personal aircraft to a larger segment of the American public. From everything I've been hearing, this is just what general aviation needed.

I visited the host website at the CAFE Foundation, (http://cafefoundation.org/v2/pav_home.php) and downloaded the rules for the contest. But what grabbed me right away was that the sweet little Light Sport Aircraft that we'd been dreaming about, the MiTern, not only could qualify for the competition, but could win it. There was no way we could afford the \$95,000 for the MiTern, but then I thought of a plan!

I called up the folks at MiTern headquarters and told them I wanted to help them publicize their new LSA to a national audience by flying it in the 2007 NASA PAV Challenge. They said that their demonstrator was down waiting for a new set of brakes. I asked them if I could rent the demonstrator for 2 weeks if I agreed to install the new brakes and fit it with a set of 'racing' wheel pants. They became interested and asked me about my qualifications and insurance. I explained that even though I was only 27 years old, I was an A&P and CFI and had built up a lot of hours flying bush planes in Alaska. I agreed to pay \$2500 for renting the MiTern demonstrator, but had to borrow the money from my parents.

As we studied the rules for the flight competition we noted that we would need to score well in all four sub-contests in order to win the \$100,000 overall prize. The four events were: Low Noise, Shortest Runway, Best MPG and Best Handling Qualities. I set about tuning MiTern to be a winner.

A friend who is building an RV loaned me a really slick set of wheel pants like those used on the Nemesis Formula I racer. I fitted them to the MiTern. Incredibly, they added 12 mph to the top speed without pants. I found a special muffler made with high-temperature foam core that had been developed by NASA at Ultramet and convinced the owners to let me install it. It lowered the cabin noise by 7 dBA.

A Boeing engineer friend showed me how to add a row of vortex generators just upstream of the flaps that would lower the stall speed by 2 mph and shorten the takeoff by 75 feet. Our odds were looking better to win the contest.

A company that makes homebuilt electronic ignitions loaned me a unit that allowed extra spark advance to enhance MPG at lean cruise. The owners said we could try it. The local FAA FSDO inspector got interested in our project and was very cooperative in licensing these several minor modifications.

When the competition began, Jane and I found ourselves competing against teams from all over the USA. Some had strange-looking aircraft. Some were slick racing machines; others were flying cars. The media and press really hovered around these. The MiTern did not stand out in any way, but it had a chance. We waxed it, we taped all the seams; we took out all unnecessary weight.

The first day of contest flying, the MiTern won the Low Noise prize and Shortest Runway prize. On the fourth day, it came in second in Handling Qualities behind the RV-9A. Before the final event, CAFE hosted an informal Friday night pasta dinner for all the teams, volunteers and press. A lot of the PAV Challenge teams were hyping each other about who was going to win the final event, a 400 mile race for best MPG x speed. I thought we had a chance. This would determine the grand prize.

On the final day of the competition, we took third place in the CAFE 400 part of the contest behind a modified Sonex and a Pipistrel. But still nobody knew who was going to win the overall "Vantage" prize.

That night, at the Awards Banquet, they announced that, when all the points were tallied, we had won \$50,000 for Low Noise, \$25,000 for Shortest Runway, and had enough overall points to win the grand "Vantage Prize" of \$100,000. Jane and I were so elated at winning \$175,000, that we immediately decided to buy the MiTern as our very own first airplane. We named her "Lucky" and planned to fly her to the Grand Canyon for a vacation right after the PAV Challenge.

The sales of the MiTern skyrocketed after that. The company owners set about making plans to enter the 2008 NASA PAV Challenge with an even better aircraft. They wanted me to be on the team. But the other teams also vowed to return next year with even more radical designs. NASA and the CAFE Foundation warned that the rules for 2008 would be even more of a challenge, and that the prize purse would go up to \$300,000. I am so glad that we went after our dream and entered the PAV Challenge. I can hardly wait to see what PAVs emerge in the next 5 years of this contest.

Poker Run and Bar-B-Que

Central Oregon 99s are hosting an event on July 14th 2007 that we would like to have on the your calendar. Event details on website: www.CentralOregon99s.org

Judie Nesmith
Central Oregon 99s

Kitfox, First Flight !

Tom Jones, now living in Ellensburg WA, emailed Bruce Hoisington about his first flight on April 5th, 2007.



> Hi Bruce, I flew my Kitfox for the first time today. This flight was also my first tail wheel solo. The 503 surprised me. The Kitfox was off the ground before I expected it or was even ready. All went well. The Kitfox dual I took in San Jose was well worth it. Pictures attached, to share with the High Desert EAAers.
> Tom

GOT STARTERS?

By Bill Lewis

NOTE: THIS ARTICLE IS DIRECTED TOWARDS LOW HORSEPOWER, CONVENTIONAL CARBURETOR EQUIPPED ENGINES!

Not many years ago when aircraft were mostly low and slow and many had no electrical systems hand-propping was a standard method of the lighting the engine fire so to speak. Well, now it's a very rapidly becoming a thing of the past and I seriously doubt if any instructors under the age of 35 have ever hand-propped an aircraft engine. Personally I have hand cranked more than my fair share of SMALL aircraft engines to get the fire going!

First all, I am glad that this era of hand propping is coming to an end and yet sad to see such a basic technique being left in the technical dust! **HAND PROPPING IS A DANGEROUS THING TO DO UNLESS SOMEONE HAS TAUGHT YOU THE BASICS AND THE ENGINE IS 150 HP OR LESS! JUST DON'T DO IT IF YOU AIN'T NEVER DONE IT OR THE IDIOT IN THE LEFT SEAT HAS NO EXPERIENCE. IT'S A TWO-MAN OPERATION!**

Now admitting I am a old fossil and have had twist many a propeller to get old engines running when the battery was dead and the engines didn't have the option of an electrical system. Hand-propping is a communication exercise with hand popper being in charge of the magneto switch position during the priming phase, and the "switch-on" and "switch-off" call-out be given and repeated by the pilot at the controls. To watch an experience hand propper is a thing of beauty sort of like a dance in which the propeller has to be set and installed in the proper angle to start with by the mechanic.

The sequence is started by the hand propper calling "brakes set" (test the brakes by pulling the aircraft), "switch-off", "primer two shots", "throttle off", and then he pull the prop through two turns. Then the propper checks the 'brakes ' again, calls "switch-on", "contact", and in a back away movement sharply pulls the propeller through a compression stroke and either it starts or it doesn't! If the engine starts the pilot must monitor the oil pressure and hold the brakes. If the engine doesn't start repeat all the steps again. Usually one prime if good for three pulls before going back to another prime cycle. As a hand propper swings the blade down trough the compression cycle he should end up at least five to six feet form the propeller off to the left side and moving away. I always made sure the footing was free and clear of loose gravel and obstruction and kept my balance!

One other minor thing is, if your old Continentals or Lycoming engine is fortunate enough it have magnetos with dual impulse couplings, hand propping is much easier since it starts on both magnetos. I know nothing about the small horsepower high-speed engines such as Rotax and their three blade "meat slicer propellers". I might also add that if single pilot operations require hand propping, tie the tail wheel to an anchor and have it rigged with a pull release rope once in the cockpit ready to go!

My advice is don't mess with hand propping unless you and the pilot know what your doing!

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