



The Bend High Desert Flyer of Chapter 1345

WEBSITE: chapters.eaa.org/ea1345

KBDN AWOS 134.425

May 2021, Vol. 20, #5

Prez Sez

Well, it looks as though we are going backward with the pandemic. Bend is a hot spot for now. We will need to go back to Zoom for our chapter monthly meeting for May 12. And who knows what will happen in June?

The June chapter meeting is June 9 and the Flying Start event is scheduled for June 12. Personally, I would like to have the Flying Start Event though we may need to postpone it or have some very specific guidelines in place.

Flying Start can be a very educational and fun event for everyone who participates. It is intended to tantalize “wanabees” to take flight lessons, but it can also stimulate experienced pilots to get back into flying, or review their basic understanding of many flight parameters, as well as to make new friends.

We will need at least 5 or 6 pilots with planes to fly 2 to 3 “Eagles flights” each. And, we will have several stations at 10 – 15 minutes each for Eagles to interact with a pilot about selected important topics (radio com., navigation, weather, engine, airports, sectionals, patterns, etc.).

So, step-up and give it a go! Call, text, or email Dale to sign-up.

A note to all members: I have EAA 1345 business cards on the workbench by my plan in the hangar – help yourself and spread the word about our chapter.

Fly Safe,
Dale

President, EAA Chapter 1345



EAA Chapter 1345
Meeting Agenda
May 12, 2021
6:30pm

ON ZOOM using this link:

<https://us02web.zoom.us/j/83809807852?pwd=MmRsUExVdE9wbVVFZDF0MEgwYVljUT09>



AGENDA

Announcements

- President's updates (Fred Berardo, VP, for Dale Anderson who is in Moab, Utah)
- Future projects – Update on Flying Start

Program

- Sheryl Yeager, Sisters High School
Outlaw Aviation Academy



Committee Reports and Updates

- Committee updates



Other

- **Next Meeting: June 9, 2021, 6:30 PM**

Meeting Minutes April 2021

The minutes of the regularly scheduled monthly meeting of the EAA Chapter 1345. The meeting took place on the second Wednesday of the month, April 14, 2021 at 6:30 pm and was held via Zoom.



Attendees

There were 11 people in attendance on the Zoom meeting.

Dale kicked off the meeting at 6:30

Announcements

- In this newsletter, check out the Pietnopol for sale from Grandview Washington. It is a beautiful looking plane that won awards at Oshkosh.
- Joel Hanes still has an RV-12is for sale mentioned in last month's spotlight.
- There was a guest attendee this evening, Gabriella Favia. She is EAA 1345's candidate for the Ray scholarship. EAA National still has to approve her for the scholarship.
- **Flying Start** event scheduled June 12. This is an event for 18 years and older pilot candidates who are interested in learning more about aviation. This is called an Eagles flight as opposed to Young Eagles. Volunteer pilots for the event should be conscientious and think out loud so participants can learn something about what the pilots are doing. In addition to the flights, we will host some informational displays and stations for the candidates to rotate through. Potential station ideas are:
 - Airports and runways
 - Radios and phraseology
 - Weather, reading METARs etc
 - Sectional Maps
 - Airplane systems and engines

People who said they would volunteer for the Flying Start Event:

- Faye, Jeff, Jack, Chris, Thomas, Robert, Dale, Lynn, Gabriella
- Others are welcome to volunteer; this was just a straw poll of available volunteers

Dale showed an EAA video on Flying start.

For this event we have a 15 flying candidates maximum.

It would be good to have Mike cooking burgers during or shortly after the event.

Holding the event will be dependent on the status of the pandemic and what risk level we are in; could be postponed until July if things don't improve in Deschutes County.

Program

The feature event was a member meet and greet. We went around the group and introduced the participants of the meeting.

Committees

- *Builders Group*
Dale reported that the group continues to make progress on the Glastar. See report and photos later in the newsletter.
- *Flying Club*
Tom reported that they are waiting for the Cessna they plan to lease to get out of the shop. Several people are interested in joining the Flying Club.

The next chapter meeting is May 12 and will be a Zoom meeting unless the county risk level drops down from Extreme. Everyone is welcome.

The meeting adjourned at 7:30.

Respectfully submitted,
Jeff Stolasz, *Secretary*

Treasurer's Report

**Financial: For Period 01/01/2021 to 04/26/2021
(Year to Date)**

Total Income	\$840.00
Total Expenses	\$119.98
Net Income (Loss)	\$720.02
Total Cash on Hand	\$20,741.65



Nathalie Smith, *Treasurer*

COMMITTEE/GROUP REPORTS

Program Committee

Program for the next meeting:

Sheryl Yeager is a teacher at Sisters High School. She teaches Flight Science, Health, and Social Science. She also oversees the Outlaw Air Academy, which focuses on enriching experiences that endeavor to aide students in working towards their ultimate goal of earning a Private Pilot license. Sheryl will talk about the Sisters High School program and about her students.



Fred Berardo, *Program Committee Chair/VP*

Builders Group

The Glastar is slowly coming together. Windows were put into the top deck. Wing fold panels are getting fitted. Floor boards were painted. Doors are trimmed to fit. Baggage door is getting installed. Lots more composite work coming-up. Call ahead if you plan to work. Dale is going to be missing a few of the scheduled sessions. See photos near end of newsletter!



Flying Club

Tom Wright reported that they are on hold as they wait for the Cessna they plan to lease. It is in for repair and maintenance. It will be a leased plane and the owner will be part of the Flying Club as well.

Scholarship Committee

Dale Anderson, President, announced that the Scholarship Committee has chosen the new Ray Aviation Scholarship.

The Scholarship Committee (Dale Anderson, Mike Wissing, and Sam Conklin) has chosen Gabriella Favia, who attended the meeting and introduced herself. Gabriella is a high school junior and a member of Civil Air Patrol.

Gabriella still needs to be approved by EAA national, but all looks good. She will work with BAM for her flight training.



Young Eagles/Eagles

Time to get your background check and training done, so you are ready to fly Young Eagles and Eagle once the pandemic restrictions lift. Learn more at: [Become a volunteer pilot](#)



Please let Mike Wissing know that you are interested in flying Eagles or Young Eagles.

Fly-Out Group

One fly-out this month to Independence, Oregon! See article later in the newsletter!

Chapter Membership Report

Though most members have renewed their membership, dues keep trickling in--thank you! And new/prospective members are finding us and joining us online. Our roster shows we currently have 27 paid members. We also have two soon-to-be members, Chris Wallace and Josh Holcomb. We hope to be able to meet in person soon and do a Meet & Greet!

Best,

Faye Phillips, Membership Chair, EAA Chapter 1345

(C) 541-480-2945

fayephil@gmail.com

DUES:

\$25 for individual membership

\$40 for family membership

Make checks out to **EAA Chapter 1345**

Mail to: **PO Box 6732, Bend, OR 97706**



This month, we feature Frank Fitzgerald, EAA 1345 chapter member

How did you get started in recreational flying?

I had several international positions and flew commercially over 1 million miles in 10 years, so I really liked the flight experience. I had a commercial pilot friend who told me several of the technical parts of being a pilot; so I was very interested for a long time but I had three children and their college to work on. I waited until they were out (with no loans) and then started. One of my friends, Ron Terhaar, built an RV6A and through a long story of somewhat disputed memory events, we decided to work together on a new RV10 (back in 2007) serial number 93. The plane was under construction in Albany and I was still living in Cleveland, but Ron convinced me that this was a completely workable plan. Then I figured out that to fly the plane, I would need a license and started lessons at Burke Airport near downtown Cleveland (near the Browns stadium). I finished my private tests in May of 2009 and then became a test pilot in December (thought it normally takes a bit more experience but whatever).



What do you love about flying?

It is a mind sharpening challenge and allows the pilot to explore the third dimension of space. Pilots have to be on their game every second and have to process a lot of data to make the correct decision – that is fun.



Tell us about your own airplane(s)? Any that you built yourself? If yes, how was that experience?

Building a plane is an excellent test of patience, perseverance and the pursuit of perfection. It took us about 2.5 years to put it together and Ron had the expert mechanical skills for the structure and control surfaces as well as a build ecstatic that only accepted the best. I was mostly on the buck bar end of those thousands of rivets but did as he told me to do (most of the time) and made a beautiful RV10. I did all of the electrical and electronics work which was somewhat normal for me as an electrical engineer but this was my first plane wiring job. It came out pretty nice.



What is one funny or favorite story you can share from your flying experience?

We were landing in Pierre, South Dakota KPIR and it was an enormous uncontrolled airport with a lot of concrete ramp and a lot of hangers with no clear FBO. An attendant using flashlights guided us to a stop and when we asked him where the FBO was he said " I don't know – didn't the tower tell you where to go?" - We politely informed him that he was working at an airport without a tower, found some gas and moved along to Iowa.

What is the most interesting place you have ever landed?

Friday Harbor in the San Juan Islands, Washington. The area is beautiful and the airport is a bit tricky but really a nice place.



Any advice you would give to aspiring recreational pilots or homebuilders?

"Patience, perseverance and the pursuit of perfection" if building. If learning, make sure you have more than one instructor. I had a bad instructor in Cleveland who was concentrating on the FAA rules and was not a good pilot. I had a really good instructor in Oregon who taught me the practical side of flying and Ron taught me how to really fly cross country. There is a big gap between the FAA rules side of flying (think the ADF) and how you perform with GPS, advanced glass panel screens etc.

What do you find the most rewarding about being a member of the High Desert Flyers and EAA?

Best EAA chapter I have ever worked with – friendly people with true love for aviation and concern for each other. Keep it up!

Anything else you want to share with our membership?

Some pictures from my PowerPoint presentation. (NOTE FROM EDITOR: The whole Powerpoint presentation is at the end of the newsletter with some great information and photos – Enjoy!)

EAA National Free Webinars in May

Use this link to register: <https://www.eaa.org/ea/news-and-publications/ea-webinars>



5/4/21 7 p.m. CDT **Jabiru Aircraft Kits** Scott Severen
HOMEBUILDERS WEBINAR SERIES

Scott Severen from US Sport Planes, the North American importer and distributor for Jabiru aircraft will discuss the design, building and operation of Jabiru experimental amateur-built kit aircraft.

5/5/21 7 p.m. CDT **Annual Deadlock** Mike Busch
Qualifies for FAA WINGS and AMT credit.

What happens when an airplane undergoes its annual inspection and the owner and IA can't agree about what discrepancies truly rise to the level of severity that they must be resolved before the aircraft can be considered airworthy? In this webinar, Mike Busch tells the story of the worst such deadlock he's encountered in his decades of working with owners and mechanics. Spoiler alert: It's not pretty.

5/11/21 7 p.m. CDT **The History of Air Racing** Connor Madison
MUSEUM WEBINAR SERIES

EAA's own Connor Madison will discuss the powerful aircraft that make up the EAA Aviation Museum's Air Racing Gallery. He will also dive into an overview of our nation's quest for speed, and the people who pushed the limits.

5/12/21 7 p.m. CDT **IFR in an LSA: Is it Safe? Is it Legal?** Prof. H. Paul Shuch
Qualifies for FAA WINGS credit.

Many modern light-sport aircraft tend to be extremely well-equipped and technically-advanced, with dual glass panels, coupled autopilot, WAAS GPS, VOR, localizer, glideslope, synthetic vision, ADS-B In and Out, heated pitot tube, and other features that put most of the legacy general aviation fleet (and even some airliners) to shame. You'd think they would make ideal IFR platforms. But, are they safe and legal for flight under instrument flight rules? It's not a simple question, and this webinar gives a not-so-simple answer.

5/18/21 7 p.m. CDT **Ultimate Aircraft Buying Guide 2021** Scott Sky Smith

Before you buy a light-sport, standard, or experimental aircraft, get prepared! Learn from Scott Sky Smith's 30 years of experience. Scott Sky Smith has bought and sold 30-plus different aircraft, including a Smith Miniplane, KR2, Pietenpol, Skymaster, Pipers, and Cessna. Sky Smith discusses where the best deals are, what time of year to buy, and how to evaluate the price of your new purchase. Calculate the real cost of ownership and compare it to renting or building an aircraft. He will also be covering pilot requirements, insurance, and what to inspect before you buy.

5/19/21 7 p.m. CDT **Are you Stumped About Weather? Here are the Top Ten FAQs Qualifies for FAA WINGS credit.** Scott Dennstaedt

Meteorology is perhaps the most challenging discipline you must master to become a pilot and continues to generate many questions long after your primary training has completed. Join us for some weather Q&As where Scott Dennstaedt will provide the answers to the top 10 questions he's been asked over the last 20 years as a former National Weather Service meteorologist and certificated flight instructor.

5/26/21 7 p.m. CDT **Flying to Meet the Challenge: Completing 5 Midwest State Flying Programs Qualifies for FAA WINGS credit.** Michael Haubrich

Join private pilot Michael Haubrich as he shares his adventures completing airport challenge programs in Wisconsin, Minnesota, Iowa, North Dakota, and South Dakota. In this presentation, you'll hear how he flew to 510 airports covering over 27,000 nautical miles to become the first private pilot in the U.S. to earn Gold Level Awards from all five states. Learn about the various states' requirements and hear Mike's firsthand account of the challenges and learning opportunities he experienced. Mike's wife, Tami, will also join the conversation and share her passenger perspectives.

[View Webinar Video Archives](#)

EAA Webinars sponsored by



Hangar Door from Hell!

From: Mike Rhodes <Mikerv9a@gmail.com>

Date: April 22, 2021 at 8:28:32 PM PDT

Subject: Hangar door trouble from hell.....

My hangar door is almost 50 feet wide and the guy who build our house also built the door from scratch. So it's mechanisms are home grown, but the general design is copycat from commercial designs.

The motor rotates the bottom take up shafts to open the door. The small cable pulley drum "gadget" is timed by cable length to pull the door closed and release it for opening. The door has been working perfectly, until..... I turned my back on it.... of course.

Last week I was headed to Bend for breakfast with other pilots from Dry Creek Airpark, who had already left. So with the plane outside, I pushed the closed button, then hopped into the plane, fired it up, was getting settled in, looked over my shoulder and noticed the door was reopening! What the heck?!? I shut down the airplane, but by the time I got to the hangar, the door was full open and jammed to the top (going past the open stop switch) and motor still energized and stalled. I hit the Stop button, motor shut off. Hitting the Down switch stalled the motor, door wouldn't budge. I thought CRAP!! Now what!!

When we got back from breakfast a couple guys came over to help trouble shoot. I found that small cable was broke and the two outside take up spools had the straps folded over on itself and wrapped outside the spools. Now I had a much bigger problem! Since "Down" wasn't working, I tried the Up switch... and the door started unspooling, coming down! What the hell... the Up switch makes it go down... how could that be possible?!? At least I was able to get the door semi-closed for the night.

That evening it hit me like a ton of bricks what must have happened. The door initially closed normally, but if the "Door Closed" switch didn't make up when the door fully shut, the motor would pulled so hard on that small cable it broke, releasing the closure arms. The strap spool kept unspooling the straps until it starting wrapping the straps on the spool in the "down" direction, then start opening the door again. Because the "door open" stop switch isn't in the "down" circuit, it ran until it bound and stalled itself wide open! Thus the "Open" switch would bring the door down because the spool was now wound backwards. It took three tries to respool the small cable to get the closure arms to time correctly and pulley tensions just right, but finally it was working correctly... took 3 half days of trial and error.

The door closed switch "fail" theory..... I found on the door frame where the switch contacts the door, a piece of weather stripping was missing, so the door wasn't able to push the switch far enough to open the circuit. Moral of the story.... never trust Auto! As a retired nuke operator.... I know better!!



Pietenpol for Sale

Date: April 7, 2021 at 11:52:39 AM MDT

To: daleanderson779@gmail.com

Subject: Pietenpol

Dear Dale Anderson and members of EAA 1345,

My name is Betty L. Graf. My husband Daniel and I own a Pietenpol. Daniel passed away in October 2020, and I need to sell the Pietenpol. I would appreciate you letting your chapter members know about this plane.

For Sale: Pietenpol Aircamper \$19,500 with additional Rotec aerosport parts.

This Pietenpol Aircamper has a wooden fuselage and radial engine. It was built by longtime builder and EAA instructor Dick Navratil. I have all the paperwork with pictures of the building process by Mr. Navratil and all the receipts etc. After Dick Navratil passed away, his widow sold this Pietenpol to Charlie McFarlan of Oklahoma, who thoroughly enjoyed flying this plane.

Summer of 2020, my husband Daniel Graf and I bought the Pietenpol from Charlie McFarlan. We watched as Charlie and his pilot friends dismantled the wing sections. They carefully packed it into a 26 foot U Haul which we drove home to Grandview WA and then unloaded it into our shed. My husband had made a cradle for the longest of the wings. Then sadly, my husband Daniel, passed away from cancer in October 2020. The Pietenpol and wings are sitting in our shed covered with drop clothes. The other dismantled sections are wrapped in blankets.

This is a beautiful plane. You can email me at graffarm@bentonrea.com if you are interested in purchasing the plane. I have attached some pictures. Also, previous owner, Charlie McFarlan said if you have specific questions, call him at: 832-654-8875.

Sincerely,
Betty L. Graf



Not Surprisingly Dick Navratil's Pietenpol Creates a Sensation at Osh 07 ...



Dick Navratil's R2800 Powered Piet at Osh 2007



Using Harley Davidson's wheel and brake assembly...



from left to right: Start button, A-9 mag and battery switch, red knob below is choke, red button above is battery warning light, altimeter, 4 switches are ignition, avionics, fuel pump w/ warning light and strobe, ASI, Compass, fuel press, tach, quad gauge is amps, oil press, oil temp, and CHT with rotary switch with probe on each cylinder. Hobbs meter. Below on left is throttle and small control ahead is carb heat. The cable hanging down not connected is fuel shutoff.

Operating at Unimproved Airports



APRIL 22, 2021 BY [EAA](#) IN [FLYING TIPS](#)

A Real-Life Scenario

A friend calls and asks you for a huge favor. He needs to get to a location approximately 300 miles away to retrieve a vehicle and asks if you can fly him there right away. It would be a two-and-a-half-hour flight versus a six-hour drive. He is aware of a small unimproved public use airport near his destination and suggests landing at that site. The next nearest hard surface airport is 30 miles away from where the vehicle is located. Can you help him in this predicament? You look out your office window. The sun is shining, and the wind is on the breezy side. If you were in this situation, would you agree to make this flight?



After some thought, the pilot faced with this request decided *not* to make the flight. He called me a day later to tell me of the situation and confirm that he had made the right decision. This private pilot has about 500 hours' total time, all in a Cessna 172, and had never flown off a turf runway or used a runway of less than 3,000 feet.

We discussed the scenario he was facing and came to a like agreement. He had made a good decision based on his level of experience and the conditions he would have had to deal with to attempt the flight. Here are a few of the items we discussed.

Suggestions Before Departing

Turn to the FAA's *Chart Supplement* (formerly the *Airport/Facility Directory*) and look up the airport the friend suggested for landing. Using either the printed version or the online version found in subscription programs like ForeFlight, you find it is unattended and has only a turf runway, 01/19, that is 2,080 feet long. Further, trees are located on both ends. The field elevation is 891 feet. Under "AIRPORT REMARKS," deer and turkeys are on and in the vicinity of the airport.

That presents the first potential problem. You were never allowed to fly off turf runways during your flight training and, consequently, have never done so. Unfortunately, this is a rule at many flight schools today. What are the current and short-term future weather conditions along the intended route of flight? A call to 1-800-WX-BRIEF would help satisfy this concern. The forecast called for good VFR weather the remainder of the day and on into the early evening. But it also caused a bit of concern. The surface winds are from 260 degrees at 15 knots with peak gusts to 20 knots. The temperature is also hovering around 90 degrees. Now you are faced with a potential second and third challenge.

Both the surface winds and the temperature could present problems. You can anticipate the need to make a crosswind landing at the destination, and the temperature is certain to affect the aircraft's performance. And you have not attempted any crosswind landings in months.

Time to get the pilot's operating handbook (POH) out and review the takeoff and landing performance charts. The POH is something probably not looked at since the day of your private pilot checkride! Calculating the landing distance is initially easy. The chart indicates it will take approximately 1,100 feet to land and stop. However, the fine print at the bottom of the chart states:

For every 20 degrees above 59 degrees, add 10 percent to the needed landing distance, 59-79-89-degrees. The temperature is 30 degrees above the standard temperature so add 15 percent.

To clear a 50-foot obstacle (remember there are trees at both ends), add 15 percent to your landing distance. Adding these figures, 1,100 feet + 165 feet + 165 feet = 1,430 feet, you're left with about a 650-foot safety margin. However, these numbers are based on using flaps for the landing. The distances will be quite different if landing without flaps! Remember, too, the numbers found in the POH are based on a clean new aircraft with a new engine and propeller. The landing distance calculations are now quite different. If you opt to land without using flaps due to the crosswind, the landing distance with no wind, at sea level, and at 59 degrees indicates 1,500 feet is needed. Adding these figures, 1,500 feet + 225 feet + 225 feet = 1,950 feet, leaves you with just a 130-foot margin for error. The crosswind component chart shows little or no help for reducing the landing distance, as the wind is 70 degrees to the right of the center of Runway 19 ranging from 15 knots to 20 knots. Referring to the POH, the maximum published crosswind component for your airplane is 15 knots at 90 degrees. Will your aircraft handle a 20-knot crosswind? Can you handle it? Another potential challenge.

So much is still unknown about the destination airport before a decision can be made about landing there. It is time to refer to the *Chart Supplement* again and find a phone number for your intended destination. The number is frequently answered by the local police department. Explaining your situation, they are willing to assist. Here are some sample questions to ask.

1. Are they familiar with the airport?
2. Have they visited it in the past week? If not, are they willing to do a quick visual inspection?
3. Has there been any measurable precipitation in the area in the last three days? (A soft, muddy runway can cause serious problems!)
4. How tall is the grass on the runway?
5. Has it been cut recently?
6. Are there obstructions like big round bales or machinery on or near the runway?
7. Has anyone used the runway recently?
8. What is the condition of the runway surface? Does it have badger or varmint holes? Are there ruts from farm equipment traveling on it?
9. Will local police personnel drive the length to check it out?

All these items need to be checked and factored into a good plan of action for landing at this airport.

Another good safety check is to review the area surrounding your desired destination. Are there better, safer airports in the vicinity? A good solid Plan B is to have an alternate airport in mind should you find your destination airport to be unusable after looking it over. The alternate airport may be 10-30 miles away from where your friend needs to go, but would it not be better to be slightly inconvenienced than having to explain a landing incident to authorities? When was the last time you practiced doing short-field takeoffs and landings? Probably at your last flight review. You have been flying off a 5,000-foot hard surface runway, and concern for length has never been an issue. It may be wise to practice one or two before departing on such a flight.

Do you know how to quickly estimate the length of the runway? Make a low approach over or next to the runway at the recommended approach speed. In this example, use 70 mph. The aircraft is traveling at 6,160 feet per minute or 102.6 feet per second. Time your flight over the length of the runway, then go around. If it took 15 seconds to fly the entire length, $15 \times 102.6 = 1,539$ feet. While timing, visually inspect the runway surface for water, ruts, holes, etc. If the POH states that a no-flap approach should be flown at 70 mph and you decide to add an extra 5 mph to the approach speed for safety, how much additional runway will you need to land? A good rule of thumb is that for every

1 mph faster than the recommended approach airspeed, you will use an additional 100 feet to land, whether floating before touchdown or on the rollout after touching down.

And finally, are there any applicable notices to airmen or temporary flight restrictions pertaining to your route of flight, the destination, or the alternate airport?

Using the example outlined above, it is easy to see there are many things that must be taken into consideration when planning a safe flight to or from an unimproved airport that you may not have familiarity with. Many of these things, including rules of thumb, are never taught in many flight schools today.

There is absolutely nothing wrong, or unsafe, about using unimproved runways provided you do your homework and preflight planning. Many of these airports offer interesting things to see and do. Do not be afraid to expand your flying horizons, but do so safely and competently.

Note: Today, the FAA places heavy emphasis on flight instructors to employ scenario-based teaching methods when training students. This example may be a good one for instructors to begin using. It could save some future bent metal and wounded pride.

Steve Krog, EAA 173799, has been flying for more than four decades and giving tailwheel instruction for nearly as long. In 2006 he launched Cub Air Flight, a flight training school using tailwheel aircraft for all primary training.



NASA Mars helicopter Ingenuity performs first historic flight on another planet

"We've been talking for so long about our Wright brothers moment on Mars, and here it is."

By Jackson Ryan, CNET

Ingenuity, a [NASA helicopter no heavier than a two-liter bottle of soda](#), has achieved the first powered, controlled flight on another planet. The feat took place at 12:31 a.m. PT on Monday morning, April 19, 2021, but it wasn't until over three hours later that NASA engineers at the Jet Propulsion Laboratory received the first data from Mars.

The first flight of Ingenuity is [an impressive milestone in space exploration](#), paving the way for future missions to the red planet to utilize the skies. Learning to fly on Earth was difficult enough, but flying on Mars was a grand engineering challenge. NASA has shown that it was up to the task.



It's almost 120 years since Orville and Wilbur Wright got their experimental plane off the ground near Kitty Hawk, North Carolina, documented in a famous black-and-white image of the flyer taken just moments after it left the ground. Now we have the first flight on another planet!!

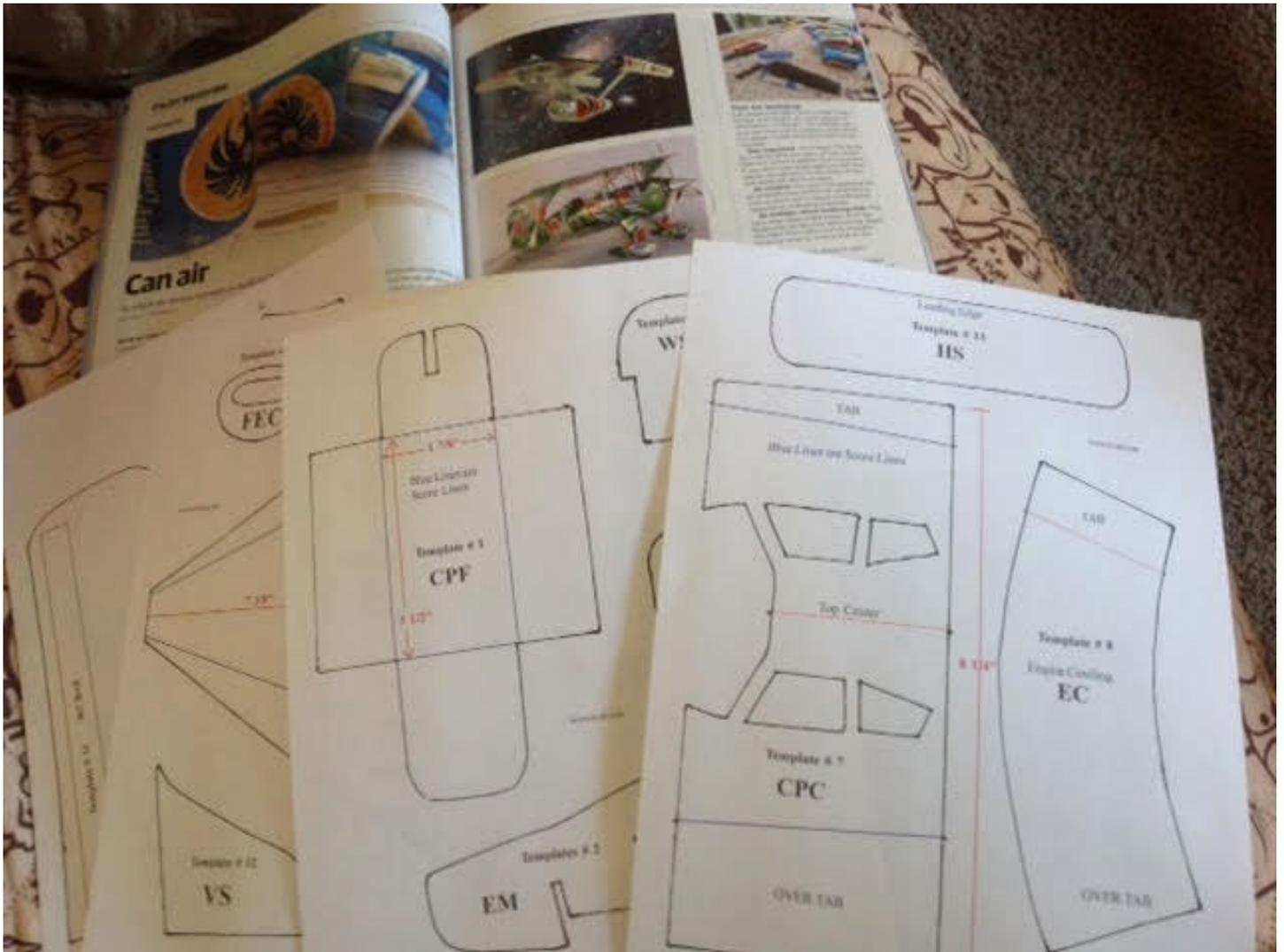
Can Air Model Plans

From Faye Phillips:

In the current edition of *AOPA Pilot* magazine (May 2021), on pages 30-31 in the Pilot Briefing section, there is an article, Can Air. It is about model airplanes made from pop cans/beer cans.

"After spending decades charging \$10 each for the plans, Mathis is now offering the entire stock of 54 different aircraft for free. Go to bcair.com to download the plans, and consider donating to the cause while you're there." --IJT (Ian J. Twombly).

The plans truly are free! I've downloaded the Cherokee and have started building it.



News from Oregon Aviation Historical Society

Do you want a program or presentation for your EAA Chapter or other club? Just contact us. We're available to do Virtual Presentations concerning many of the topics you read about here.



Collectible License Plates
These one-of-a kind Oregon Aircraft License Plates are nearly gone!
Don't miss your chance to own one of these collectibles.
Just make a donation of at least \$100 and you will receive an Oregon Aviation Centennial License Plate of your own.
They also make great gifts!



Join in on all the FUN at OAHS!
Become a member today!

YES—I want to help preserve Oregon’s aviation past for future generations. Please enroll me as a member of OAHS at the following level (check one):

___Contributor \$100/yr. ___Sustaining \$50/yr. ___Family \$35/yr. ___Associate \$25/yr.

I am also enclosing an additional contribution of \$ _____ for (circle one):

Endowment Fund Unrestricted Other (please specify) _____

Name (please print) _____ Date _____

Home phone (____) _____ Email _____

Address _____

City _____ State _____ Zip _____ - _____

Current or former occupation _____

Skills and interests _____

Associate membership includes: One admission to all pancake breakfasts, 10% discount at OAHS gift shop

Family membership includes: Two admissions to all pancake breakfasts, 10% discount at OAHS gift shop

Sustaining membership includes: Admission to all pancake breakfasts, One entry to Wings & Wheels, & 10% discount

Contributing membership: All benefits of Sustaining + OAHS T-shirt of your choice.



MARK YOUR CALENDAR



Brought to you by:



Matthew A. Parsons with
COMMONWEALTH
financial network

Saturday, June 26

Just \$5 admission

9 am—4 pm

12 years old and younger Free

Awards Ceremony 3pm

Participants call today 541-543-1068

www.OregonAviation.org

oregonaviation.org@gmail.com



2475 Jim Wright Way, Cottage Grove, OR 97424

Due to the setup of the airport and the increase of participation we cannot guarantee asphalt parking to all vehicles and aircraft. Please contact us ASAP if you have specific requirements and we will do our best to accommodate.

Name: _____ Phone: _____

Your Address: _____

Email: _____

*Please provide your email address so we can contact you with updated information.
We will not share your information with other groups, unless we ask, and you agree.*

Vehicle Type (circle one) **Aircraft** **Automobile** **Motorcycle** **Other**

Aircraft Tail Number: _____

Vehicle Make: _____ Year: _____

Vehicle Model: _____

Anything else you want us to know about your vehicle?



Fly-out to Independence, Oregon on April 17, 2021

Spring sprang for our April Flyout. So did several of our usual flyer's airplanes. Carburetor problems, access plate problems, and a few undocumented excuses as well. In the end only one plane, with Gary Miller and Don Wilfong, made it to Independence Airport (7S5) and lunch at the Starduster Cafe.

The air was smooth as glass, with no smoke or haze. Good thing we had decided not to head to the coast, as it was closed do to a very low fog layer.

At Independence the flowers were in bloom. Lunch on the cafe deck watching airplanes was divine. Many of the hangers were open, and we were invited in for guided tours. One hanger had two spotless Aircoupes, another had two RV's undergoing maintenance, and another...

Pilot heaven, but trip home had to be made all too soon.

Our flight path, overlaid in Google Earth, is below. The bends in the track are me flying around things, not poor navigation. Well, maybe some of it was. :-)

RGDS
GARY MILLER

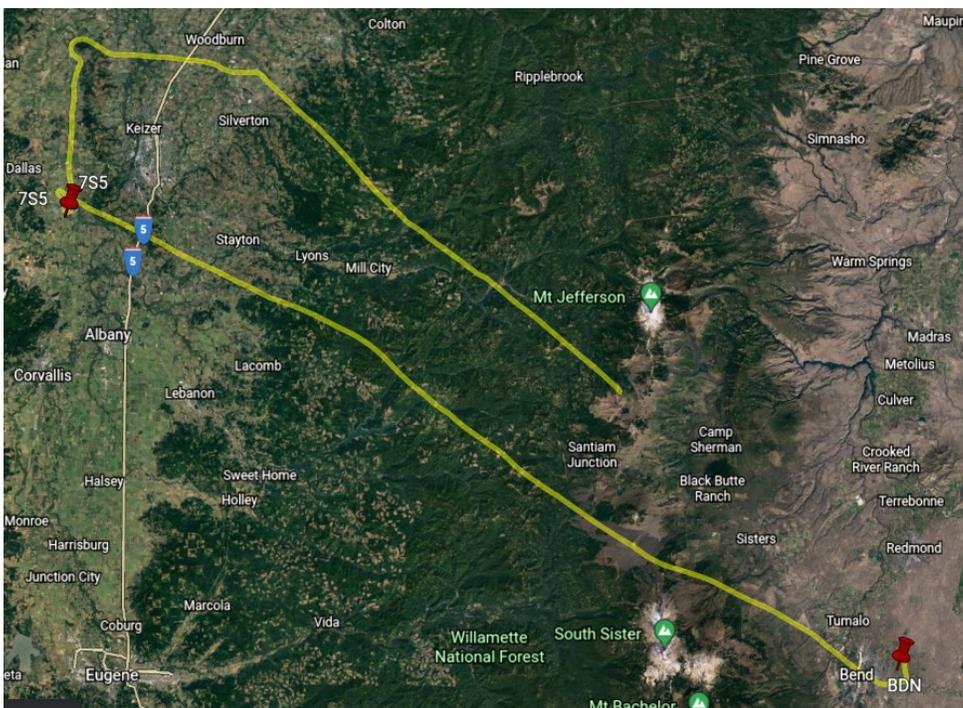


Sectional chart

Airport distance calculator

From [KBDN](#)- Bend Municipal Airport
To 7S5- Independence State Airport

97.3 nautical miles WNW
Initial true course: 299

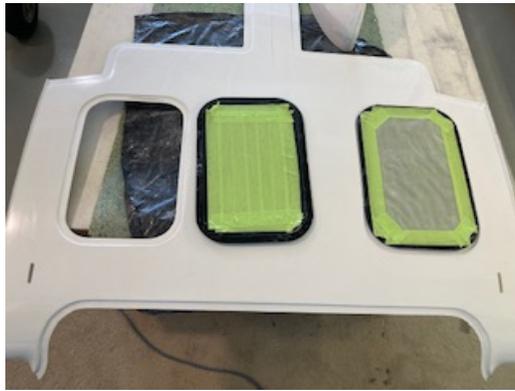


Builder's Group - Glastar Project



The Glastar is slowly coming together.

Windows were put into the top deck.



Doors are trimmed to fit.

Baggage door is getting installed.



Wing fold panels are getting fitted.

Floor boards were painted.



Lots more composite work coming-up.



* Call ahead if you plan to work. Dale is going to be missing a few of the scheduled sessions.

COVID 19 Updates

News Release Issued: April 27, 2021

Deschutes County to move to Extreme category on Friday

Effective Friday, April 30, Deschutes County will move from the “high risk” to the “extreme risk” level of Oregon’s health and safety framework.



- [View the Oregon Health Authority's Guide to risk levels and restrictions.](#)
- [View the Oregon Health Authority's sector guidance.](#)
-

Oregon Health Authority will assess county COVID-19 data weekly for at least the next three weeks. Updates to county risk levels next week will be announced on Tuesday, May 4 and take effect on Friday, May 7. Counties that improve their COVID-19 metrics will have the opportunity to move to a lower risk level. Counties will remain in Extreme Risk for a maximum of three weeks.

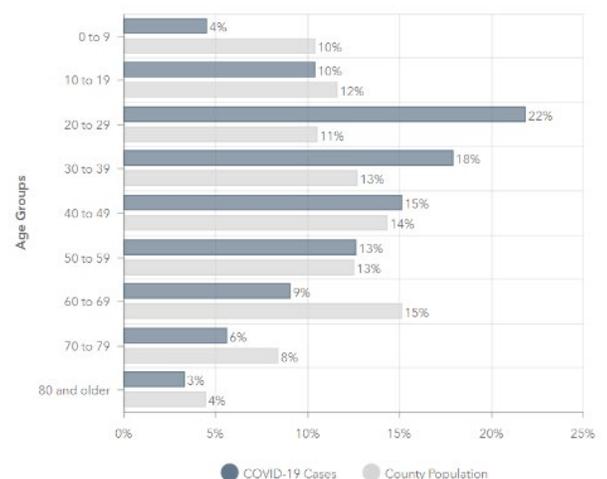
Sector Risk Level Guidance Chart

Activities	Lower Risk	Moderate Risk	High Risk	Extreme Risk
Indoor Recreation and Fitness Establishments (includes gyms, indoor K-12 Sports, fitness organizations, indoor recreational sports, indoor pools)	<ul style="list-style-type: none"> • Capacity: Maximum 50% occupancy • Indoor full-contact sports allowed 	<ul style="list-style-type: none"> • Capacity: Maximum 50% occupancy or 100 people total, whichever is smaller • Indoor full-contact sports allowed 	<ul style="list-style-type: none"> • Capacity: Maximum 25% occupancy or 50 people total whichever is smaller • Indoor full-contact sports allowed for adult/club/youth sports with guidance requirements • Indoor full-contact sports allowed for K-12 with submitted plan 	<ul style="list-style-type: none"> • For establishments 500 sq. ft. or larger: <ul style="list-style-type: none"> ▪ Client capacity: Maximum six (6) people total (not including employees) ▪ Require minimum 25 feet physical distancing between households. ▪ Employee capacity: Limit to the minimum number of employees needed to operate a space. • For establishments smaller than 500 sq. ft.: <ul style="list-style-type: none"> ▪ Client capacity: Maximum one (1) person total; ▪ Employee capacity: Maximum one (1) employee total. • Indoor on-site consumption of food and drink is prohibited except for individual water bottles. • Indoor full-contact sports allowed for adult/club/youth sports with guidance requirements • Indoor full-contact sports allowed for K-12 with submitted plan
Outdoor Recreation and Fitness Establishments (includes outdoor gyms, outdoor fitness organizations, outdoor K-12 sports, outdoor recreational sports, outdoor pools, outdoor parks and hiking trails**, outdoor campgrounds**)	<ul style="list-style-type: none"> • Maximum 50% occupancy • Outdoor full-contact sports allowed 	<ul style="list-style-type: none"> • Maximum 25% occupancy • Outdoor full-contact sports allowed 	<ul style="list-style-type: none"> • Maximum 15% occupancy • Outdoor full-contact sports allowed for adult/club/youth sports with guidance requirements • Outdoor full-contact sports allowed for K-12 with submitted plan 	<ul style="list-style-type: none"> • Maximum 100 people • Outdoor full-contact sports allowed for adult/club/youth sports with guidance requirements • Outdoor full-contact sports allowed for K-12 with submitted plan

Let’s hope by our June meeting we will be back in person (especially since we can most likely meet outside).

The May meeting will be via Zoom.

Percentage of Cases vs Population Per Age Group



2021 CHAPTER BOARD

President	Dale Anderson 607-591-1714 daleanderson779@gmail.com <i>Term: Jan. 2021- Dec. 2022</i>	Vice-President	Fred Berardo fjberardo@verizon.net <i>Term: Jan. 2021- Dec. 2021</i>
Secretary	Jeff Stolasz 713-471-6350 jstolasz@yahoo.com <i>Term: Jan. 2020- Dec. 2021</i>	Treasurer	Nathalie Smith n.smith@bendbroadband.com <i>Term: Jan. 2020- Dec. 2021</i>
Webmaster	Alan Smith 360-485-2370 a.smith@bendbroadband.com <i>Term: Jan. 2020- Dec. 2021</i>	Newsletter Editor	Lynn Anderson dalelynnanderson@gmail.com <i>Term: Jan. 2020- Dec. 2021</i>
Membership Chairperson	Faye Phillips 541-480-2945 fayephil@gmail.com <i>Term: Jan. 2021- Dec. 2022</i>	Young Eagles & Eagles Coordinator	Mike Wissing 541-419-7352 oregonwissing@yahoo.com <i>Term: Jan. 2021- Dec. 2022</i>
 High Desert Flyers Chapter 1345 Bend, Oregon			





RV 10 BUILD 2009
N 816RF

*When you are
90% finished*

Add two years

HOW IT STARTED

Nov 18, 2006

- Ron and Nancy visited Frank in Cleveland
- Attended Steelers vs Browns game
- Browns loose in last 34 seconds
- Overserved alcohol at game. BAD

Ron's Idea

- 4 people in on RV-10 build
- Needs one more - \$100k max to build
- Offered a spot for his good friend
- **SOUNDS GOOD**



24



20

PARTNERS

Ron Terhaar

- Retired teacher in Albany
- Built RV 6A in 2000 (took 4-5 years).
- At build time had 1000 hrs and 30 years pilot.
- Excellent mechanical skills

Frank Fitzgerald

- Sales Manager living in Cleveland
- No flight experience – fresh student
- Professional electrical engineer and electrician

- **PERFECT MATCH**



Bought empennage and wings from another on airport builder – kit number 96 in 2008 .

Builder did excellent work but only about 15% of plane was constructed.

Purchased quick build fuselage and fiberglass cockpit in early 2009



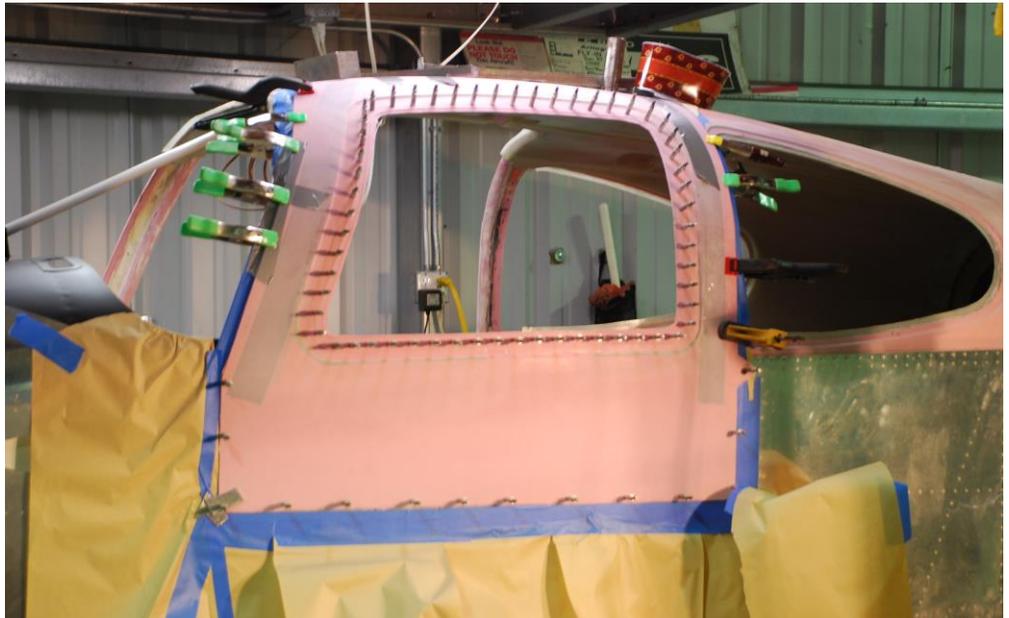
Picked avionics in 2009 and went to Oshkosh to refine selection and get advice.

- Advance Flight Systems 4500 panels.
- 2 Garmin 430 WAAS
- TruTrak Sorcerer
- Garmin Transponder



Installed Cockpit and cowling during 2009

- DOORS
- Engine



ALMOST COMPLETE



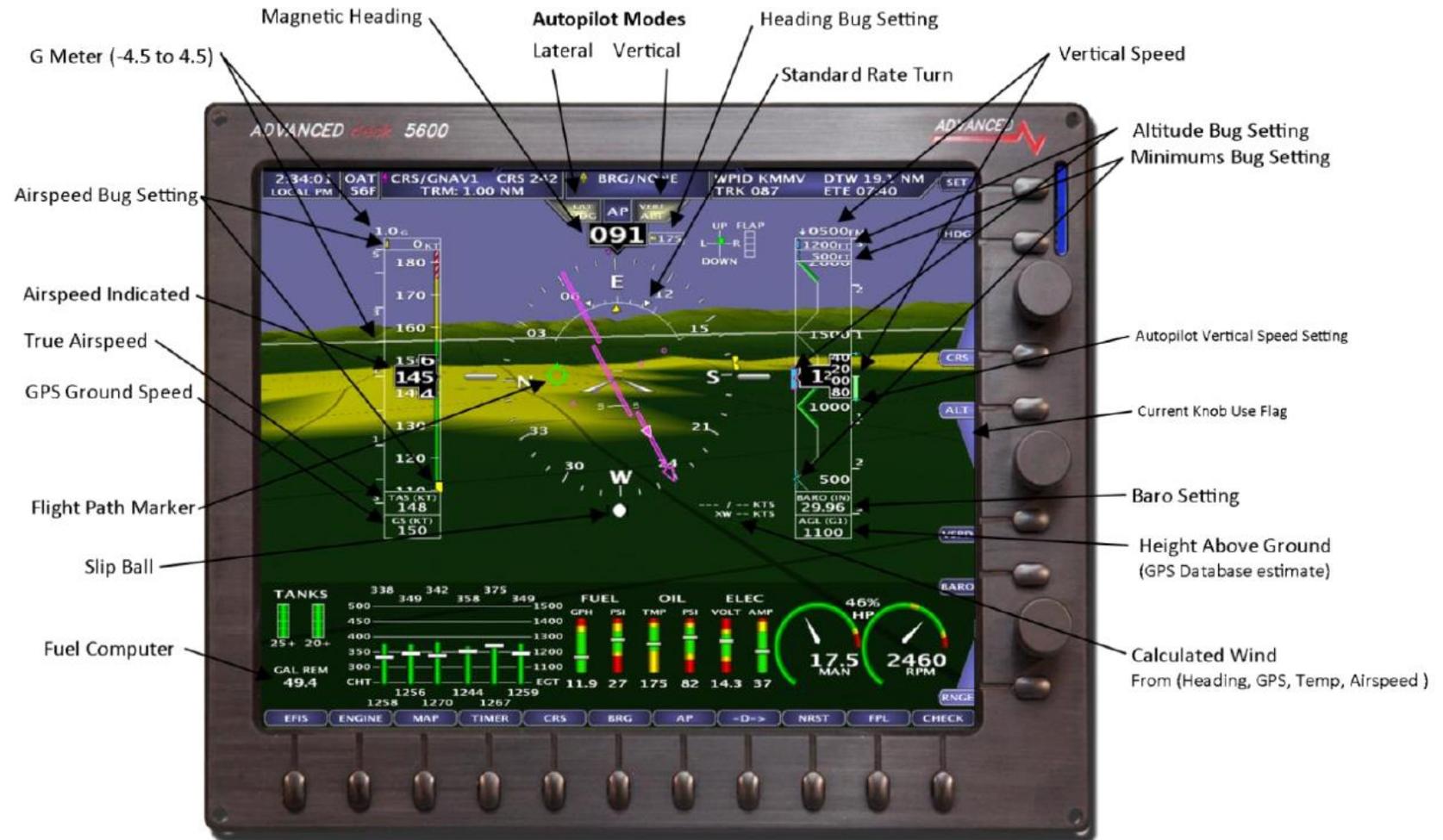
PAIN AND FIRST START



FIRST FLIGHT



COMPLEXITY



EFIS Flight Display

THANK YOU



Frank Fitzgerald

541.981.9818

✉ Frankfitz@ffpenw.com