



The Bend High Desert Flyer of Chapter 1345

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

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PREZ SEZ:

What great weather we are having! Even though I flew tail draggers back in the 70's / 80's, I felt a "refresher course" was in order so last month, I went through "Brian Lansburgh's" "Tail Wheel Training" course out at the Sisters airport. If anyone wants to have a blast and do some really cool/ fun flying, you need to check his program out!

Brian is also going to be at our next meeting, Wednesday, July 13th, 2016 as guest presenter.

Come on out to the Robertson Hanger, 63032 Powell Butte Hwy for the meeting that starts with Dale Anderson's "Young Eagle" program at 5. At 6 we'll have the grill on with burgers, potato salad, pizza and drinks! The Chapter meeting starts around 6:30 and after intro's, I'll give Brian the floor till he runs out of stories.

Lots going on in the hanger also; With 2 RV-14's being built and the RV-7A ready for paint (it should be painted and getting assembled by the meeting) there will be lots to look at! The RV-12 is getting more interest and we have a couple pilots coming to look/ fly her, the beginning of July. The RV-6 is through the 40 hours of "phase 1" and I've even done some acro in that bird. It's also for sale if you know anyone interested in buying either one.

Oshkosh is coming up very quickly! I'm going either flying or driving. Is anyone else going?

Come on out to the meeting and bring a friend! Sure to be a good time and bring a friend!

Thomas Phy, President

Treasurer's Report

Financial: For period 01/1/16 to 6/30/16

TOTAL INCOME	\$982.00
TOTAL EXPENSE	\$445.00
NET INCOME (loss)	\$537.00
TOTAL CASH IN BANK	\$2779.66

Jack Watson, Treasurer

June Meeting Minutes

Minutes of a regular meeting of The Chapter held on June 8, 2106, at the "Bend Builders Assist" /Robertson Hangar at the Bend Municipal Airport. Said meeting followed the conclusion of the monthly Chapter Young Eagles Support Group meeting which adjourned at 5:45 pm.

ATTENDEES

There were some twelve attendees including: Thomas Phy, Dale Anderson, Mike Robertson, Jack Watson, Charles Brown, Henry Graham, Mike Bond, Jim Mateski and several others who missed the sign-in sheet.

DINNER

Consisting of Burgers grilled by Chef Mike Robertson, accompanied with potato salad and Costco Pizza were served at 6:10 pm followed by:

CALL TO ORDER

At 6:40 pm at which time President Thomas Phy announced that, the Minutes of the previous meeting and the Treasurer's report be accepted as published in the monthly newsletter.

Meeting Minutes - continued

There being no additions or corrections, we dispensed with a reading thereof. He then initiated a round of self-introductions which concluded at 7:00pm at which time:

PROGRAM

Mr. Phy introduced our guest speaker for the evening, Mr. Curt Crowley with the FAA's Fast Team who made a power point presentation and gave a verbal run-down on the new, much softer FAA enforcement protocol, followed by a session of brief announcements by President Phy which concluded with the ADJOURNMENT@7:45pm

John S. Watson
Secretary /Treasurer

Young Eagles Support Group Meeting 5 PM, Wednesday, July 13, 2016 Robertson (EAA) hangar, Bend Municipal Airport

Greetings, welcome new attendees, review of purpose, announcements,

FAAST topic: Transition Training

Explanation of T-training & why it is important
Aircraft control variations – typical or atypical changes can cause difficulty:

Examples - brakes (heel, toe, hand, none)

Instrument locations, type, parameters,

Weight shift control (kite) push forward to go ?

Formal T-training versus informal familiarization process:

Assistance: Checklists, performance patterns,

POH, simulations, established operations, time in type, what if procedures, etc.

What kind of aircraft would you like to transition to? How would you do it?

Discussion.

Go fly it – try some examples to reflect the need for preparation and practice to prepare the pilot to fly the particular airplane.

Conclusions ...

Dale Anderson, Young Eagles Coordinator

Starks/ Twin Oaks (7S3) fly-out, July 2nd



Flew over as a flight of 2;
Chuck & Joyce Allen, Valerie and I.
Mike & Sheryl Robertson flew the RV-12 over.
Jack Watson also made it!
The flight briefer did not give a rosy forecast but while I was on the phone with him, I could see what he was telling me wasn't happening yet so, we launched. Good food, lots of planes and ran into a lot of old buddies. It happens on the first Saturday of every month so, let's do it again!

Thomas Phy, President



Sunday, 6/12/16, I gave a "Young Eagle" flight to this very colorful young lady, Lucianna Nicholson. Definitely set the "flying hook" as she wants to start her training NOW!

Thomas Phy



Starks/Twin Oaks 7S3 on fly-in day, July 2nd

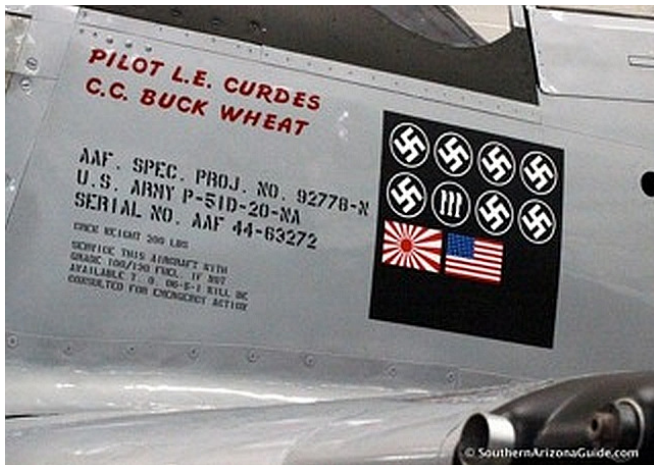
The Story of "Bad Angel": Pima Air and Space Museum, Tucson, AZ

On the Saturday following Thanksgiving 2013, Ms. Karen, my 94-year-old father, Bill Gressinger, and I were visiting Pima Air and Space Museum.

We were in Hanger #4 to view the beautifully restored B-29, when I happened to take notice of a P-51 Mustang near the big bomber. It's name ? "Bad Angel".

I was admiring its aerodynamic lines and recalled enough history to know that until the Mustangs came into service, the skies over the Pacific Ocean were dominated by Japanese Zeros.

Then something very strange caught my eye. Proudly displayed on the fuselage of "Bad Angel" were the markings of the pilot's kills: seven Nazis; one Italian; one Japanese AND ONE AMERICAN. Huh? "Bad Angel" shot down an American airplane?



Was it a terrible mistake? Couldn't be; If it had been an unfortunate misjudgement, certainly the pilot would not have displayed the American flag.

I knew there had to be a good story here. Fortunately for us, one of the Museum's many fine docents was on hand to tell it.

In 1942, the United States needed pilots for its war planes lots of war planes; lots of pilots. Lt. Louis Curdes was one. When he was 22 years old, he graduated flight training school and was shipped off to the Mediterranean to fight Nazis in the air over Southern Europe.

He arrived at his 82nd Fighter Group, 95th Fighter Squadron in April 1943 and was assigned a P-38 Lightning. Ten days later he shot down three German Messerschmitt Bf-109 fighters.

A few weeks later, he downed two more German Bf - 109's. In less than a month of combat, Louis was an Ace.

During the next three months, Louis shot down an Italian Mc.202 fighter and two more Messerschmitts before his luck ran out. A German fighter shot down his plane on August 27, 1943 over Salerno, Italy.

Captured by the Italians, he was sent to a POW camp near Rome. No doubt this is where he thought he would spend the remaining years of the war. It wasn't to be. A few days later, the Italians surrendered. Louis and a few other pilots escaped before the Nazis could take control of the camp.

One might think that such harrowing experiences would have taken the fight out of Louis, yet he volunteered for another combat tour. This time, Uncle Sam sent him to the Philippines where he flew P-51 Mustangs.

Soon after arriving in the Pacific Theater, Louis downed a Mitsubishi reconnaissance plane near Formosa. Now he was one of only three Americans to have kills against all three Axis Powers: Germany, Italy, and Japan.

Up until this point, young Lt. Curdes combat career had been stellar. His story was about to take a twist so bizarre that it seems like the fictional creation of a Hollywood screenwriter.

While attacking the Japanese-held island of Batan, one of Louis' wingmen was shot down. The pilot ditched in the ocean. Circling overhead, Louis could see that his wingman had survived, so he stayed in the area to guide a rescue plane and protect the downed pilot.

It wasn't long before he noticed another, larger airplane, wheels down, preparing to land at the Japanese-held airfield on Batan. He moved in to investigate. Much to his surprise the approaching plane was a Douglas C-47 transport with American markings.

He tried to make radio contact, but without success. He manoeuvred his Mustang in front of the big transport several times trying to wave it off. The C-47 kept to its landing target.

Lt. Curdes read the daily newspaper accounts of the war, including the viciousness of the Japanese soldiers toward their captives. He knew that whoever was in that American C-47 would be, upon landing, either dead or wish they were. But what could he do?

Audaciously, he lined up his P-51 directly behind the transport, carefully sighted one of his .50 caliber machine guns and knocked out one of its two engines. Still the C-47 continued on toward the Batan airfield. Curdes shifted his aim slightly and knocked out the remaining engine, leaving the baffled pilot no choice but to ditch in the ocean

The big plane came down in one piece about 50 yards from his bobbing wingman. At this point, nightfall and low fuel forced Louis to return to base. The next morning, Louis flew cover for a rescuing PBY that picked up the downed Mustang pilot and 12 passengers and crew, including two female nurses, from the C-47. All survived



The rest of the story--- by "googling" ---

Finally, Lieutenant Curdes decided to shoot the Skytrain down. Using his machine guns, he disabled the starboard engine first.

Then, as the transport turned out to sea with one engine gone, Curdes made a 180-degree turn and disabled the other engine. The C-47 settled into the water within yards of Lieutenant La Croix's dinghy. All occupants of the transport climbed aboard life rafts.

Doing a low pass over the crash site, he observed that everyone was an American. Accordingly, Curdes went back to orbiting the now expanded rescue scene.

Lost...

Before daylight the next morning, Curdes returned to the rescue scene (with his wingman), and remained until a rescue Catalina arrived.

Returning to his base, Curdes learned that the C-47 was carrying 12 American occupants including two Army nurses.* He learned that the Skytrain pilot had become lost and was forced to head for the nearest visible landing strip because of a fuel shortage.

* Some reports indicate that 13 people were on board the C-47 when it was shot down.

Lucky Escape

Lieutenant Curdes was startled when he glanced at the names of the survivors. One of the nurses was Valorie, a nurse he had met the night before the shoot down of the Skytrain.

They would be married. Lieutenant Curdes had shot down his future wife!

Lieutenant Curdes received the Distinguished Flying Cross for shooting down the C-47 Skytrain. He is the only American aviator ever honored for shooting down another American airplane.

He is also the only American aviator who shot down his future wife.



2016 WINGS OVER WILLAMETTE

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AUGUST 12-14 2016

AT THE INDEPENDENCE STATE AIRPORT, 7S5



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For more info & registration: www.eaa292.org

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