



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

JUNE 2007, VOL 6, #6

## **PREZ SEZ:**

BIG MEETING JUNE 13th !!

Hey, guys ! We've got a super meeting planned for the June meeting. Here are the details:

First, we're going to meet at Tony Partain's hanger to take a Phase II look at Tony's Kitfox project. I haven't seen it for awhile but Tony tells me there have been some major accomplishments since the first time we visited his project last winter. Tony will describe what he's done, and he'll tell us about some of his "woes" along the way. For you first-time visitors, Tony's hanger is near the far south end of the airport, on the service road. Park in the south parking lot there, or nearby, and find his hanger as the one immediately north of the parking lot.

Second, we've invited the Leading Edge helicopter folks (Travis Walthen and all his CFIs) and the High Desert Soaring Society glider folks to join with us to discuss and try to resolve some of the problems we've had with each other. There have been some recent "dust-ups" (and a FAR violation) and I want to try to get everyone agreeing to operate and fly in harmony with each other. I'm going to ask the helicopter guys to tell us how they operate and why they operate the way they do, and then I'll ask the glider guys to tell us the same thing. Then we'll have group discussion about what we can go about making KBDN a place where we can all operate together without friction and how we can do it. I'll moderate the meeting and we'll keep it civil. This should be a watershed meeting in that it will bring all the fixed-wing, rotary-wing, and long-winged-but-engine-less guys together for a lively "group grope". If you fly out of Bend, be sure you attend this meeting.

Third, I'm going to make a major announcement that has the potential for getting our Chapter really fired up and doing the things that EAA-ers are supposed to do. I don't want to steal my own thunder, so I'll save the announcement for the meeting and then publish it in the July Flyer for those who simply cannot attend the June meeting. But if you are interested in aircraft building, or think you might be interested in aircraft building, make this THE meeting you attend.

I look forward to seeing you all on June 13th at 7pm, in Tony's hangar, second building from airport south end.

*Dennis Douglas*

## **Schedule of Meetings & Events**

<u>Meetings:</u>	<u>Breakfast</u>
June 13	June 16 and <i>Bend Airport day</i>
July 11	July 21
August 8	August 18
September 12	September 15
October 10	October 20
November 14	November 17
December 12	December 15

## **May 9<sup>th</sup>, 2007 Meeting Minutes**

Meeting called to order by Bill Blackwood, due to Dennis Douglas' absence

### **Officers present:**

Bill Blackwood	Vice President
Bud Candland	Young Eagle Coordinator
David Waltman	Secretary
Jack Watson	Treasurer

14 members present (not including officers)

### **Treasures report:**

Total income YTD 5/9/07	\$679.00
Total Expense YTD 5/9/07	\$236.87
Net Income YTD 5/9/07	\$442.13
Cash Balance as of: 5/9/07	\$2,470.95
EAA 1345 Hats available @ \$18.00 ea.	
Balance on hands	\$2470.95

Minutes of last meeting read and accepted.

## ***Minutes ... continued***

### **Announcements:**

Bill Lewis is in the hospital for the fitting of a pacemaker  
Please sends him your best wishes.

Jack Watson has managed to sell the last calendar to John  
Emerson; please note that hats still available for \$18.00.

Bill Blackwood once again held his raffle and raised  
another \$27.00 for the Chapter. As a reminder, you are  
all encouraged to bring something to the next meeting to  
add to the raffle. There is also a sign up sheet for people  
to bring refreshments.

### **New Business:**

Bill, acting as President in Dennis absence asked the  
members present for their opinion of how the Chapter is  
going. Tony Partain suggested there be more of a  
socializing atmosphere less business meeting and perhaps  
a shorter program period.

Talk continued and the following was suggested for a  
meeting agenda. Short social time at the beginning  
followed by the business meeting, a break, the program,  
followed by more social time. (Hangar talk)

We spoke about a picnic out at Bill Blackwood's house in  
place of the Breakfast after the August meeting on the  
18<sup>th</sup>. Members' input is requested -- please note that Bill  
lives in Sunriver.

On July the 7<sup>th</sup> there will be a Birthday Bash to be held at  
Ross Morrison's house ----- All are invited RSVP Please.

Bud Candland still has applications to send some  
interested youngsters to Oshkosh but no way for them to  
get there. Members are requested to input ideas on how  
we could raise money for this.

A motion was made and seconded to consider that the  
Chapter spend not more than \$500 to purchase a  
substantial prize or 2 for the Raffle to be held at the  
annual picnic. Tony Partain said his business would foot  
the bill to pay for Food & drinks at our annual picnic if  
we agreed to do so.

Meeting adjourned, *Dave Waltman*



**A recent  
hangar /  
Columbia  
altercation  
at KBDN**

## **Super Sonic Booms**

By Bill Lewis

The May 2007 issue of NASA Tech Briefs had an  
interesting article regarding research being conducted on  
reduction or dissipation of sonic booms generated by  
aircraft. Gulfstream Aerospace Corporation put together  
an investigation team to investigate any potential design  
to mitigate supersonic booms. If we recall correctly,  
sonic booms are not permitted by the FAA and similar  
associations over populated land areas without applying  
certain aircraft maneuvers to reduce the ground impact.  
The large sonic boom shock waves presently generated  
are when you hear the pressure differential hit the ground  
and the sound is similar to that of thunder heavy gunfire.  
Presently supersonic flight is basically only allowed  
during transoceanic flights.

Leslie Molzahn, Operation Engineer, Dryden Flight  
Research Center, Edwards, CA has been conducting  
research on a proof-of-concept experiment using a  
Dryden flight research center F-1B aircraft at Edwards  
with a 14 foot telescoping lance mounted on its nose. The  
idea is to extend the lance an additional 10 feet and to  
break the effects of the strong sonic boom into a series of  
weaker shockwaves at supersonic speeds. This "quiet  
spike" has been tested out to mach 1.8 and has been found  
to be structurally sound.

A complete series of ground tests and load tests were  
done to see how the "quiet spike" would compare to  
engineering predictions. The results were found to  
compare favorably with predictions. Flight-testing at his  
time is about 30 flights test flights, which included  
retractions and extensions. Envelope extensions for those  
configurations were conducted out to mach 1.8 with is  
almost twice the speed of sound. At mach 1.4 another  
aircraft was flown close to observe and investigate the  
near-field pressure distribution and see how effective the  
"quiet spike" broke up the shockwave.

First a commercial supersonic airliner would have to be  
developed and then testing of breaking the strong  
shockwave into a series of smaller weaker shockwaves  
could be conducted.

The impact of a commercially acceptable quiet supersonic  
airliner would be great if this "quiet spike" could go on to  
proof test for commercial application for the next  
generation of commercial airliners. East Coast to West  
Coast in two hours and the world would shrink when it  
comes to travel times.

For more information go to :

[www.techbriefs.com/whoswho](http://www.techbriefs.com/whoswho)

or for a complete transcript of the interview contact Leslie  
Molzahn at [leslie.m.molzahn@nasa.gov](mailto:leslie.m.molzahn@nasa.gov).

## Oregon Flight Services for the 21<sup>st</sup> Century -

FS21 is the latest step in modernizing and consolidating the flight service system. Since the time Lockheed Martin Corporation won the government contract and began providing flight services on October 5, 2005 until most recently, there has been little change in the manner in which pilot weather briefings were conducted. That process is finally changing. Flight Service Stations across the nation are in the process of either consolidating to the 3 Major Hubs located in Prescott, AZ; Fort Worth, TX; or Ashburn, VA; or they are being refitted with the new FS21 system.

The Automated Flight Service Station located in McMinnville, Oregon (MMV AFSS) was founded in January of 1987 and on June 4, 2007 will cease operation. Services will be provided by the Western Service Area Hub located in Prescott, Arizona. Several of the Specialists the local pilots currently work with in Oregon will be the very same Specialists the pilots will work with in Arizona. Pilot weather briefings will still be provided on **1-800-WX-BRIEF (1-800-992-7433)** and your call will be automatically directed to a briefer that specializes in your area. The current **“866” phone number** will no longer work after MMV AFSS has closed. There is **NO CHANGE to the “INFLIGHT” Frequencies** across the state or the manner in which pilots use them. Pilots will also be able to interact with the briefer using their home or office computer and the Pilot Web Portal. ([www.afss.com](http://www.afss.com))

### Web Portal features:

- A personal home page customized with selected weather products for your specific areas of interest.
- Access to the same weather products, NOTAMs, TFRs, and SUAs as your briefer.
- All applicable “Local” NOTAMs will be available; eliminating the need to call the out-of-state destination AFSS for additional information.

- A personal profile that can include your favorite flight plans, routine and emergency contact information and aircraft performance data.
- Links to other aviation information and events.

### Some New System Benefits:

- Enhanced safety by improved situational awareness between pilots and specialists.
- More personalized and efficient service (due, in part, to the pre-stored pilot provided profiles).
- Optional notification by e-mail or text message for hazardous weather and TFR alerts that impact your filed flight plan. (This will be a “future enhancement”)

### AFTER JUNE 4<sup>th</sup>, 2007:

- Airport authorities will use a single exclusive toll-free NOTAM phone number that will route the caller to the appropriate Flight Data position for NOTAM formatting and dissemination. For NOTAMS, please call **1-877-4-US-NTMS (1-877-487-6867)**.
- A separate phone number for automated Telephone information Briefing Service (TIBS) is provided.  
For TIBS, please call **1-877-4-TIBS-WX (1-877-484-2799)**.
- Pilots wanting IFR or Special VFR clearances or to cancel an open VFR Flight Plan by telephone will now have a single exclusive phone number to use anywhere in the nation.  
For CLEARANCES or CANCELATIONS, please call **1-888-766-8267**.

We will still be dedicated to providing the very best service to the aviation community in Oregon even though our physical location has changed. We will personally miss Oregon and the lives we have established here. Of the 18 remaining Professionals, 5 are destined for the Prescott Hub and 2 for the Fort Worth Hub. For the most part, the remaining will enjoy retirement in the Pacific Northwest.

## *Flying Truths?*

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage

An old pilot is one who can remember when flying was dangerous and sex was safe

Airlines have really changed, now a flight attendant can get a pilot pregnant.

Both optimists and pessimists contribute to the society. The optimist invents the aeroplane, the pessimist the parachute.

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins

Death is just nature's way of telling you to watch your airspeed or rotor RPM –

Real planes use only a single stick to fly. This is why bulldozers & helicopters -- in that order -- need two."

There are only three things the copilot should ever say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the ugly one.

As a pilot only two bad things can happen to you and one of them will.

a. One day you will walk out to the aircraft knowing that it is your last flight.

b. One day you will walk out to the aircraft not knowing that it is your last flight.

There are Rules and there are Laws. The Rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

About Rules:

a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.

b. If you deviate from a rule, it must be a flawless performance. (e.g., If you fly under a bridge, don't hit the bridge.)

The ideal pilot is the perfect blend of discipline and aggressiveness.

The medical profession is the natural enemy of the aviation profession.

Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything?

Also, in spite of the intensity of their feelings that the pilot's day is over I know of no expert who has volunteered to be a passenger in a non-piloted aircraft.

Before each flight, make sure that your bladder is empty and your fuel tanks are full!

He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.

There are certain aircraft sounds that can only be heard at night.

The aircraft limits are only there in case there is another flight by that particular aircraft.

If subsequent flights do not appear likely, there are no limits.

Flying is a great way of life for men who want to feel like boys, but not for those who still are.

Flying is a hard way to earn an easy living.

Forget all that stuff about lift, gravity, thrust and drag. An airplane flies because of money. If man had been meant to fly, he'd have been given more money.

If black boxes survive air crashes -- why don't they make the whole plane out of that stuff?

"If the Wright brothers were alive today Wilbur would have to fire Orville to reduce costs."  
President DELTA Airlines

It's not that all airplane pilots are good-looking. Just that good-looking people seem more capable of flying airplanes. Or so seasoned observers contend.

A matter of self-confidence? No doubt, no doubt.

I've flown in both pilot seats; can someone tell me why the other one is always occupied by an idiot?

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

There are only two types of aircraft -- fighters and targets.

You define a good flight by negatives: you didn't get hijacked, you didn't crash, you didn't throw up, you weren't late, you weren't nauseated by the food.

So you're grateful.

You know they invented wheelbarrows to teach FAA inspectors to walk on their hind legs.

New FAA Motto:

We're not happy till you're not happy

**2007 CHAPTER BOARD:**

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