



The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

February 2015, VOL14, #2

PREZ SEZ:

Hello all and it's a pleasure to announce that your chapter 1345 is officially a 501c-3 as a "Public Charity organization"! It's retroactive from October 1, 2014 so from now on, everything we do is tax deductible as volunteering, "Young Eagles" "Eagle Flights" and donations are acceptable.

It was a tragic event last month when we lost one of our own. Bruce Myers was taking off out of Prineville when something went terribly wrong. The post crash fire was not a survivable event and there have been tributes, honoring Bruce's life for the past few weeks. This past "Sunday's Service" in Madras saw about 50 friends pay tribute and to meet both Shelly & Heidie, Bruce's daughters. It was a moving experience with lots of good stories about Bruce that only Bruce could have pulled off. Sippy cups were passed around and we all toasted Bruce, the "King of Coffee Spillers".

This month, we will be meeting in Mike Robertson's hanger on Wednesday, February 11th starting with the "Young Eagles" meeting @ 5 o'clock then the regular meet & greet starting @ 6 with the meeting coming together around 6:30. Our sign will be on the front service road & if you need directions, call me @ 541-306-1500.

We are going to make up a sign showing the world that, this is where EAA Chapter 1345 lives. V.P. Charles Brown is heading up the task and can use some help painting and installing our sign. I hope to be able to install a light so it's visible at night as well (also so we can see out there after dark; it's black on that side of the building).

The "High Desert Flyers, Builders Group" has been busy installing all of the electronics in the RV-12, and will have the engine on by this next meeting! It's only a matter of time before she's ready to fly.

Mike Robertson and I just brought in an RV-6 to complete for a client.

It's close to being finished but you know the drill; 90% done and 110% to go! It's a hi-bred of sorts in that, since its taken soo long to get to this stage, the builder used plans from 2 later models and incorporated some improvements into this bird. So come on down, grab a hamburger and check out the latest project! We have a lot of planes (7) in that hanger, so much fun stuff to see & touch!

Winter has only a few weeks left, looking forward to a great flying year.

Thomas Phy, President



Treasurer's Report

Financial: For period 01/1/15 to 1/31/15

TOTAL INCOME	\$539.00
TOTAL EXPENSE	\$434.00
NET INCOME (loss)	\$124.74
TOTAL CASH IN BANK	\$1345.37

Jack Watson, Treasurer

January Meeting Minutes

Minutes of a regular meeting of The Chapter held on January 12, 2105, at the Robertson Hangar at the Bend Municipal Airport.

ATTENDEES

There were eighteen in attendance including: Tom Phy, Jack Watson, Dale Anderson, Mike Bond, Charles Brown, Eric Simpkins, Devan Simpkins, Mike Robertson, , Jim Mateski, Rob Breitbarth, Jim Stone, Brad Stankey, Mike Pederson and Guest Speaker Iain Adams and his wife Holly.

SOCIALIZING

The social hour began at 6:00 pm with Chef Phy BBQing hamburgers for the assembled group accompanied by beverages, soft and adult and small talk.

CALL TO ORDER

The Business portion of the meeting was formally called to order at 6:30 pm by President Phy who initiated self-introductions and brief remarks by the attendees concerning their individual projects and activities and---

NEW BUSINESS

Then announced that Hayward Air Rally people were again soliciting candidates for their annual fully paid scholarship to Oshkosh WI and that our members were solicited to put forward candidates.

PROGRAM

At 7:15 President Phy Then introduced our speaker for the evening, Iain Adams who was literally raised in the Aviation business as the son of a FBO in Great Britain. He soloed at 16 years, became a flight instructor and regaled us with his escapades in everything from Tiger Moths to the jump seats in DC10a & 747s.

ADJOURNMENT

The meeting adjourned at 8:00 pm

Jack Watson, Treasurer

CAN YOU DO THIS?

"One of the things we used to do in the Air Force was perform a blind cockpit check, and you say, well, what is that all about?

We are creatures of habits and when we're reaching out with our hands for a switch, if we hit the wrong switch we're in a world of hurt.

So it might be interesting to just challenge yourself:

Sit there with a friend or with a flight instructor and close your eyes and see how close you come to finding fuel selectors, mixtures, and flaps and gear because if you hit the wrong one, you are in a world of hurt."

Bob Martens retired from the FAA after spending 17 years as a Safety Program Manager. Bob retired from the USAF (rank of Colonel) in 2000 after 30 years of active and reserve duty.

Builders' group RV-12 progress

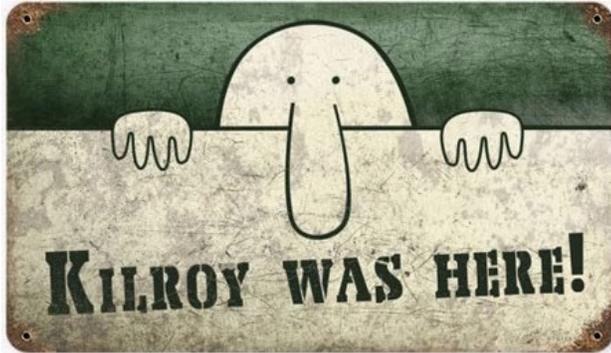


The group, hard at work



Engine adjustment; hacksaw-mode

KILROY WAS HERE!

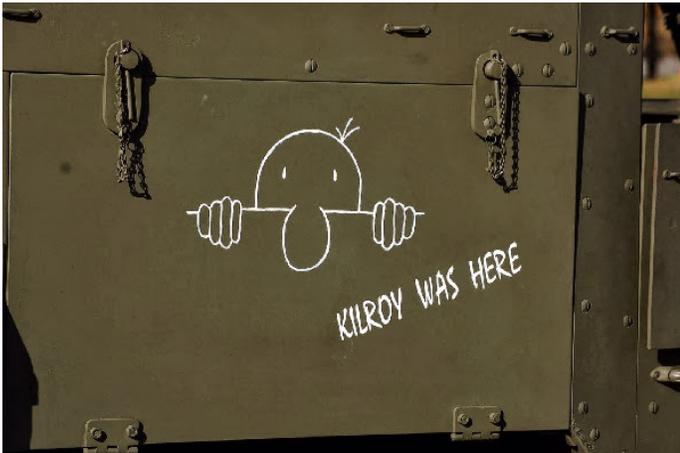


He is engraved in stone in the National War Memorial in Washington, DC,

Back in a small alcove where very few people have seen it. For the WWII generation, this will bring back memories. For you younger folks, it's a bit of trivia that is a part of our American history.

Anyone born in 1913 to about 1950, is familiar with Kilroy. No one knew why he was so well known, but everybody seemed to get into it.

So who was Kilroy?



In 1946 the American Transit Association, through its radio program, "Speak to America," sponsored a nationwide contest to find the real Kilroy, offering a prize of a real trolley car to the person who could prove himself to be the genuine article.

Almost 40 men stepped forward to make that claim, but only James Kilroy from Halifax, Massachusetts, had evidence of his identity.



'Kilroy' was a 46-year old shipyard worker during the War who worked as a checker at the Fore River Shipyard in Quincy. His job was to go around and check on the number of rivets completed. Riveters were on piecework and got paid by the rivet. He would count a block of rivets and put a check mark in semi-waxed lumber chalk, so the rivets wouldn't be counted twice.

When Kilroy went off duty, the riveters would erase the mark. Later on, an off-shift inspector would come through and count the rivets a second time, resulting in double pay for the riveters.



One day Kilroy's boss called him into his office. The foreman was upset about all the wages being paid To riveters, and asked him to investigate. It was then he realized what had been going on. The tight spaces he had to crawl in to check the rivets didn't lend themselves to lugging around a paint can and brush, so Kilroy decided to stick with the waxy chalk. He continued to put his check mark on each job he inspected, but added 'KILROY WAS HERE' in king-sized letters next to the check, and eventually added the sketch of the chap with the long nose peering over the fence and that became part of the Kilroy message.

Once he did that, the riveters stopped trying to wipe away his marks. Ordinarily the rivets and chalk marks would have been covered up with paint. With the war on, however, ships were leaving the Quincy Yard so fast that there wasn't time to paint them. As a result, Kilroy's inspection "trademark" was seen by thousands of Servicemen who boarded the troopships the yard produced.

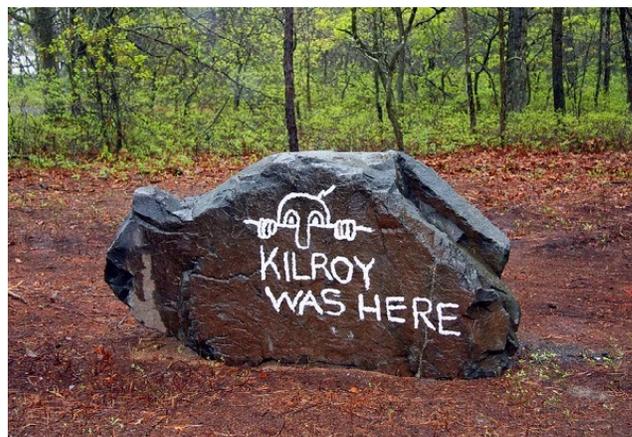


His message apparently rang a bell with the servicemen, because they picked it up and spread it all over Europe and the South Pacific.



Before war's end, "Kilroy" had been here, there, and everywhere on the long hauls to Berlin and Tokyo. To the troops outbound in those ships, however, he was a complete mystery; all they knew for sure was that someone named Kilroy had "been there first."

As a joke, U.S. Servicemen began placing the graffiti wherever they landed, claiming it was already there when they arrived.



Kilroy became the U.S. Super-GI who had always "already been" wherever GIs went. It became a challenge to place the logo in the most unlikely places imaginable. It is said to be atop Mt. Everest, the Statue of Liberty, the underside of the Arc de Triomphe, and even scrawled in the dust on the moon.



As the war went on, the legend grew. Underwater demolition teams routinely sneaked ashore on Japanese-held Islands in the Pacific to map the terrain for coming invasions by U.S. troops (and thus, presumably, were the first GI's there). On one occasion, however, they reported seeing enemy troops painting over the Kilroy logo!



In 1945, an outhouse was built for the exclusive use of Roosevelt, Stalin, and Churchill at the Potsdam conference. Its' first occupant was Stalin, who emerged and asked his aide (in Russian), "Who is Kilroy?"



To help prove his authenticity in 1946, James Kilroy brought along officials from the shipyard and some of the riveters. He won the trolley car, which he gave to his nine children as a Christmas gift and set it up as a playhouse in the Kilroy yard in Halifax, Massachusetts .



And The Tradition Continues...



EVEN Outside Osama Bin Laden's House!!!

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