



EAA Chapter 406 – Operating the:



BREMERTON  
AVIATION  
CENTER FOR  
EDUCATION

## the Bird Sheet – May 2018

This month's article – The International Touring Plane Contest of 1934



# EAA 406

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- Vice President: Jeremy Wilson

- Treasurer: Joel Mapes

- Secretary: Terry Donison

- Newsletter editor: Mike Friend

- Young Eagles coordinator: Susan Shaw

- Training officer: Terence Simons

- Monthly meeting: **Wednesday, May 23rd** at the Bremerton National Airport terminal. Potluck dinner at 6:30, meeting starts at 7:00.

**This month's program** – Tacoma Narrows tower chief **Bonnie Malgarini** will tell us about towered airport operations.

# All the news

- Saturday, August 25<sup>th</sup> is the date for the re-scheduled grand opening for the BACE building. We will have a pancake fly-in breakfast and Young Eagles flights as a part of the festivities.
- Our speaker for the May meeting is Tacoma Narrows tower chief **Bonnie Malgarini**, who started with the FAA in 1989. Her first air traffic facility was in Lafayette, LA which is a combined approach control and tower. She also worked at Eugene, Boeing Field, and Renton before being assigned to Tacoma Narrows. She is married with three children and enjoys hiking.



# All the news

- The never-ending saga of getting BACE ready to use continues this month... Jim Routt and Mike Friend have been working to clean up the grungy old storage room and turn it into a usable space. Jim also installed the wire storage cage that the CAP will use for uniforms and equipment.
- In mid-May, the Port of Bremerton will have an electrician replace the old breaker boxes in the BACE building, and separate the Port and public utilities circuits from the BACE ones. This way, we will only be charged for the electricity we actually use going forward. Many thanks to the Port for stepping up to this major improvement to the building. I am meeting tomorrow with the electrician who will perform the work to see about him installing the emergency lights that the Bremerton fire marshal is asking for before our fire inspection. I am hoping that we will be ready for the inspection by the end of May, but we shall see.
- Until the inspections are done and the occupancy permit is granted, the BACE building will not be available for use except for construction.

# A new BACE donation!

President Mike Friend received a phone call last week from **Anne Loring** in Redmond. She is the widow of recently deceased Marine Corps pilot and EAA member **Arthur P. Loring**. Art was a former Paine Field CAP commander and had a real interest in passing along his love of aviation to the younger generation. Anne had tried to contact EAA Headquarters about making a donation in Art's name towards youth aviation education. She could not get a response, so decided to use the Web to look closer and found the EAA 406 information. Based on a short briefing on the purpose of BACE, she graciously wrote EAA 406 **a check for \$2000** in Art's memory to help us get the effort off of the ground. Art flew in the Marine Corps in F9's, A4's, A6's and several light plane types. Art married Anne Freuler in 1964. Their USMC journey included two 13-month solo tours in Vietnam, many moves across the country and 4 years together in Italy. Art retired from the USMC in 1980 and came to the Northwest to work for Boeing on the 777 program. He retired from Boeing in 1996 and in 2000 they moved to Fall City, Washington where Art was an active member of the Experimental Aircraft Association. He built and flew the RV8 and helped build an RV12.



# All the news

□ Schedule of upcoming events-

**May 19 – EAA 430 Young Eagles Rally in Sequim**

**May 19 – EAA 404 breakfast and meeting in Lynden** Food at 0800, meeting at 0900

**May 23 – EAA 406 meeting!** Potluck at 6:30 in the Bremerton National Airport terminal, meeting and speaker at 7PM.

**May 26 – EAA 430 meeting** – all EAA 406 members are welcome! Meeting at 10:00 followed by a potluck and burgers on the grill. Sequim Valley airport.

**June 23** - Mount Rainier chapter 326 in Puyallup will host its annual Young Eagles event. Pilot briefing is at 8:00 am. Pilots can pre-register at this link, [https://www.flightsquid.com/event.cfm?event\\_id=3628](https://www.flightsquid.com/event.cfm?event_id=3628)

**July 21** – Porsche Club Olympic Peninsula meets at BACE

**August 25 – Bremerton Airport Day BACE grand Opening,** EAA 406 Young Eagles event, and pancake breakfast fund-raiser for BACE

# EAA 406 Strategy

At last month's meeting, EAA 406 secretary Terry Donison led all present in a strategy session to discuss what EAA 406 and BACE should be doing for the next two years. We broke up into four groups and answered two questions – **1. What should happen in BACE in Year 1 and 2?** and **2. What will your role be to support BACE?** I won't try to duplicate every comment, but will summarize what was reported out.

**Question 1 - Year 1** – Work on funding sources. Choose a project, and identify tools needed. Get the Murphy Renegade project started! Develop a media plan, including handouts and a video? Engage with schools and companies. Learn from other organizations such as Teen Flight Puyallup, gather together tools needed for wood, fabric, metal, and composites. Set up classes to "educate the educators" in tool safety and fabrication methods. Finish setting up electrical and compressed air system in BACE building. Identify subject matter experts and have them educate other members. Get practice/skill sets for sheet metal/composites/etc. put together for students. Work on marketing and PR for students and their parents. Develop a plan for simulator usage and engagement.

**Year 2** – Start an outreach program with schools and civic groups. Finish the first project airplane – the Murphy Renegade biplane. Based on agreed criteria, decide on second build project. Start a preliminary design program to include members and kids in designing an electric powered airplane. Re-evaluate mission and goals.

This month's article –  
**Challenge International de Tourisme 1934**

### **The International Touring Plane Challenge- 1934**

Most American pilots are aware of the history of Beech, Cessna, Piper, and all of the other famous American light aircraft brands. What is not well known on our side of the Atlantic is that 1930's Europe was a hotbed of light aircraft development activity, much of which was wiped out in the firestorm of World War 2. We all know about Walter Beech and Clyde Cessna, but how about Jerzy Dabrowski, Wsiewolod Jakimiuk, or Kurt Arnolt? These people, and others, developed a series of four seat touring aircraft for a competition know as the **Challenge International de Tourisme** in 1934. This was the fourth such European competition, organized by the Paris-based FAI, the Federation Aeronautique International. If you want to read more, there is a Wikipedia entry that describes things well – [https://en.wikipedia.org/wiki/Challenge\\_International\\_de\\_Tourisme\\_1934](https://en.wikipedia.org/wiki/Challenge_International_de_Tourisme_1934)

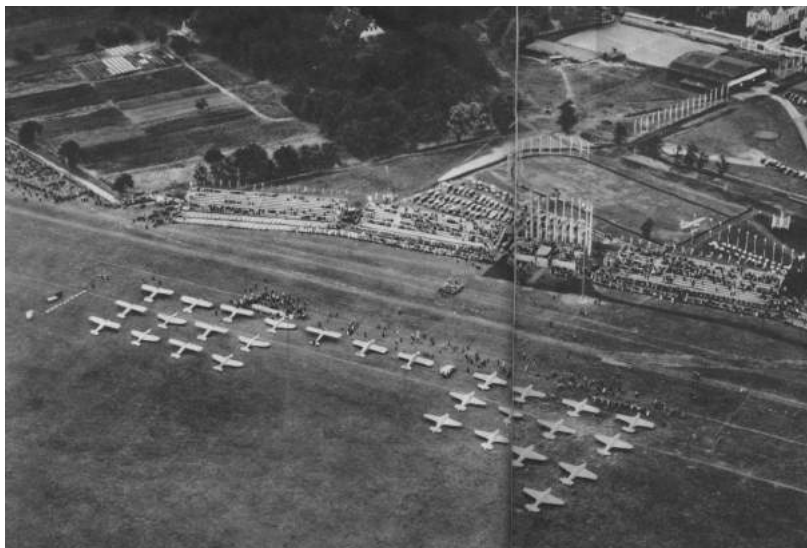


photo by Marion Romeyko of the 1934 Challenge in Poland



# This month's article

Teams from Italy, Poland, Czechoslovakia, Germany, and France were entered in the Challenge, with some teams such as Germany sending five aircraft. The Challenge consisted of several elements such as short takeoff and landing, long range cruising efficiency, and the ability to fold the wings for easy hangar storage.

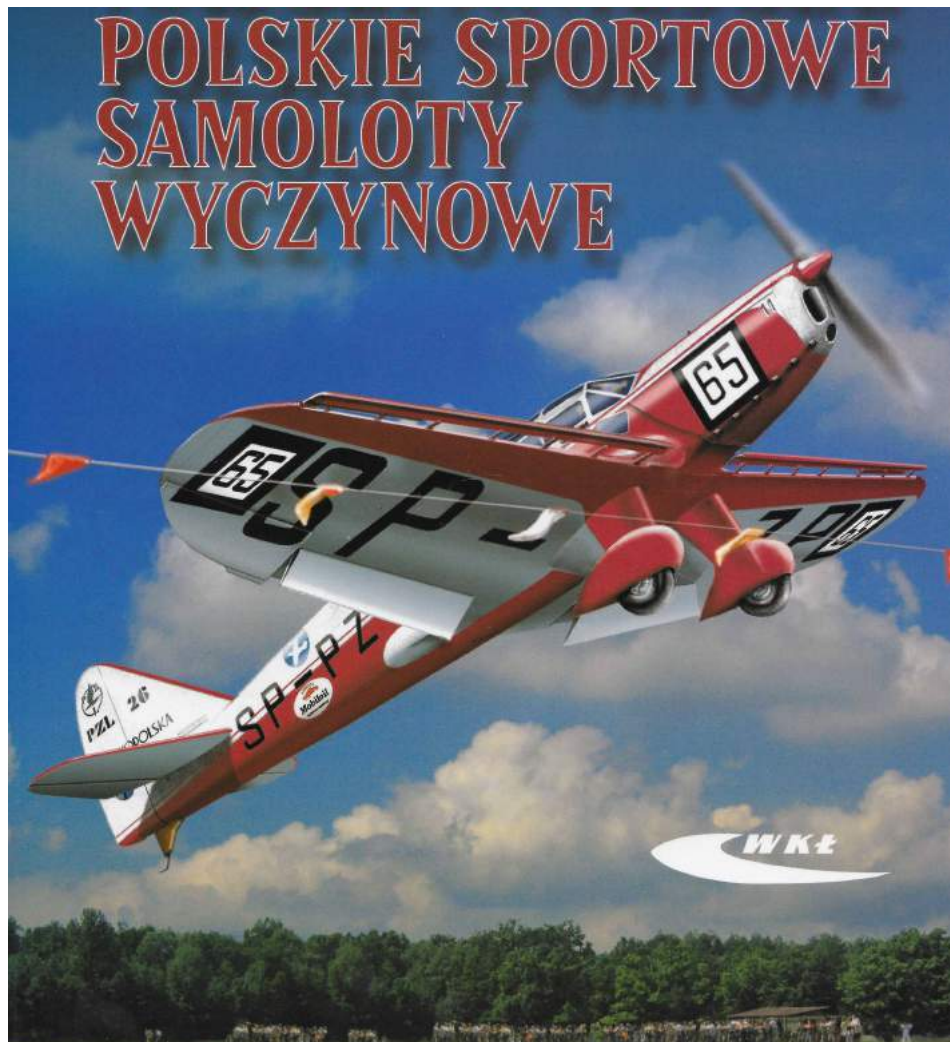
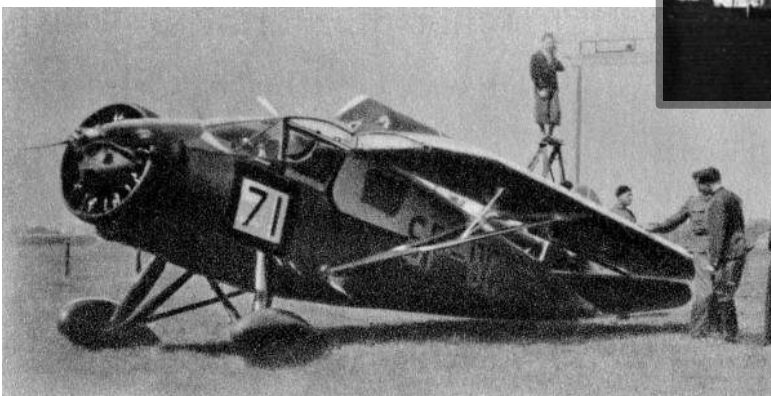
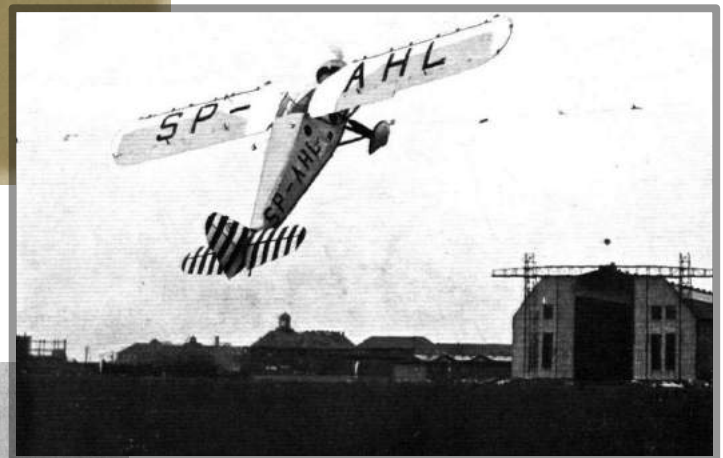


Illustration from the book "Polish Sporting Airplane Runabouts" by Wieslaw Schier, used with permission

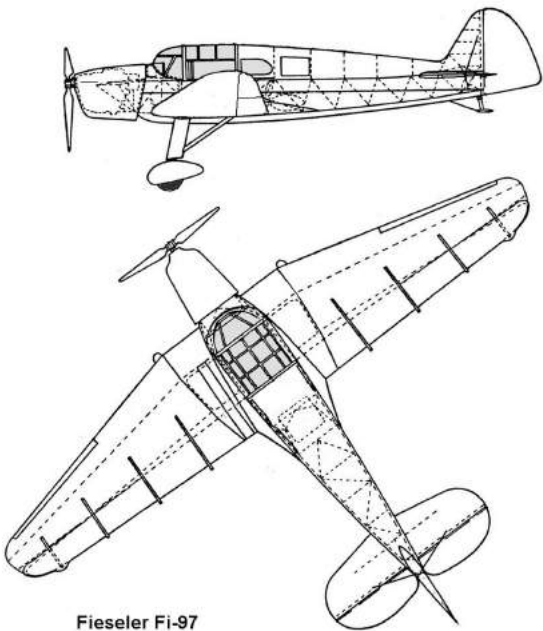
# This month's article

The 1934 contest was held in Warsaw, Poland, because the Polish team had won the 1932 version of the contest. The home team ended up winning, using the extremely well designed four-seat RWD9 airplane, complete with leading edge high lift devices and a geared radial engine. Really impressive takeoff performance!!!!



# This month's article

Other participants in the Challenge included the Fieseler Fi97, a predecessor to the famous WW2 Fieseler Storch. All five of the Fi97s entered in the contest completed the grueling test, partly because of the reliability of the Argus air-cooled V8 engine. The Fi97 used exotic leading and trailing edge devices to achieve a startling low speed and takeoff performance.



Fieseler Fi-97



# This month's article

The Czech Challenge entry, the AERO A.200, came from the Prague-based company that later produced a series of elegant twin engine airplanes and the Soviet L29 and L39 jet trainers. The A200 was notable for its extensive high lift devices, shown here in the typical extreme climb attitude necessary for the short takeoff part of the contest.



# This month's article

One other notable contest entry was the Messerschmitt BF109. I had always assumed, incorrectly, that the sleek and modern looking BF108 was the finest pre-war light aircraft design, but it turned out to be rather inferior to the other relatively unknown Polish and German designs, and placed well down the final order in the contest. Its good cruise performance was offset by its less impressive takeoff and landing performance, and the difficulty in folding its wings.



# This month's article

The final Polish design I'll include here was the less impressive PZL-26, a low wing design. It is notable in that one of the designers, Wsiewolod Jakimiuk, later achieved fame as the chief engineer for the DeHavilland Chipmunk trainer, used by many air forces and produced in England, Canada, and Portugal.

