

EAA 1345

February, 2012

Nope, this is NOT a test! Your favorite newsletter editor is away from his desk so you're left with me to fill in.

*Our monthly meeting will indeed take place!
Wed. 2/8/12, 6 o'clock at the Ellsberg hanger,
63104 Powell Butte Hwy <http://mapq.st/w0zfSS>*

Prez Says,

OK, so who has seen the movie "Red Tails"? I'll admit that I haven't seen it ... yet. I'm just too cheap to go to the big block movie houses. I'll wait a few weeks till it shows up at McMinamins or on DVD at "Blockbusters".

Our VP, Henry Graham is lining up some incredible presentations for the monthly meetings. When the weather gets more predictable or longer daylight hours, we have a ¾ scale Spitfire with a big V8 engine ready to show up and be shown off! Other flying machines include "Light Sport" as well as other experimental's and projects!

So why you might ask am I building a RV-7 and why is it taking so #*^!!!%# long to build? First off the why. I like slow, down low flying. I also like to go fast and do unusual attitudes (mind you, not at the same time). The RV-7 can and will do all that and more! One of the first aircraft I helped build was a highly modified RV-3 called the VM-7 (VanGrunsven/ Murphy, 7th design (the original -7) and I have a picture of it) Think unlimited aerobatics! I got the taste of aluminum dust in my coffee and that was that!

When I couldn't come up with any more excuses Not to build, I knew it was going to be a... KR-2. Really! I bought the plans, and built the work bench to build it on. Then I relocated for work and kept renting airplanes. Many years later when time and money allowed I bought an RV-6 wings and tail kits that were never started by the original owner. That was March 1999! In 2001 I sold the -6 wing kit as Vans had come out with the Pre-punched -7 and I already knew this was not a race to the finish line, but a process. Van's kept changing the rudder and vertical fin so I ended up building 3 sets! Horizontal stabilizer and elevators are able to be used on the -7. Wings were next on the list and I purchased the fuselage quick built in 2005 (1st smart move I made!).

So why so long of a build time for such an easy kit to build (throw it up in the air and it assembles itself on the way down, right?)? Between 1999 and 2005 I moved 3 times, ran a business, fixed up 4 rental properties, added a 2000 sq" addition to another, designed and built my own home from the ground up. From 2005 till now, I've moved another 4 times, designed and built 3 more award winning homes, went bankrupt in 2008, went to work for "Epic Aircraft" (till they went bankrupt) helped start another business (TNT Aviation) and now I've just started yet another "Classic Construction of Bend LLC" business! My RV-7 kit has been moved 6 times. 2 of the moves into storage for over 6 years! Don't ask how many relationships during that same time period. I figure a few more years

and maybe another move or two before it gets some air under its tires.

So what about you? Has anyone given any thought as to where you would like your chapter to go? I've meet a few times with Chuck Godlasky, Prez of EAA 617 to do some brain storming. They are going to host 4 "Young Eagles" events this summer as well as some fly-outs. We have helped in the past with volunteers for these events and I'd like to see that continue. Also Steve Gibson will be doing the "Bend Airport Day" and or a "Wings & Wheels" event that we can help with.

Where would you like to fly out to? There's that steak house down by Lakeview with cabins (by reservations only if you want adult beverages). Museums in McMinnville, Cottage Grove and Hood River. Sunday morning coffee at Madras anyone? EAA 105 goes to the Snake River for a Jet Boat excursion almost every summer so how about something like that? Wives and family are welcome; we're not just a "boys club". It's also not too early to plan for Arlington and Oshkosh (OK I'm showing my age again, it's now "Air Venture")

We are also going to restart the 50/50 drawings again to help raise funds for your group. \$1 per ticket and the chapter will split the pot with the lucky ticket holder. Ideas and suggestions are always welcome so don't just sit there! Get involved! If you want to be removed from the emailing list, please send a note to me @ maxfly55@gmail.com

As for the treasury reports, I'm not smart enough to be able to attach the link so just know that, we are still good!

Last month I told you of an old acquaintance of mine, Leo Loudenslager. Last time I saw him was at the funeral of my boss "Big" Ed Mahler. It was while working for Ed that I was able to meet and get to know some great people.



1998

LEO LOUDENSLAGER



Leo Loudenslager was a seven-time winner of the United States Aerobatic Championship, and in 1980, he became World Aerobatic Champion. Loudenslager was dedicated to instilling enthusiasm, safe practices, showmanship and practical skills in aerobatic newcomers and students. His skills as Bud Light performer were noted by peers in a poignant Air Shows tribute following his death in July, 1997. Chuck Newcomb summarized the traits leading to Leo's Excellence award. "Three things impressed me. His unparalleled personal

integrity, a genuine humility that was all the more impressive given his stature and reputation in our business, and his clear determination to never settle for anything less than perfection." Speaking of his Bud Light performance, Bob Hoover simply presented, "I've seen just about everyone fly. Leo is the best aerobatic pilot I have ever seen."

Loudenslager won the U.S. Aerobatic Championships seven times and in 1980 the World Aerobatic Championship. He served as ambassador, setting out to instill enthusiasm, safe practices, and showmanship. "Leo Loudenslager always led by example, inspiring millions to excellence" noted Sean Tucker. Tom Poberezny called him a dynamic and creative pilot, and one of the most focused, dedicated and hardworking individuals he had met.

It was in 1964 that Leo's conviction to fly aerobatics materialized. He took leave from his job as airman at Travis AFB to attend the Reno Air Races. There he watched Bob Hoover and Duane Cole in their dazzling aerobatic performances. Those were his heroes and he wanted to one day stand alongside them as an equal, one of the "best of the best."

He was self-taught. Except for ground school training, he learned everything else aviation on his own, including his commercial, flight instruction and instrument licenses.

In 1966 at the age of 22 he joined American Airlines as a first officer. Since this afforded him the opportunity to log hours and steady income, he felt it was the perfect platform from which to launch an attack on his aerobatic goal--to be the best in the world.

Like most things in his life, Leo's aerobatic goal was approached in a very nontraditional way. He hit the scene as a virtual unknown, no one in the industry had ever heard of him or the mid-wing airplane he had built in the basement of his home. Presumptuous as it appeared to the other contestants, Leo entered at the Unlimited class of the 1971 Nationals in Oak Grove, Texas. This was a feat that had never been done -- for a brand new aerobatic pilot to take a brand-new machine and try for the world team. Although he didn't make the team that year he did force the aerobatic world to take notice of his skill and determination.

After four years of alterations on the airplane which he then called the Laser 200 and many hours of practice, Leo entered and won the Nation Aerobatic Championship in 1975. That win made him the nominal leader of the U.S. Team headed for Kiev, Russia and the 1976 World Aerobatic Championships. Leo and the American team didn't score well in that contest but that had no influence on his drive to win again in the U.S. He repeated his National Championship wins six times--in 1976, 1977, 1978, 1980, 1981 and 1982. In 1980 Leo achieved what he had so aggressively pursued-- the World Aerobatic Championship. He is one of the only two Americans to earn that place in aviation history and is the only person to win seven national titles.



His achievements in the air show industry mirror those he earned in competition. He was the recipient of the prestigious Victor Award for his outstanding contributions to sports, and in 1982 he was inducted into the New Jersey Aviation Hall of Fame. He also earned the ICAS Sword of Excellence, the Bill Barber Award and the Art Scholl Showmanship Award.

Sadly, Leo died July 28, 1997 as a result of injuries sustained in a motorcycle accident near his home in Tennessee. The entire aerobatic and aviation community mourns his tragic loss at too early an age.

4/30/2003. Leo's airplane, the Loudenslager Stephens Akro Laser 200, is on display at the Steven F. Udvar-Hazy Center, the Smithsonian National Air and Space Museum's new companion facility at Washington Dulles International Airport. More information available [here](#).

So till next month, I'll see you at the hanger, Thomas Phy

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