



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

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## PREZ SEZ:

OK, for all the members that were scared away by the "Chapter Officers nomination" process, you should have come anyway. All present "officers" have agreed to hold out for another 2 years though, Jack would still like to "pass on the torch" for the secretary position. It's an easy position, you just need to show up and file a few forms each year. So, come on guys and be a part of your chapter, the pay is awesome!

It's chilly out so that means, it's "Chili Night" for our **November meeting!** Bring your favorite recipe, corn bread or a side dish. The meeting will happen on **Wednesday, November 9<sup>th</sup>**, starting with Dale Anderson doing the "Young Eagles" portion from 5-6 o'clock, followed by "Chili Night" then the regular members meeting @ 6:30.

We will be at the Bend Builders Assist hanger located at 63032 Powell Butte Hwy, Bend. If you need directions, call Thomas @ 541-306-1500.

I'm also working on a guest speaker and was just told his book about his time in "Nam", flying "Thunder Chiefs" and F-4's, will be published! I hope it all comes together and Jim is available.

We also have the Christmas Dinner coming up in December! We will again be at the "Black Bear Dinner" on Wednesday, December 14<sup>th</sup> starting around 5:30, for our Xmas get together. As last year, our chapter has invited the EAA 617 Chapter, Central Oregon's OPA, the 99's and the local CAP! If there is someone you would like to invite, run it by me and we'll give it a go.

I need to let the "BBD" know a head count so please RSVP to [maxfly55@gmail.com](mailto:maxfly55@gmail.com) and I'll add you to the list!

See you for "Chili Night"!

*Thomas Phy,*  
*President*

## Treasurer's Report

Financial: For period 01/1/16 to 10/31/16

TOTAL INCOME	\$1187.00
TOTAL EXPENSE	\$445.00
NET INCOME (loss)	\$732.00
<b>TOTAL CASH IN BANK</b>	<b>\$2904.66</b>

*Jack Watson, Treasurer*

## October Meeting Minutes

Minutes of a regular meeting of The Chapter held on Wednesday, October 12, 2016, at the "Bend Builders Assist"/Robertson Hangar at the Bend Municipal Airport.

### ATTENDEES

There were some nine in attendance including Thomas Phy, Mike Bond, Charles Brown, Jack Watson, Jim Stone, Henry Graham, Jim Mateski, and guests Mathew Phillips and Jim Snider.

## ***Meeting Minutes - continued***

### **DINNER**

Consisting of Burgers grilled by Chef Mateski, accompanied with potato salad, and Costco Pizza was served at 6:00 pm followed by:

### **CALL TO ORDER**

At 6:40 pm at which time President Thomas Phy announced that, as Minutes of the previous meeting and the Treasurer's report were published in the monthly newsletter and, there being no additions or corrections, we would dispense with a reading thereof. He then initiated a round of self-introductions which included the participants' project, if any, as well as items that would be of interest to those assembled.

Introductions ended at 7:30pm followed by an update by President Phy on the progress to date on the sale of the Chapter RV12, followed by several announcements which concluded at 7:47pm at which time the meeting **ADJOURNED**

### **John S. Watson**

Secretary /Treasurer

## ***Young Eagles Support Group Meeting***

### **Agenda for Young Eagles Support Group Meeting 5 PM, Wednesday, Nov. 9, 2016**

#### **Robertson (EAA) hangar, Bend Municipal Airport**

Greetings, welcome new attendees, review of purpose, announcements, new hangar arrangements.

Report on European travels – UK, France, Ireland.

FAAST topic: Thrills & Chills of VFR Night Flight

- Night vision and illusions

- Pilot equipment needs

- Aircraft equipment and lighting needs

- Airport lighting

- Planning, preparation, orientation, navigation, emergencies

- Conclusions: Be thoroughly prepared

Dale Anderson,

***Young Eagles Coordinator***

## ***Samson flying car to be 'fly-by-wire'***

Samson Motors says it is well along in developing fly-by-wire controls for its Switchblade flying car.



Fly-by-wire controls an aircraft through electrically actuated servos and does not need mechanical links such as flight control cables. The Switchblade tail is retracted during ground use, and that would complicate a mechanical system. The Switchblade has twin rudders in a V-tail arrangement. For the fly-by-wire system, an electric servo is connected directly to the bottom of each rudder, and a mechanical cross-over pushrod above the rudders ties the two rudders together. Each servo can power both rudders, with one servo acting as a backup to the other.

CEO Sam Bousfield has said that after eight years of hard work, the prototype is now "months away" from flight testing, and a public flight test will be conducted in early 2017 if all goes well.

"It won't be long after we fly that we will be actually in production," Bousfield said.

The three-wheeled, roadable aircraft gets its name from the way it folds its wings into the belly in two minutes to protect them during ground travel, a feat of mechanical origami that drives the need for a fly-by-wire control system for the rudders. Mechanical linkages move the other flight control surfaces.

Ground tests at an automotive testing facility exceeded 100 mph and set new marks for vehicles with a comparable wheel base, Bousfield said. Powered by a liquid-cooled V-4 engine, similar to the front half of a Corvette engine, the supercharger-equipped Switchblade engine will produce up to 190 horsepower and a top speed of 170 knots is expected once the Switchblade is airborne. The kit aircraft weighs 1,750 pounds, and Bousfield said the target price is \$140,000 for everything except paint and a three-week builder assist program at the **Oregon factory.**

## *Perlan II progress*

The Windward Performance Perlan II (English: Pearl) is an American mid-wing, two-seats-in-tandem, pressurized, experimental research glider, designed by Greg Cole and built by Windward Performance, Bend, OR for the Perlan Project.



The aircraft first flew on 23 September 2015 at Redmond Municipal Airport, see Smith Rocks in background!

While conducting flight tests in the Patagonia near El Calafate the Perlan 2 glider reached altitudes of more than 26,000 feet. The team plans to return next June to continue their mission of reaching altitudes of 90,000 feet.



The Airbus Perlan Project aircraft Perlan 2 “will fly to 90,000 feet at the edge of space to explore the science of giant mountain waves that help create the ozone hole and change global climate models. This will require the engineering of a spacecraft with glider wings that can fly in less than 3% of normal air density and at temperatures of minus 70 degrees C, conditions approximating the surface of Mars,” says the project’s website.

The Perlan 2 concluded tests in Argentina’s Patagonia region and returned to “the mountain wave capital of North America” in Minden, where tests will resume.

In Argentina, the project learned key lessons for the bid to attain the stratosphere, said a project news release.

The Perlan Project team conducts flight tests of its Perlan 2 Glider in the Patagonia region near El Calafate. The team will continue testing in November at its Minden, Nevada home base. Photo courtesy James Darcy / Airbus.

The Perlan Project team conducts flight tests of its Perlan 2 Glider in the Patagonia region near El Calafate. The team will continue testing in November at its Minden, Nevada home base.

“Minden experiences optimal mountain waves in the winter, and the team will begin flight tests in November,” said a Perlan project media representative. “They think that this winter in the U.S., they have a shot at surpassing the 50,727-foot world gliding record set by the founder of The Perlan Project Einar Enevoldson in 2006. Then, team plans to return to Argentina next June to continue their mission to reach altitudes of 90,000 feet.”

Flying the two-place, 1,800-pound, rebreather-equipped glider to that altitude, atop 98 percent of the earth’s atmosphere—at a true airspeed exceeding 400 mph—would mark success in phase two of a three-phase effort that ultimately intends to fly the glider at 100,000 feet and explore the Northern Hemisphere polar vortex.

In phase three, “flight speeds will increase to the point where the glider will need new transonic wings,” the project says.

In August 2006, the Perlan 1 glider was flown by the late Steve Fossett and Einar Enevoldson, the project’s founder, to a glider-record-setting 50,772 feet at El Calafate, Argentina. The Perlan 1 glider is on display at the Seattle Museum of Flight.

Airbus became a partner of the nonprofit, volunteer Perlan Project organization in 2014.

### **Specifications (Perlan II)**

*Crew: two*  
*Length: 33.33 ft (10.16 m)*  
*Wingspan: 83.83 ft (25.55 m)*  
*Height: 7.25 ft (2.21 m)*  
*Wing area: 263 sq ft (24.4 m<sup>2</sup>)*  
*Aspect ratio: 27:1*  
*Gross weight: 1,800 lb (816 kg)*

### **Performance**

Never exceed speed: 377 kn (434 mph; 698 km/h)  
377 true airspeed, 56kts indicated  
Service ceiling: 90,000 ft (27,000 m)  
G limits: +6/-

## Bob Hoover, Aviator Legend, Dies at 94

By CRAIG H. MELLOW OCT. 25, 2016



Bob Hoover with the F-100D Super Sabre, an aircraft that he tested for North American Aviation. Credit Boeing,

Bob Hoover, a pilot who escaped Nazi captivity in a stolen plane, tested supersonic jets with his friend Chuck Yeager, barnstormed the world as a breathtaking stunt performer and became, by wide consensus, an American aviation legend, died on Tuesday in Los Angeles. He was 94.

His death was confirmed by Ron Kaplan of [the National Aviation Hall of Fame](#) in Dayton, Ohio, where Mr. Hoover was enshrined in 1988.

Even General Yeager, perhaps the most famous test pilot of his generation, was humbled by Mr. Hoover, describing him in the foreword to Mr. Hoover's 1996 autobiography, "Forever Flying," as "the greatest pilot I ever saw."

The World War II hero Jimmy Doolittle, an aviation pioneer of an earlier generation, called Mr. Hoover "the greatest stick-and-rudder man that ever lived."

Tall and lanky, Mr. Hoover forged a long career studded with aeronautical achievements and [feats](#) of derring-do.

The subtitle of his memoir, written with Mark Shaw, suggests as much: "Fifty Years of High-Flying Adventures, From Barnstorming in Prop Planes to Dogfighting Germans to Testing Supersonic Jets."

At a World War II air base in the Mediterranean, he wrote, he terrified senior pilots who had been lordling it over him by flying a P-40 fighter under a bridge while they were standing on it. At an international aerobatic competition in Moscow in 1966, he put on a thrilling though unauthorized display, flying upside down and executing spectacular loops in a Yakovlev-18. By his account, the stunt upset his Soviet hosts, and he escaped K.G.B. custody afterward only because of the

intervention of a mildly inebriated Yuri Gagarin, the first man in space. The two had struck up a friendship.



Chuck Yeager, left, and Mr. Hoover in 1997 at Edwards Air Force Base in California. Credit Reuters

Indeed, Mr. Hoover could trace the history of aviation, to the dawn of the space age, by the men he came to know: Orville Wright and Charles Lindbergh, General Doolittle and the World War I flying ace Eddie Rickenbacker, and the astronauts Walter Schirra and Neil Armstrong as well as General Yeager and Colonel Gagarin.

Mr. Hoover's [trademark maneuver](#) on the show circuit was a death-defying plunge with both engines cut off; he would use the hurtling momentum to pull the plane up into a loop at the last possible moment.

But [his stunts](#) were not foolhardy. Each involved painstaking preparation and rational calculation of risk. "A great many former friends of mine are no longer with us simply because they cut their margins too close," he once said.

Mr. Kaplan, of the National Aviation Hall of Fame, said of Mr. Hoover, "You do not survive the life he lived without discipline and caution."

His favorite plane in the 1950s and '60s was "Old Yeller," a P-51 Mustang fighter painted bright yellow. Mr. Hoover sometimes shunned flight suits to perform in a business suit (less trouble for the undertaker in case of an accident, he once said) and a trademark Panama straw hat.

He once invited a crew from the ABC program "That's Incredible!" to film him in action, pouring a glass of iced tea with one hand while he rolled his plane 360 degrees with the other.

Robert Anderson Hoover was born on Jan. 24, 1922, in Nashville. His father, Leroy, worked for a paper company while his mother, Bessie, kept house. Bob started to fly as a teenager, "working 16 hours in a grocery store to earn 15

minutes of flight time,” as he told an audience of young admirers.

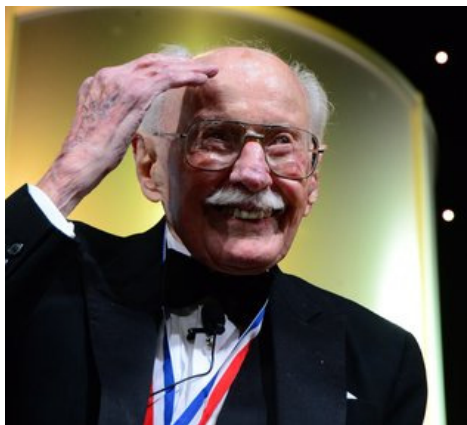
He soon taught himself the loops and hand rolls of aerobatics, enlisted in the Tennessee National Guard and received orders to Army Pilot Training School.

With the onset of World War II, he was sent to England as a flight instructor for the Royal Air Force. The Army Air Forces later [assigned him to Casablanca](#), Morocco, where he tested newly assembled and repaired planes and ferried them to the front. Valued as an operations officer, he was nevertheless hungry to fight and, through persistence, persuaded his commanders to grant him combat duty.

“I can hit a target upside down or right side up,” he said he told a general.

As a pilot with the [52nd Fighter Group](#), based in Corsica, Mr. Hoover, a lieutenant, flew 58 successful missions before his Spitfire fighter was shot down by the Luftwaffe in February 1944. He spent 16 months in Stalag Luft I, a prisoner of war camp in Germany reserved for Allied pilots.

Mr. Hoover and a friend escaped from the camp in the chaotic final days of the war, according to his memoir. Commandeering an aircraft from a deserted Nazi base, he flew it to freedom in the newly liberated Netherlands, only to be chased by pitchfork-wielding Dutch farmers enraged by the plane’s German markings.



Mr. Hoover was enshrined in the National Aviation Hall of Fame in 1988. Credit Ron Kaplan/National Aviation Hall of Fame

He remained in the military after the war as a test pilot based at Wright Field in Ohio (now part of Wright-Patterson Air Force Base). There, with jet-propulsion planes replacing propeller aircraft, he took on the dangerous duty of working out kinks in workhorses like the F-80 and P-51 fighters.

Mr. Yeager was also a test pilot there, and in the fall of 1945 they became friends after getting into a spontaneous mock dogfight that ended in a draw. They were soon performing in air shows around the country.

Both men were recruited to train together at Muroc Field (later named Edwards Air Force Base) in California to fly the Bell Aircraft X-1, the rocket plane that broke the sound barrier in October 1947 over the Mojave Desert.

Mr. Hoover might well have gotten the call to pilot the plane if his rambunctious streak had not undone him, Mr. Kaplan said. Earlier that year, he had buzzed a civilian airport in Springfield, Ohio, in an experimental military jet as a favor to a friend; the friend wanted his relatives in the area to think that he was flying the aircraft.

Commanders discovered the episode, and Mr. Hoover was relegated to flying the “chase” plane during the X-1 test flights, making observations and taking photographs, while Mr. Yeager made history.

After leaving the Air Force (the successor to the Army Air Forces), Mr. Hoover became a test pilot for General Motors and then North American Aviation, a Los Angeles-based military contractor that later merged with Rockwell International.

He stayed with the company through the 1980s. But as the pace of jet innovation slowed, he became a roving ambassador and showman, flying North American planes at air shows around the world and taking part in a documentary film, [“Flying the Feathered Edge: The Bob Hoover Project.”](#)

Mr. Hoover was one of the most honored pilots in American history. His military awards alone include the Distinguished Flying Cross, the Soldier’s Medal of Valor, the Air Medal with Clusters, the Purple Heart and the French Croix de Guerre. In 2007 he received the National Air and Space Museum Trophy, the museum’s highest honor.

Mr. Hoover’s wife, Colleen, died recently. They had lived for many years in the Los Angeles area. Survivors include a son, a daughter and several grandchildren.

Mr. Hoover flew well into his 80s, but not before clashing with the authorities when he was 72, in 1994, when medical examiners from the Federal Aviation Administration declared him unfit to fly, saying that his “cognitive abilities” had diminished.

Mr. Hoover quickly recertified himself [in Australia](#) and began a legal battle back home, led by the defense lawyer F. Lee Bailey, who had befriended Mr. Hoover through a mutual love for flying helicopters.

Mr. Hoover emerged victorious 18 months later, and his United States license was restored. His campaign found support among fans who wrote thousands of letters. At the Oshkosh Fly-In and Air Show in Wisconsin, posters were displayed everywhere saying, “Let Bob Fly.”

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