



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

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## **PREZ SEZ:**

Hello All,

Being the aviation history nut that I am, I usually focus on planes and the pilots who flew them. But after reading the history of the aircraft carrier USS Enterprise in WW2, I developed a newfound appreciation and interest in those behind the scenes. It took an awful lot of folks to get those planes and pilots in the air and back again. With that in mind I lent a hand to our neighboring EAA Chapter 617 out of Prineville, with their Young Eagle flights at the Sunriver Wings and Wheels Day a few weeks back. These kinds of events always require a lot of support. Along with other EAA 1345 members Ken Day, Bud Candland, Bill and Sharon Lewis, Dave Waltman, we all helped in a successful Young Eagle outing. Dave flew a C-150 hopping rides, Bill and Sharon worked the registration table, Ken directed traffic and parked his Glastar near the booth, and Bud and I helped get the kids to and from the airplanes safely.

We all kibitzed with the public regarding the EAA and its mission. Bill proudly demonstrated his flight simulator and gave instruction with it. People looked over Ken's ship as an example of an experimental airplane. Bud described his flying car project.

When it was over, 617 was able to get 26 Young Eagle flights completed by midday. It required nine people to get the three pilots and their charges up and down safely. Yes it was hot on the ramp, managing the people was like herding cats, the computer and printer went on the fritz a couple of times, but the smiles on the faces of those kids when they landed made it all worth it.

Fly Safe,

**David Nixon**



**Bill and Sharon Lewis and Lloyd Swenson at the YE booth, Sunriver**

## **Next Meeting, August 13th**

The program for this month is the chapter barbeque.

The chapter will provide hotdogs, hamburgers, and all fixins' and pop. Please feel free to bring your favorite side dish and spouse/significant other. We will throw the hangar door open and watch the construction of the new taxiways! We can catch up, shoot the bull, and eat some fine food.

It will all happen at Tony's hangar, south end, Bend Muni. Hangar flying starts at 5PM, burgers on the grill by 6PM, wrap up by 9PM.

## *July 9<sup>th</sup>, 2008 Meeting Minutes*

### **Officers Present:**

David Nixon        President  
Milo Street        Secretary  
Jack Watson        Treasurer

**Members Present:** 10 (including officers)

**Visitors:** 1 (Ed Bolton, joined chapter at meeting)

### **Announcements:**

The Bend Airport will be closed for construction from 6PM to 6AM Sunday through Thursday and occasionally on Friday due to construction. Check NOTAMs for updates. This will be strictly enforced and violators will be subject to penalties.

There is a new aerobatic box at Madras on the west side of the field and traffic patterns will change when it's in use.

The D-260 is now in Dennis Douglas' hangar.

### **Old Business:**

Minutes of last meeting accepted as written in newsletter.

### **New Business**

None.

### **Treasurer's report:**

Jack reported year to date gross income through July 9 is \$10066.00 with expenses of \$490.49 for a net income of \$575.51. Cash balance in the bank is \$2295.09. Hats (\$18) and calendars (\$10) are still available.

### **Program:**

While this was a sparsely attended meeting and no formal program was planned, visitor and now new chapter member Ed Bolton and his motor glider inadvertently wound up being the center of attention. Ed recently purchased a Pipistrel Virus and flew it up from a dealer in California. This is a sleek, all composite, side-by-side motor glider powered by a Rotax 912 engine capable of cruising at 125 kts or soaring with a glide ratio of 24:1. The Virus can be configured with either tricycle gear or as a tail dragger. Ed's plane is a tail dragger.

When configured as a tail dragger, landings can be tricky and it can take some transition time and training to become comfortable with the aircraft. Unfortunately, a few days before the meeting, Ed was getting some dual instruction when the instructor (a very experienced glider and tail dragger pilot) lost control of the aircraft on landing. The plane ground looped and went off the runway and down the slope alongside. In the process the composite prop struck the ground, splintering into pieces and the undercarriage was damaged.



**Ed's Pipistrel, a few days before the ground loop**

His plane is currently hangared in Tony Partain's hangar where the meeting was held and the chapter spent the program portion of the evening examining the plane and learning all about it from Ed. We'd like to thank Ed for joining the chapter and his willingness to share his plane and experiences with the rest of us. Hopefully, the damage can be repaired quickly and the plane can be back in the air soon!

*Milo Street*



***Bet you never heard of this homebuilt, a Hiperbipe, seen at the Independence Biplane Fly-in.***

*More visitors to Independence, OR ...*



**Beech Staggerwing**



**The old, a Ryan PT-22 ...**



**... and the new, a Sonex**



**Father and son Starduster II's --- really!**



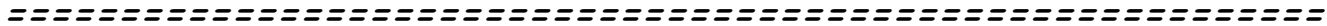
**The lunch was good too (the restaurant is behind the photographer) ...**



**Not all were biplanes ... this BT-19 was BIG**

**August-October, EAA NW fly-in calendar ---click on activity for their website**

- Aug 8-10, [Oregon International Air Show](#) Hillsboro, OR, 132 miles
- Aug 15-17, [Van's Homecoming](#) Independence, OR, 111 miles
- Aug 16, [Fundamentals of Metal Building](#) Eugene, OR, 94 miles
- Aug 18-22, [QuickStart Empennage](#) Eugene, OR, 94 miles
- Aug 22-23, [Central Oregon Air Show](#) Madras, OR, 38 miles
- Aug 23, [Eugene Fly-Fest](#) Eugene, OR, 93 miles
- Aug 23, [Norwest Fly-Fest](#) Eugene, OR, 99 miles
- Sep 5-7, [West Coast Piper Cherokee Fly-In and Stinson Fly-In](#) Vancouver, WA, 129 miles
- Sep 6, [Fundamentals of Metal Building](#) Eugene, OR, 94 miles
- Sep 6, [Annual Fly In Breakfast](#) John Day, OR, 114 miles
- Sep 8-12, [QuickStart Empennage](#) Eugene, OR, 94 miles
- Sep 14, [EAA Chapter 495 Burgers & Brats](#) Roseburg, OR, 124 miles
- Sep 19-20, [Fiberglass Done Right](#) Eugene, OR, 94 miles
- Sep 27-28, [Pancake Breakfast: Independence Hop & Heritage Festival](#) Independence, OR, 111 miles
- Oct 4, [Flying Companion Seminar](#) Monmouth, OR, 115 miles
- Oct 6-10, [Quick Building the Vans QuickBuild](#) Sunriver, OR, 23 miles
- Oct 18, [Fundamentals of Metal Building](#) Eugene, OR, 94 miles
- Oct 20-24, [QuickStart Empennage](#) Eugene, OR, 94 miles



## ***The Checklist --- by Dennis Douglas***

I went flying the other day and, after going through the pre-flight inspection, I climbed in and went through my pre-taxi checklist. There's about 8 items on that list. Then I started the engine, and taxied out. When I got to the end of the taxiway, I swung the airplane around to face more into the wind, which I always try to do to get an extra bit of cooling during the run-up. As I made the turn, I saw that a Cessna Citation had been taxiing behind me and was now waiting for me to finish and takeoff. I ran through my run-up and pre-takeoff checklist--there's about 15 things on that list—and then I took off. The Citation took off almost immediately after I had departed and started my cross-wind turn.

When I got back from my flight, I started thinking about the series of events that had occurred from my taxi to takeoff and I wondered if, had I done things a little differently, could I have made more efficient use of that precious end-of-the taxiway location? Would I have been a better and more appreciated pilot if I could have gotten out of the way sooner to let that jet take off sooner?

The Bend airport doesn't yet have a run-up area, so every airplane has to pass over that one area that we all use for our run-up and going through the pre-takeoff checklist. While we might someday have a run-up area that is separate from the taxiway, for the time being each departing airplane "owns" that splotch of tarmac for as long as it takes us configure the airplane (and passengers) for flight and verify the operation of the various systems to get the airplane ready to fly. If there are airplanes behind us ready to fly, they just have to wait their turn to get to the runway.

What could I do to minimize my time clogging up the departure end while there might be several planes behind me—jets, taxi-backs and others whose own run-up is done and they are just waiting for a takeoff slot?

It dawned on me that my GlaStar checklist—one that I had patterned after the one I had for my C-172—was potentially a clod in the churn. Could I shorten it up or alter it in some way to minimize the amount of time I was blocking other airplanes from taking off—forcing them, in effect, to just cool their heels while I did my thing?

I got out the checklist and started looking it over. The list I had made up for my GlaStar had a whole bunch of things on it that I could move from the run-up and pre-takeoff section to the pre-taxi list where I'm sitting idling in front of my hangar and not tying up the taxiway. Things like setting the altimeter, verifying the controls are free and clear, verifying the fuel gauges match my pre-flight inspection levels, confirming operation of all the systems, cleaning up the cockpit and so on. All these things required a bit of time and could easily be moved.

So I re-organized the checklist, leaving only the engine run-up, flap setting, radio frequency setting, doors locked, seat belts, boost pump and landing light left to do before taking the runway. I've tried it several times since I re-organized it and it works well in minimizing the time at the end of the runway connector. Try it. You'll be a better airport neighbor and some pilots will appreciate it.

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