



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

FEBRUARY 2009, VOL 8, #2

## **PREZ SEZ:**

Like most everyone I was and still am amazed at the US Airways flight 1549 ditching in the Hudson a couple of weeks ago; A job very well done by a professional flight crew.

In some ways it reminds me of a Southern Airlines crash landing in 1977. The DC-9 suffered flameout of both engines and failure of the windshield due to an encounter with extreme hail in a thunderstorm. The pilots managed to land the aircraft on a 2 lane rural road with significant loss of life but some survivors. The local weather was 500 overcast,  $\frac{3}{4}$  mile visibility in heavy rain. At one point the cockpit voice recorder recorded the non-flying crewmember remarking "whatever you do, don't stall this thing out". In both cases the flight crew continued to fly the plane as we have all been taught. Another instance was a Beech Baron pilot who suffered dual alternator failures in night IMC. He turned toward VFR weather but ran out of fuel while still IMC. The crash landing was in a riverbed in West Virginia, not exactly flat country, at night, in the fog. The pilot survived, again because the aircraft reached the ground in controlled flight. I'd certainly like to believe that I could have pulled off any of these emergencies but I'm not so sure I could. In the US Airways case, the flight was still pretty close to the ground on climbout.

How many of us know how rapidly our aircraft needs to reduce pitch attitude to remain flying? How many of us know where we are going to put the plane if the engine quits early during takeoff or during cruise?

Aircraft engines do quit, ask me how I know.

In the last week I finally worked up the nerve to attack my wing spar material with the router, to taper the top and bottom of eight spars (biplane). I was successful, though nervous, as Spruce is pretty expensive these days. I hope to start assembling one of the lower wings in the next couple of weeks. I'm planning to report periodically on my progress, or lack thereof. Hopefully this will help keep me motivated without boring anyone.

The little red Pitts S1S is in the middle of the condition inspection. The good news is that they found one Bendix magneto to have spun a bearing, BEFORE it failed and took the engine with it. The bad news is that both mags needed replacing and they are pricey. The new ones are 4 pounds lighter than the old ones! Installing a new alternator, 6 pounds lighter, and new wheels, another 4 pounds less. We aerobatic types are a bit ridiculous about the weight thing. Perhaps a diet is next.

*Peter Loeffler*

## **February program**

Brad Stankey will make a presentation on hypoxia at our next meeting on February 11, at 7pm, once again in the Ellsberg hangar. This is a subject of import to those of us who live in central Oregon and more relevant than you may think even in lower level flying

*Peter Loeffler*

## ***Farewell to a friend***

I only knew Bill Lewis for about 6 years, but we became good friends. I first met Bill at an EAA meeting in Bend. Bill had heard I was building a Kitfox and told me he had some experience with fabric covering. If I wanted some help with covering, he told me he would love to give me a hand. I took him up on his offer. Bill was really dedicated to helping me. He showed up every morning that I was working on the plane and helped me through the entire covering process, including rib stitching the wings. I got to know Bill quite well during that time. He told me many of his aviation stories. Bill was an interesting person.

We did some flying together. I remember one trip to the Fly-In at Arlington, Wa. Bill decided to sleep under the wing of the airplane. My wife (Lee Ann) and I were going to stay with Lee Ann's son and wife in Lake Stevens. It got a little wet during the night and Bill told me the next morning that he spent most of the night trying to keep out of the dripping rain between the wing and the aileron. Not sure that was such a good night! On another occasion Bill and I were in my Kitfox flying somewhere over the Dayville area. Bill put a little too much leg pressure against his door and it came open in flight. I think it scared the sh— out of him momentarily. We had a good laugh about that after the fact. Lee Ann and I had some good times with Bill and Sherron at the EAA Christmas dinner and at their lovely home.

I will surely miss Bill. I am sure everyone that knew him will. He was a great advocate for the EAA and helped out the chapter a great deal.

Farewell my friend,

Bruce Hoisington



***Bill helping cover the fuselage of my Kitfox Series 7***



***Bill helping rib stitch the wings of my Kitfox Series 7***

## January meeting minutes

January 14, 2009, meeting called to order by Pres. Peter Loeffler, 21 members present

General introduction of membership

Discussed the situation of the refrigerator and stove left behind in hangar, Pres. Peter Loeffler made a motion to discard them, seconded by Dave Nixon, passed unanimously.

General discussion of chapter activity for 2009 and the desire to have Young Eagle flights. He also discussed the problem of not having a permanent location for the chapter meetings.

- Dave Nixon Presented Bud Candland with a 2008 Chapter Service Award for being Young Eagles Coordinator.



- Dave Nixon reminded the chapter about the new services by EAA national, specifically the "Experimenter," online magazine available free to all as long as EAA has your email address. Meeting adjourned at 7:35 PM

The program was Eric Rustand and Bruce Myers discussion of their Vans aircraft:



FLYRvol8\_2em



*Dave Nixon, Secretary*

## TREASURER'S REPORT

.Financial:

For period 1/1/08 through 12/31/08

Total Income:	\$1,066.00
Total Expense:	\$ 779.91
Net Income:	\$ 286.09

Cash Balance : \$2,067.67

Chapter 1345Hats:	\$18.00
Heirloom 2008 Calendars:	\$ 5.00
Membership Lists:	FREE

*Jack Watson, Treasurer*



*The SkyBike is a three-wheeled, two-seat motorcycle with a telescoping main wing and a canard. Although it hasn't flown yet, taxi trials have been run.*

*Powered by a shrouded single propeller driven by a rotary engine, the vehicle will supposedly fly at 130 mph*



Page 3 of 5

## *A Trip to the Alvord Desert*

Here are some pictures and the story about our plane trip to Alvord Desert, on the east side of the Steens Mountains.

On Friday, January 16th at 10:30 am we flew out. Bruce Hoisington, Mike Custard and Bruce Myers flew our planes towards Burns, Oregon and then over the north end of the Steens Mountains and down the valley to the dry lake bed.



We were flying low and taking in the scenery: Antelope herds, wild horses, deer and a coyote.



The weather was perfect for our adventure. No wind and the temperature was around 30 degrees.



On the way back we stopped at Burns for fuel and then on to Bend. Back in Bend at about 4:30 pm.



Flying low, taking pictures and -- most of all -- knowing where each other was, made for a busy day.



What a Blast!

*Bruce Myers*

**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  
[mvbond@spiritone.com](mailto:mvbond@spiritone.com)