



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

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PREZ SEZ:

If you attended the January 10th meeting, you got to see the beginnings of Tony Partain's new project—a Kitfox. The January visit to Tony's project was the first of several we'll do over the next year or so. Each visit we make will show the progress Tony's making and it will offer an opportunity for you to ask those questions that seem to come to mind at each building step. If you are thinking about building and you are curious about the steps and skills needed to do the work, coming to each of these visits would be a good thing. If you are on-the-fence about building, talking to Tony and watching his progress might push over into the builder community.

Dennis Douglas

Schedule of Meetings & Events

<u>Meetings:</u>	<u>Breakfast</u>
February 14	February 17
March 14	March 17
April 11	April 21
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

YOUNG EAGLE NEED RIDE!

For over a year, a young lady has wanted to expand her interests in flying. Her mother, who works at Bend Memorial Clinic, has contacted Bill Lewis to ask if any Chapter member can help. Her name is Mikaela Corney. She is a student and evenings would be the best to contact her at (541) 306-7448

February meeting

Come hear Bud Candland describe 'Flying Cars' at our next Chapter 1345 meeting, Feb. 14th, at 7:00pm in the ProAir classroom at Bend Muni.

January 10th Meeting Minutes

Officers Present

Dennis Douglas President
Bill Blackwood Vice President
David Waltman Secretary
Jack Watson Treasurer

15 members present
2 guests

Treasures report: Balance on hand \$1873.29

Minutes of last meeting read and accepted

New Business:

On Thursday the 15th of March (changed from February) at 6:00pm, in the classroom of Pro Air at the Bend Airport, Lloyd Swenson has arranged for Mike Benedict from Portland FSDO to do a FAAST Program. (Wings Safety) Contact Lloyd if you are interested in attending.

Jack Watson is asking input for everyone for a list of resources in and around Central Oregon. Places you have gone to for parts, Welding, Painting, general advice. He intends to compile this into a resource list and publish it in the newsletter for all of us to use.

Program:

Meeting adjourned to Jerry Rozelle's hangar for the first installment of Tony's Partain's Kitfox
There will be a future meeting at Tony Partain's to share in the evolution of his new Kitfox.

Meeting adjourned

Dave Waltman

Member's project:

PROJECT EVOLUTION: Part I

Following his successful RV-7 build, Tony Partain said that he wanted to build another plane but didn't want the hassles of another RV. He opted for the Kitfox because of its reputation, simplicity, and because he's flown in Bruce Hoisington's Kitfox and knows how much fun it is flying low and looking down on things.

Tony did a great job presenting his project to us. He described all of the steps that he'd taken to that point and explained how some components were bolted together, others were riveted together, and some glued together. Tony had only been working on the Kitfox for about a month and it already looks like an airplane. It's ready to sit in and "make airplane noises."

The photos below show Tony's project from different angles. In a couple of months we'll visit Tony again. I bet we'll be amazed at the progress he will have made.



Tony (L) making his presentation and Gerald Holmes (C) listening intently.



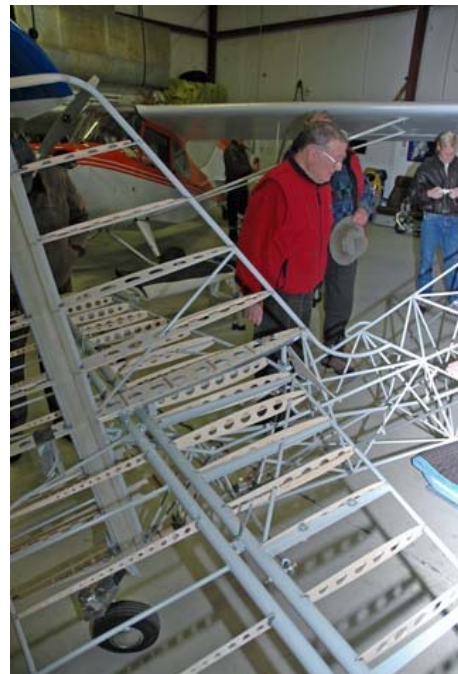
"The engine will be right here...soon." (L-R: Bill Lewis, Eric Rustand, Bruce Hoisington, Jerry Lundgren, and Mike Bond.)



Jim Stone (L) wishing he'd done a Kitfox instead of that @#\$\$%^ GlaStar.



Tony (Ex L) explaining the empennage to (L-R) Greg Tanner, Dorothy and Ed Fredricksen, Tom Phy, Bill Blackwood and his guest.



Jack Watson checking out Tony's handiwork .

Photos and narrative courtesy of Dennis Douglas

Walla Walla Airpark

Fellow Pilots,

If any of you are interested, which as a pilot myself and if it's aviation related I always am, I am currently working on establishing a small airpark in Walla Walla, WA. I have spent the last two years researching location and county/state regulations regarding developing an airpark as well as tax liabilities by state in the northwest. Washington rates in the top 10 for best states to retire in for tax purposes while Oregon rates in the bottom 10. Land in central Oregon has gotten too expensive and Deschutes and Jefferson counties are too difficult to work with so I changed my focus to Washington. Walla Walla has, in the past two years, experienced a growth spurt due mainly for the fact that the area has been determined to be great for growing grapes for wine and it is becoming popular as a retirement location.

At the present time, I have identified a location a short distance west of town that on paper should work well. I'm working with the county to get an initial nod of approval before I go into formal negotiations with the state and the FAA. As it looks now, the parcel can be divided into eight ten-acre parcels and the price per parcel should come in around \$160K. That price would include deeded access to a paved 3000' private airstrip.

If any of you are interested in receiving updates on this project and/or reserving one of the parcels, let me know and I'll keep you informed via email.

Greg Tanner
gtanner@bendcable.com
541-350-4457



Some promotion!

BILL'S SAFETY CORNER

Got Magns?

I used to get an AD note on my Bendix Magneto switch every two years or so. It told me to check the function of the key magneto switch by shutting down the engine down using only the switch. Well, this was real easy since my old C-90 didn't have a fuel cut-off type carburetor.

What I am leading up to is probably over 98% of the aircraft shut down the engines using the fuel mixture. Do we really know if the magnetos are properly grounded or is that prop still hot? Hot props are not only dangerous to the pilot but also to the ground handlers who park and move the aircraft.

As a suggestion; next time you shut down try just using the magneto switch and see if the engine quits!

Bill Lewis

**WHATEVER YOU DO ..., FOLLOW THE
MANUFACTURER'S RECOMMENDATION
FOR USING THE MAGNETO PROCEDURE AS
AN ALTERNATIVE SHUT DOWN.**

TRUCKING COMPANY DELIVERS SAFE LANDINGS

Partain Transport, Inc., a company dedicated to the safe door-to-door delivery of aircraft and aircraft kits, is now delivering 450 kits per year. Eighteen manufacturers, including Van's Aircraft, Kitfox, Lancair, Velocity, TeamRocket, and Zenith have selected Partain to deliver their kits. "When I picked up my own RV-7 QuickBuild Kit at Van's three years ago, I saw a need," says owner Tony Partain. "I've spent 29 years in the transportation business, and I knew that it was possible to provide direct delivery to the customer, do away with the waste and cost of crating, and virtually eliminate shipping damage." Partain ordered trucks and trailers specifically designed to haul aircraft and started the business. He recently added a sixth truck allowing delivery to every part of the U.S. except New England..

Well done, Tony!

Charlie Brown

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he 'had never seen a plane in such a bad state'. The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained plane.

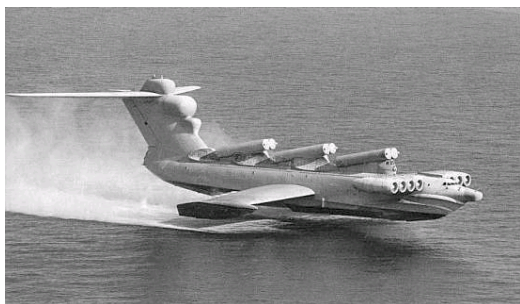
Aware that they had no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe.

When Franz landed he told the c/o that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and his remaining crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now - all because Franz never fired his guns that day.

Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, BC after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years!!



The Lun:

Ugly WIG craft from Russia, circa 1987

Breakfast or tsafkaerB

Coming or Going, our next Bend EAA Chapter #1345 breakfast is going to be at IHOP as follows:

Date: Feb 17, 2007 (Saturday)

Time: 0900 hours

All are welcome and I will contact IHOP ahead of time to ensure we get properly setup.

Information: Bill Lewis 312-5160

THE 'WIG' EFFECT

Several years ago the Russians developed and tested a plane that was meant for inter-continental travel over the ocean at only ten feet above the water. Also, Boeing has proposed a large craft called the Pelican, which will use "the WIG effect."

These both belong to a class of vehicles popularly known as Wing in Ground (WIG) Effect Vehicles. What makes this class of craft unique is the fact that they fly at altitudes on the order of tens of feet, or a few meters. In so doing, they take advantage of an aerodynamic principle known as the ground effect. A wing generates lift because there is a lower pressure on its upper surface than on its lower surface. This difference in pressure creates lift, but the penalty is that the higher pressure beneath the wing tries to flow around the wingtip to the lower pressure region above the wing. This motion creates a wingtip vortex. As the wing moves forward, this vortex remains, and therefore trails behind the wing. For this reason, the vortex is usually referred to as a trailing vortex. One trailing vortex is created off each wingtip. Near the ground the trailing vortices are partially blocked, which decreases the amount of downwash generated by the wing. This reduction in downwash increases the effective angle of attack of the wing so that it creates more lift and less drag than it would otherwise.

This the phenomenon called ground effect.



The Pelican

2007 CHAPTER BOARD:

President: Dennis Douglas 322-9453
rdillard@bendcable.com

Vice President: Bill Blackwell 593-3018

Treasurer: Jack Watson 408-5614
stoneyacres00@msn.com

Secretary: David Waltman 923-4100
dwaltman@mhoxxygen.com

Young Eagles
Coordinators: Bud Candland

Newsletter Ed: Mike Bond 317-8443
mvbond@myexcel.com