



# *The Bend High Desert Flyer of Chapter 1345*

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

KBDN AWOS 134.425

November 2014, VOL13, #11

## ***PREZ SEZ:***

We have a "New Airplane & Test Pilot" in our ranks! After a long period of paperwork and re-inspections, Dale Anderson has finally made his 1st flight in his Sonex! Looks good and performed as advertised (That is a good thing). A few squawks to iron out but it flies!

This month, we are voting for our chapter officers. We will have written ballots at the meeting and will tally the votes right away.

I am still willing to be the President for the coming year but, if you want the job (and all the perks that come with it), write in's are welcome.

The V.P. position is up for grabs. Although Dale Anderson was nominated, he feels that as "Young Eagles Coordinator", his hands are full and withdrew his name. Henry Graham & Charles Brown are the candidates vying for this position.

Jack Watson is willing to continue on as our trusted treasurer but, would like someone to take over the secretary position. There were no nominations for this so if you are interested, we will open up the floor before we vote. (If you don't show up, you may even find yourself in this position)

Mike Bond is willing to continue his leading role as our "News Letter Editor Extraordinaire" (Thank you Mike!) and as mentioned earlier, Dale is continuing to grow our "Young Eagle" programs.

If you are unable to make the meeting but wish to vote, email myself @ maxfly55@gmail.com or Jack Watson @ jswatson30@cs.com with your choice of candidates.

***This month's meeting, Wednesday November 12th***, (doors open @ 6 o'clock, meeting @ 6:30) we will be back at the Jack Watson hanger (need directions? Call me @ 541-306-1500) Since it's cold outside, we'll be serving "chilly"! ***Bring your favorite chili dish to share with everyone.***

Bring your partner/significant other, friend, neighbor or anyone that would you can drag in. All are welcome!

We'll also be looking over the "High Desert Flyers, Builders Group" RV-12 progress. Wiring is done, wings have been fitted, flight controls hooked up and it may even be on the gear! As I write this, we will be starting the canopy installation. Engine/prop along with the avionics package are awaiting our picking them up. Can you guess the "first flight" date?

One other item; do we want a Xmas meeting/dinner? Last year was at the Black Bear Diner. Year before was at McMenamins Pub. What would you like to do?

***Thomas Phy, President***

## ***Treasurer's Report***

Financial: For period 01/1/14 to 10/31/14

TOTAL INCOME	\$2835.29
TOTAL EXPENSE	\$5105.45
NET INCOME (loss)	(\$2270.16)
<b>TOTAL CASH IN BANK</b>	<b>\$1170.63</b>

***Jack Watson, Treasurer***

## ***October Meeting Minutes***

Minutes of a regular meeting held on October 8, 2014, at Mike Robertson's hangar at the Bend Municipal Airport.

### **ATTENDEES**

There were fourteen in attendance including: Tom Phy, Jack Watson, Henry Graham, Dale Anderson, Mike Robertson, Mike Bond, Charles Brown, Zippy Himstreet, Jim Stone, Joel Brown, Mike Wissing, Brandon Massey, & Joel Brown.

### **PROGRAM**

The informal portion of the meeting began at 6:00pm with Pizza, beverages and small talk and adjourned at 6:30pm followed by a trek down the tarmac to Mike Custards hangar where Mike gave those assembled a rundown on his recently completed Titan "T-51 Mustang,"--- most impressive! Following the presentation by Mike, the group returned to the Robertson hangar where the business portion of the meeting was held.

### **CALL TO ORDER**

The meeting was formally called to order at 7:30 pm by President Phy followed by:

### **MINUTES & TREASURER'S REPORT**

As the minutes of the meeting of September 10, as well as September Treasurer's report, were published in the newsletter, they were accepted as published, followed by:

### **INTRODUCTIONS**

Self-introductions of those present as well as a brief description of their project were presented.

### **OLD BUSINESS**

None

### **NEW BUSINESS**

1. Election of Officers: President Phy then announced that the Annual Election of Officers was scheduled for the November meeting and all positions are available for those interested. Absent additional volunteers, Tom Phi has agreed to serve another term as President as has Secretary/Treasurer Watson although he would be happy to relinquish the position of Secretary. Dale Anderson has volunteered for the position of VP and as our Newsletter Editor is willing to continue, we have all the major positions covered.

2. Young Eagles ???

### **ADJOURNMENT**

The meeting adjourned at 8:30 pm to reconvene at the Watson hangar at 6:00pm on November 12, 2014.

*Jack Watson, Treasurer*

## ***Builders' group RV-12 progress***



### ***News Flash:***

2015 Calendars are available at only \$10 each. Order yours now!

## Additional Pilot Program (APP)

The first known issuance of operating limitations that includes provisions of the FAA's new Additional Pilot Program (APP) took place Sunday, October 5, for a Van's RV-7 built by a Plymouth, Massachusetts, builder. Designated airworthiness representative (DAR) Jon Ross, EAA Lifetime 135637, inspected John Sannizzaro's airplane and included the APP in the operating limitations. That allows Sannizzaro, EAA 578246, the option to have a second pilot on board during Phase 1 flight testing. In addition to publishing new program, AC 90-116, at the end of September, the FAA has also released a deviation memo to Order 8130.2G, allowing inspectors and DARs to issue operating limitations to homebuilt aircraft that permit the use of the new program.

Sannizzaro, already an experienced RV pilot, is excited to use the APP to add an extra layer of safety during some of his Phase 1 test flights. If all goes well he plans to fly his RV to AirVenture 2015.

EAA has received several questions from the community about how it works, so we've put together the following frequently asked questions (FAQ) list to clear any confusion. Stay tuned for updates, webinars, and forums on the APP, and as always members can call EAA government services at 800-564-6322 or e-mail EAA anytime for help on this or any other issue.

How does this program work? Who is the additional pilot and when can they fly with the builder?

The Additional Pilot Program (APP) is really split into two parts – the qualified pilot (QP) and the observer pilot (OP). The QP is a pilot who meets certain experience criteria and is permitted to accompany the builder pilot on any flight of the aircraft during Phase 1 flight testing, including the first flight.

Once both the builder pilot and the aircraft have completed a basic set of tasks to achieve the most critical flight test and familiarization goals, an OP - any pilot who is rated in category and class and is current to fly the aircraft - may fly with the builder pilot as long as there is an agreed upon purpose for the OP's presence. Examples of such a purpose might be spotting traffic during tests, troubleshooting instrumentation, etc.

The program is administered through AC 90-116 and enabled by language in the aircraft's operating limitations. The APP may be used on any flight and is completely optional. Some builders may elect to fly with a QP on the first flight and never use the program again. Some may use one QP on the first flight and another QP on other early flights. Others may skip using a QP and fly with an OP on several flights later in Phase 1. The choice is entirely left up to the builder.

What airplanes are eligible?

The initial release of this program is limited to aircraft "built from a kit" that is listed in the FAA's Revised Listing of Amateur-Built Aircraft Kits. The aircraft must have an engine installation "recommended, supported, or provided by the kit manufacturer."

What about plansbuilt?

We were unable to include plansbuilt aircraft in the first run of this program. That being said, the FAA has shown a genuine willingness to expand the APP to more types of E-AB aircraft, including plansbuilt, in the near future if it is successful. EAA will likewise continue to support such a change.

How about a plansbuilt version of a kit plane?

Unfortunately the AC clearly spells out that the aircraft must be built from a kit, so these aircraft are not eligible at the present time. Again, EAA supports creating a way to include plansbuilts in the APP moving forward.

Why any restrictions on aircraft at all?

While the APP will be available to more than three out of every four homebuilts, there were a few conservative steps taken in the initial version of the program. The APP represents a major shift in policy for the FAA, and that the program was implemented so quickly after its inception is remarkable. If it is shown to be as safe and effective as we believe it will be, we will have a strong argument to expand it to more aircraft.

I've looked at the qualification matrices for the QP, and it appears way too complicated. Why not something much more simple?

There are many ways to get the experience needed to add safety to the first few flights of an aircraft. The matrices the APP uses may appear complicated, but they are designed to allow pilots of diverse but equally relevant backgrounds to qualify. Another point to remember is that a candidate QP may qualify in the builder's airplane. For example, if a pilot needs Phase 1 experience and time in type to earn enough points to qualify as a QP, he or she may fly the first flight of the builder's aircraft solo (as a traditional third-party test pilot), fulfill the experience items, and be qualified as a QP for the remainder of the flight-test program.

This whole program seems contradictory to conventional wisdom on flight test safety.

That conventional wisdom, which states that minimum crew should always be used, is rooted in military/developmental flight testing, and based on the assumption that the machine is most likely to fail during testing, not the pilot. In the amateur-built world we see time and time again that this is not the case. The majority of accidents during Phase 1, both fatal and nonfatal, come down to human factors on the part of the pilot, who is oftentimes a builder new to flight testing, new to the aircraft, or low on flight experience during the build process. The APP allows the builder to bring into the flight-test equation an experienced pilot who adds safety, and is supported by a recent NTSB finding that such a program would be beneficial.



## ***Assembly of an Airway Beacon***

Members of EAA Chapter 431 in Brodhead, Wisconsin, recently worked with local Boy Scout troops to build and erect an airway beacon tower at the entrance to Brodhead Airport. For a brief time in the 1920s, aerial navigation was accomplished by following a series of lighted beacons.



The first lighted airway stretched from New York to San Francisco with beacon towers like this every 10 to 40 miles, as described in the October 2011 edition of EAA Sport Aviation.

Three of the participating Boy Scout troops' scouts took on various parts of this project as part of their Eagle Scout efforts. The chapter also has the actual light, which it plans to restore to working order and place on top of the tower.

You can also watch a time lapse video on-line, showing the progress of the Brodhead airway beacon tower project.

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***Seen at Bend: A 1945 Grumman G-21 upgraded with PT-6A's turbines; aka "Turbo Goose"***



***Mike Custard's recently completed Titan T-51 Mustang – he even gave us an engine run-up demo***



***This DC-3 looks lost in the huge Madras hangar that now houses the Erickson Aircraft Collection***



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