



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

JANUARY 2009, VOL 8, #1

## PREZ SEZ:

Since I'm new to this job and somewhat new to chapter 1345 I'll start off with a bit of I am a strong proponent of a couple of things with respect to aviation. The sole purpose of an airplane is to go fast enough and high enough that you could, in fact, kill yourself. Having said that it's a still lot of fun. If you are going to do it safely, some risk management is in order.



For you guys who are building, you will eventually get to be a test pilot if you finish your project. In a future column I will get on my soapbox and **STRONGLY** suggest some spin training before that day.

While aerobatics may seem pretty crazy to the casual observer, it can be quite safe if some appropriate guidelines are adhered to. A very good resource for aerobatic and any flying related risk management is the NTSB database. I spend a fair amount of time perusing this resource, not because I'm a ghoul, I'm not. I am, however, pretty creative and capable of making my own mistakes, so don't need to repeat someone else's too.

While my current passion in flying is competition aerobatics, I started out flying straight and level types. The S1S I now own is the 6<sup>th</sup> aircraft I have owned, three of which were in partnership.

The first was a Piper Tomahawk own with two other guys who were perfect partners. The helped pay the rent but never flew. The second and third aircraft were a Cardinal RG and a V35B. I learned to fly back when spins were offered as part of the private curriculum and I got used to and liked things other than straight lines.

After selling the V35B to buy a house in a better school district, I went for about ten years occasionally renting an airplane. One checkout was by an instructor who owned a two seat Pitts and gave me a ride. If you have ever ridden in a Pitts you know why I'm flying one now.

After moving to Bend I owned a Decathlon and then a Pitts S2B in partnerships. Both ended up inverted on the runway (It wasn't my fault, honest), so I now have the S1S by myself. I'm rapidly approaching the 2000 hour mark and planning to cross it in the Pitts, wheels up of course.

I'm 6 months into a build of my own. It's a Pitts S1-11B. Pertinent numbers are a 4000 ft/min plus climb rate, 3000' vertical penetration (think hammerhead) and a 400 degree per second roll rate. This is my second start of a project. The first, in partnership with my father and brother, was a Curtiss P-40E. We got as far as forming some of the fuselage bulkheads but the cost and time (20,000 hours) plus the realities of raising a family got in the way for both my brother and me.

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## ***PREZ SEZ --- continued:***

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For you guys who are building, you will eventually get to be a test pilot if you finish your project. In a future column I will get on my soapbox and **STRONGLY** suggest some spin and upset training before that day.

While aerobatics may seem pretty crazy to the casual observer, it can be quite safe if some appropriate guidelines are adhered to. A very good resource for aerobatic and any flying related risk management is the NTSB database. I spend a fair amount of time perusing this resource, not because I'm a ghou, I'm not. I am, however, pretty creative and capable of making my own mistakes, don't need to repeat someone else's too.

I am planning to attend the EAA chapter leadership seminar the end of February and will, I hope, come back with some useful thoughts for the chapter. In the mean time there are a number of potentially interesting program for our monthly meetings.

Next week (January 14<sup>th</sup> for those of us who are calendar challenged) the meeting will be in the Ellsberg hangar instead of the usual venue. Eric Rustand and Bruce Myers will talk about their RV-4 and RV-9A. As a fledgling homebuilder I am pretty excited to hear about finished projects and would love it if any of you other guys would like to do a future presentation on your projects.

Dennis Douglas is just back from a CFI refresher course and has a couple of things of interest that he learned there. Perhaps I can get him to expand that with a presentation on the finished project he now flies.

I think I can get Steve Hill to talk about his summer job flying the DC7 fire bombers. The bits and pieces I've heard from Steve were pretty good stories. Steve's also an ex competition and airshow type.

There is hope of getting Len Fox to give a talk on his Chanute monoplane.

FLYRvol8\_1em

This is an unlimited category aerobatic monoplane, which looks pretty exciting to those of us who fly competition aerobatics.

A couple of you also mentioned that they would like to see a presentation on flying the Pitts special. I am working to mount a video camera on my helmet and put together some footage from the cockpit.

If enough people are interested we could also do a short field trip to the Madras airport. I have a marked aerobatic box and would be happy to demonstrate the competition known sequences for primary, sportsman and (perhaps) intermediate categories. Part of this could include a discussion of the Aresti figures used to spell out the routines. We could either do this as separate event or hold the normal monthly meeting at the Madras airport on a weekend.

*Peter Loeffler*

## ***TREASURER'S REPORT***

December 17, 2008

Total Income:	\$1,126.00
Total Expense:	\$ 703.99
Net Income:	\$ 422.01
Cash Balance:	\$2,131.59

### 3.Other

Hats	\$18.00
Heirloom Calendars	\$10.00
Membership Lists	FREE



***Jack Watson,  
Treasurer***

## *January meeting*

The January EAA 1345 meeting will be held at Eric Rustand and Bruce Myers' hangar (bldg #63104) at the Bend Airport. They are also the program and are going to discuss their aircraft, an RV-4 and RV-9A, shown below on their recent Jan 2009 flights.



They have plenty of tables and chairs for the group.

To get there, use the main airport entrance and turn right (South). Their hangar is the first cube hangar south of the Leading Edge Helicopter building. It has a sign on both doors that says "Ellsberg Hangar."

***Dave Nixon***

***Ed Note:***

***Photos courtesy of Erik and Bruce***

## *December meeting minutes*

Meeting was held at the home of Dennis Douglas on Dec 17, 2008.

19 members and guests present



-Pres. Dave Nixon opened the meeting at 7:30 PM and presented the 2008 officers present with EAA Officer Award Certificate and Pin.

-Pres. Dave Nixon introduced the incoming officers for 2009. They are Mike Bond- Newsletter Editor; Jack Watson- Treasurer; Dave Nixon- Secretary; Chuck Smith- Vice President; Peter Loeffler- President.



Dave Nixon presented the 2009 Chapter President Peter Loeffler with the ceremonial gavel as his final act in office.

Pres. Peter Loeffler made a few remarks and closed the meeting at 7:45 PM.

***Dave Nixon, Secretary.***

***Ed Note:***

***Thanks to our hosts Pat and Dennis Douglas and to Dennis for his photographic skills***

More photos from the Chapter Xmas Party



**2009 CHAPTER BOARD:**

President Peter Loeffler  
[oneleggedpittsdriver@yahoo.com](mailto:oneleggedpittsdriver@yahoo.com)

Vice President Chuck Smith  
[csmith@expecon.net](mailto:csmith@expecon.net)

Secretary David Nixon  
[davinixon@gmail.com](mailto:davinixon@gmail.com)

Treasurer: Jack Watson 408-5614  
[jswatson30@cs.com](mailto:jswatson30@cs.com)

Young Eagles Bud Candland  
Coordinator [budsea@msn.com](mailto:budsea@msn.com)

Newsletter Ed: Mike Bond 317-8443  
[mybond@spiritone.com](mailto:mybond@spiritone.com)