



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

SEPTEMBER 2008, VOL 7, #9

PREZ SEZ:

Hello all,

I hope everyone was able to get out and take advantage of the good flying weather. I got out and attended the Northwest Antique Airplane Club Fly-In at McMinnville on the weekend of Aug. 15-16. It was hot and dusty, but there were some beautiful antiques and classic aircraft that made the trip worthwhile. It was a bumpy ride over because I left later than planned, but the tailwind and accompanying 125 MPH ground speed helped scoot me along.

It was a nice show of beautiful airplanes:

There was a beautiful Funk with a C-85 engine, a Piper Clipper PA-16 restored to better than new condition, as well as a Travel Air 4000 equipped with a Wright J5 engine and original gauges.



There was a Curtis Robin equipped with a booster coil. Small detail stuff, but usually overlooked by folks. There were many nice Cubs, T-craft, Aeronca's, C-120/140's, and Interstates as well.



The air show started off with a Decathlon. The pilot did a nice job with a smooth flowing display. I like the old school precision rather than the modern unlimited shows. I did not pay close attention to the ship because the routine was so nice, but when he landed I got close to it and recognized the "N" number and realized I had performed an inspection on the ship several years ago. I introduced myself to the airplane's pilot. He was a new owner of the ship, and was appreciative of a former mechanics perspective. He had seen the extensive logbook entry of the work completed. We discussed the ups and downs of the wood winged airplane. He recently rebuilt the wings to comply with the wood spar AD. I looked at the fabric belly where we repaired it and it was still holding up (it is hard to do repairs on oily belly fabric).

I told him that I had complied with the oil pump impellor AD with new gears when I did not like the compliance statement in the logs and sure enough found the wrong gears in there.

That Lycoming was still purring along and pulling him through the skies. For me I really enjoy seeing the airplanes I have worked on out there with new owners and new stories.

PREZ SEZ - continued

After camping under the wing of the 140, I came home in front of a nasty thunderstorm system. A diversion to the north near Mt. Hood skirted me around the worst of the bumps. I was glad to be home, listening to the quiet of the airport on a summer evening, the airplane tucked into her hangar, hearing the cooling “tick” of my dependable engine, but already looking forward to next year.

Fly Safe, *David Nixon*

September 10th meeting

The program for the September meeting is Edward Bevan of the Cessna Flight Test Department. He will discuss aspects of the flight test procedures that the new ships go through after they come off the assembly line. It is sure to be an informational and interesting program. See you at 1900hrs at the EAA hangar, south end of Bend Muni, facing Powell Butte Hwy.

August meeting minutes

Since our annual barbecue replaced last month's regular meeting, there are no meeting minutes, but it appeared the event was enjoyed by all ... thanks to Chef Dave for slaving over the barbecue.

It ain't over until 'til those blades have stopped ...

On a recent trip to Burns, there was a Chinook that had a bad day with the beige hangar in the background.



It apparently taxied into the hangar while moving on the ramp. Witnesses said the rear rotor hit the hangar, and then sent bits of steel hangar, rotor, etc, through the forward rotor.

It sent a bolt through a hangar wall, then through a Lancair IV P in a neighboring hangar!

Luckily no one was hurt in the helo or on the ground. This photo shows the blade remains on the ground



It is an illustration that we always have to be vigilant, in the air or on the ground, no matter what we are flying.

David Nixon



One of the most unusual aircraft ever designed for the U.S. Navy was the Chance Vought V-173, also known as the Zimmerman "Flying Pancake".

It was a prototype "proof of concept" aircraft that lacked wings, instead relying on its flat circular body to provide the lifting surface. This multi-million dollar project nearly became the first V/STOL (vertical takeoff and landing) fighter. The V-173 blueprints were shown to the Navy in 1939, with wind tunnel tests on full scale models being done in 1940-41.

In January 1942 BuAer requested the proposal for two prototype airplanes of an experimental version of the V-173, known as the VS-135. This version had more powerful engines (from 2x80HP for the V-173 to 2x1600HP!) and was given the military designation XF5U-1. Flight testing of the V-173 went on through 1942 and 1943, resulting in reports of "flying saucers" from surprised Connecticut locals. Mock-ups of the XF5U-1 were done in the summer of 1943, but due to Vought's preoccupation with the Corsair and Kingfisher, the program proceeded slowly during the war. The arrival of the jet age saw the cancellation of the XF5U-1 contract by the Navy in March 1947, despite the fact that the aircraft was due to take its first test flight later that year. The XF5U-1 prototype was scrapped, though the V-173 prototype was saved and was given to the Smithsonian.

To this day the V-173 / XF5U-1 project remains one of the more interesting anecdotes in aviation history.

THE SPORT AVIATION ARCHIVES...

25 Years Ago...

In the August issue of EAA Sport Aviation magazine in 1983, then-editor Chuck Larsen announced the opening of EAA's headquarters in Oshkosh, Wisconsin. Chuck wrote, "The dream has become reality as the doors of the new EAA Aviation Center opened to receive visitors in the first days of OSHKOSH '83. ...

Its facilities will make possible an expanding range of services and activities in response to requests from members and Chapters." (Log in to the EAA Members Only area to find the entire article in the EAA Sport Aviation online archives.

Did you know that EAA members have instant access to more than 50 years - that's 59,000 pages! - of Sport Aviation magazine? Every page of every issue between 1953 and 2006 has been carefully scanned and archived so you can get more out of your EAA membership.

Imagine...

- Having instant access to the knowledge and information in tens of thousands of articles
- Searching by keyword, by title, or by author and having results delivered right to your desktop in convenient PDF format
- Researching your building or restoration project, or looking up flying qualities of a specific aircraft...and doing a deep dive into decades worth of aviation writing
- No more stacks of old magazines cluttering up your garage or workshop

The Sport Aviation online archive is EAA's newest member benefit and it's easy to use. Just log in with your user name and password. If you don't have a user name and password for access to the EAA Members Only website, visit:

<http://www.eaaonline.org/lis.cfm?tid=2376506216&trk=yes&r=155611163&sid=4705324&m=555165&u=ExAA&s=http://members.eaa.org/asplogin/signup.asp>.

=====

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

- Sep 8-12, 2008 [QuickStart Empennage](#) Eugene, OR
- Sep 14, 2008 [EAA Chapter 495 Burgers & Brats](#) Roseburg, OR
- Sep 19-20, 2008 [Fiberglass Done Right](#) Eugene, OR
- Sep 27-28, 2008 [Pancake Breakfast: Independence Hop & Heritage Festival](#) Independence, OR
- Oct 4, 2008 [Flying Companion Seminar](#) Monmouth, OR
- Oct 6-10, 2008 [Quick Building the Vans QuickBuild](#) Sunriver, OR
- Oct 18, 2008 [Fundamentals of Metal Building](#) Eugene, OR
- Oct 20-24, 2008 [QuickStart Empennage](#) Eugene, OR

=====

The Central Oregon Airshow

... was held August 23-25th, 2008 at Madras City/County (S33) Airport.



Almost a half-mile flightline of parked visiting airplanes. Despite this, and no tower, the arrivals and departures seemed quite orderly.

Two of the aerobatic performers



... and the obligatory pyrotechnic attack. There was even a two F15 fly-over, with one copilot being Sunriver AME, Dan Skotte.



CHAPTER BOARD:

President David Nixon
davinixon@gmail.com

Vice President Chuck Smith
csmith@expecon.net

Secretary Milo Street
milo@echoaudio.com

Treasurer: Jack Watson 408-5614
jswatson30@cs.com

Young Eagles Bud Candland
Coordinator budsea@msn.com

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