



The Bend High Desert Flyer of Chapter 1345

WEBSITE: <http://1345.eaachapter.org/>

KBDN AWOS 134.425

August 2014, VOL13, #8

PREZ SEZ:

This month, Wednesday, August 13th, we are having our annual BBQ! The chapter is supplying the “Tri Tip”, potato salad, chips & dip. Adult & soft drinks (or bring your own) with ice cream for dessert, **all for \$5!** If you want to bring something to share (salads), by all means bring it along. Grill will be fired @ 5:45!

We’ll be meeting at Jack Watson’s hanger which is located on the North end of the Bend Airport. Hanger #1, 63138 Powell Butte Hwy. To get there; take the service road north from the main entrance to the “Electronics International” building. Turn right (I’ll have a sign here) towards the runway on the access drive then turn left between the row hangers. Jacks hanger is the first one on the right, in the last row of hangers. Should be plenty of parking, just don’t block the taxi way in case an A/C wants to get through. If you’re flying in, there are tie-downs just east of the hangers. Got yourself lost? Call me @ 541-306-1500

The “Air Show of the Cascades” will be Friday August 22nd-23rd. Our chapter has again been invited to set up camp so, you know the drill, volunteers are needed. I just camped there last year and plan to do the same this year. With the new museum being dedicated this year, it plans to be filled with lots of great planes!

Saturday, August 9th EAA Chapter 617 is hosting Carol Ann Garret. You will remember this lady stopped by to visit our chapter last year. Carol has flown her Mooney around the world 3 times that I know of, to raise awareness of ALS disease.

The 617 meeting starts @ 9 AM following their breakfast.

August 16th is AOPA’s Spokane stop over. If you plan on going, let me know.

I am again riding the beemer to “Oshkosh”. (Comanche still not trustworthy & RV-7 still years away) I hope to be able to share many stories and tell tall tales.

See you @ the BBQ

Thomas Phy, President

Treasurer’s Report

Financial: For period 01/1/14 to 07/31/14

TOTAL INCOME	\$2643.29
TOTAL EXPENSE	\$5080.45
NET INCOME (loss)	(\$2437.16)
TOTAL CASH IN BANK	\$978.63

Jack Watson, Treasurer

July Meeting Minutes

Minutes of a regular meeting held on July 9, 2014, at Jack Watson’s hangar at the Bend Municipal Airport.

ATTENDEES

In attendance were, Tom Phy, Jack Watson, Mark Pearson, Bruce Myers, Bud Candland, Mike Pederson, Charles Brown, Henry Graham, Devan Simpkins, Erik Rustand, Sam Archer, and Jerrie Archer

CALL TO ORDER

President Thomas Phy officially called the meeting to order at 6:30 p.m., followed by self-introductions and a review by each participant of the aircraft which they are presently flying or the project they are currently working on for those in the building phase.

MINUTES & TREASURER'S REPORT

As the minutes of the meeting of June 11, as well as June Treasurer's report were published in the newsletter, they were accepted as published.

OLD BUSINESS

None

NEW BUSINESS

President Phy then gave a rundown on the June visit by the B-25 "Grumpy" as well as the significant loss experienced by The Chapter as a result of the attendant Dinner Dance. The good news was that if we had to experience a loss this was the right year to do so as we should be able to more than replace the funds when our "Builders Group" sells the RV-12 Kit Aircraft which it is presently constructing and donates the proceeds to the Chapter.

ADJOURNMENT

The meeting adjourned at 8:15 pm to reconvene, at the Watson hangar at 6:00pm on August 13 2014.

John S. Watson
Secretary/Treasurer

Engine-out spins



Roughly a mile above Cascade Airport in Cascade, Idaho, Rich Stowell did something nearly unthinkable to most pilots:

The veteran CFI pulled the mixture to idle cutoff before diving his American Champion Super Decathlon for speed and demonstrating a spin out of the backside of a loop.

In the high-drag, low-speed regime of the spin, the Decathlon's propeller came to a complete stop. No, Stowell had not lost his mind.

"The adrenaline levels were certainly heightened above normal," Stowell admitted in a telephone interview with AOPA, though he noted it was not the first time he has seen a propeller halt in flight. With more than 33,400 spins under his harness, the acclaimed CFI (Stowell is the 2006 FAA National CFI of the Year, and the FAA's 2014 National FFAST Team Representative) has flown with at least a couple of students whose anxiety prompted such a tight grip on the throttle they pulled it far enough aft to achieve the same effect, a condition Stowell calls "fright idle."

With video cameras rolling, Stowell set out to demonstrate that pilots should not fear spins, but learn to master them. Stowell posted the resulting YouTube video July 7 with a salute to Harry Hawker, the co-founder of Hawker Aircraft who, while working as a test pilot, was widely credited with the first intentional spin and recovery 100 years ago, nearly to the day (though the exact day Hawker achieved this feat cannot be confirmed with certainty).

Hawker miraculously survived unscathed a crash that followed an unintentional spin, and nearly immediately set out to prove that recovery is possible. Hawker's demonstration involved a spin out of a loop with the engine shut off, and Stowell, after demonstrating more conventional spins, replicated that feat on camera.

"It opens your eyes even though you know it was coming," Stowell recalled of his engine-out spin.

He recovered the airplane to near-level flight, aiming the nose slightly down to build speed, and pushed the mixture control back in allowing fuel to flow. The engine sprang to life, with no need to resort to Plan B (engage the starter) or Plan C (dead-stick landing on the 4,300-foot runway directly below).

"We were all good," Stowell said, noting that he had considerably more altitude (about 5,000 feet agl) on his attempt than Hawker reportedly had in 1914—about 1,200 feet above the ground. "He was a lot braver than I am."

Stowell notes very clearly in the video that the method Hawker used (and Stowell replicated)—centering the controls—is not the most effective method to stop spins in a typical general aviation aircraft. In short, don't try this at home, as results may vary.

Engine-out spins -- continued

The exercise was part tribute to Hawker, and also another way to deliver a message Stowell has been teaching for more than a quarter century: There is no reason to fear the spin.

“As a matter of course, we shouldn’t be afraid of it,” Stowell said. Spin training (in aircraft approved for spins, with a qualified instructor) gets pilots past the initial “shock” of the experience, and prepares the mind to handle the situation if it should arise unexpectedly. Stowell said there are two key phases to his own spin training: teaching the basic recovery from a one- or two-turn spin, followed by scenario-based training in which a spin is induced during other maneuvers, such as an uncoordinated base-to-final turn, among the most common causes of stall/spin accidents.

“If pilots just stop at the one or two-turn intentional spin, they’re missing the other important part that kind of finishes the training off and puts it into context,” Stowell said.

Over 25 years of presenting stall/spin seminars, Stowell has noticed that the crowds “never get any smaller,” so there’s little question “the interest is there.” But fear and misunderstanding get in the way.

“The majority of instructors probably aren’t comfortable or qualified ... even though they have the spin endorsement,” Stowell said. The instructor’s fear and trepidation is passed on to students, knowingly or otherwise, and some of those students go on to become instructors themselves—CFIs reluctant to explore the spin regime. Such fear, Stowell said, is “unnecessary.”

Pilots who train for competition aerobatics soon learn to think of spins as just another maneuver—and aerobatic training is “often the first time the pilots have an opportunity to encounter a stall as something that’s getting in the way of something else,” Stowell said. With a little practice, recovery becomes routine, and reflexive. “You don’t think twice about it.”

Stowell has trained more than 1,000 pilots to master stalls, spins, and recoveries, and prospective students can rest assured that he won’t kill the engine—on purpose, at least.

Jim Moore, AOPA

Innovation Day Bend 2014: Aerial Robotics

Sponsored by Intel and organized by
SOAROregon

Friday, August 22, 2014

Cascades Academy, Bend, Oregon

Explore the variety of “social good” applications and uses of Aerial Robots

Two sessions:

For Enthusiasts including college students (3:00pm - 5:15pm): These participants will have the opportunity to meet three unique companies who are finalists in a national competition for designing aerial robotics to be used in “social good” applications. This will offer attendees a rare glimpse into the details of the dynamic and diverse applications of aerial robots, while meeting other enthusiasts in the field. In addition, participants will get to meet a cross section of industry experts that are currently working on aerial robots. Tickets are \$15 or free for students with a valid student ID. Registration is required:

<http://www.soaroregon.com/innovation-day/enthusiasts>

For middle school and high school students

(10:00am - 1:00pm): Three leading Aerial Robotics Innovators will be on hand to meet with participants and detail their innovations along with several key industry CEOs, who will discuss careers in this field. Students will sit down with an industry expert over lunch, and then participate in a team contest where they will explore how Aerial Robots can be used to make Central Oregon a better place to live. This is truly a one-of-a-kind opportunity for learning, mentoring and career networking, and will offer students who are interested in the technology sector a competitive advantage among their peers. Parents and teachers are also welcome to attend. Registration is required for this free event. For more information:

<http://www.soaroregon.com/innovation-day/students/>

OSHKOSH 2014 happenings



Prez Tom getting Breezy



A happy guy ...



Yes, it's that engine with wings --- the GeeBee



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