



The Bend High Desert Flyer of Chapter 1345

WEBSITE: www.1345.eaachapter.org

KBDN AWOS 134.425

January 2020, Vol. 19, #1

Prez Sez

Happy New Year 2020!

Let's make this a good one, shall we? I think we can make our chapter much better with less talk and more action. What actions, you ask? Well, flying of course! And much more.

- We are going to do more **fly-outs** this year by coordinating with the Oregon Pilots Association. Our next scheduled flight is Saturday, January 18 – interested? Sign up at the meeting on January 8.
- We are also considering starting our own **flying club**, which includes experimentals, ultralights, and more. Interested? Again, sign up at the meeting.
- We have **projects** to work on, which seem to be growing in number. Glastar, Volksplane I, VariEze, and more possibilities. Interested? You know the drill!



At Wednesday's meeting, we plan to get our newly formed committees together to determine committee meeting days and times and to establish some priorities. Please join us to make your preferences our business.

As you know, Gary Judd, Bend Airport Manager, retired in November. Best wishes to Gary! We all know how important this position is to general aviation interests at the BDN airport. Carolyn Eagen is in charge of the hiring process. Carolyn is invited to the meeting to give us a rundown on what is happening with the search. Join us to express your airport concerns to the person in charge.

We are a small organization that could be larger. We also want to be family-oriented. Could you invite a family member, friend, or neighbor interested in aviation to join us?

Dale Anderson

President

December 2019 Meeting Minutes

The December meeting was our annual Holiday Party at the Black Bear Diner in Bend, Oregon. We had 11 guests and 15 members in attendance.

Dale presented awards to officers for 2019. Dale then introduced the 2020 officers; those in attendance at the holiday gathering were Dale Anderson (President), Kim Muinch (VP), Alan Smith (Webmaster), and Mike Wissing (YE Coordinator). Not able to make the holiday gathering were Faye Phillips (Secretary), Jeff Solasz (Co-Secretary), Scott Morrison (Treasurer), and Lynn Anderson (Newsletter Editor).

Kim shared funny quotes from military training manuals. Dale shared chapter highlights from 2019:

- Ford Tri-Motor Event
- Young Eagles Flights

Dale and Kim provided a brief overview of what's in store for the year ahead. A committee has formed to continue with building the Glastar. We will continue with scheduled build sessions. Dale also said we will continue to have Young Eagles education sessions and Young Eagles flights. We are looking to have an EAA "Flying Start" program, which is aimed at enabling people to learn to fly. There are two new committees – Fly-outs and Programs, and members are invited to join either. The chapter will continue to partner with the Oregon Pilots Association Bend chapter for monthly fly-outs. The programs committee will identify and produce compelling programs aimed at education, skill-building and fellowship.

Kim Muinch for Faye Phillips, Secretary

Treasurer's Report

Financial report for period 1/1/19 through 12/31/19

TOTAL INCOME	\$7,737.20
TOTAL EXPENSE	\$4,869.82
NET INCOME <loss>	\$2,884.38
TOTAL CASH IN BANK	\$13,892.87

Jack Watson, Treasurer 2019

MEETING AGENDA JANUARY 8, 2020

5:30PM



5:30
Check-in, name tags, dinner donation, help setting-up

6:00
Italian dinner; Chefs Fred & Kim volunteered to provide a complete spaghetti dinner, donation suggested.

6:30
Entertaining story or funny moments; opening remarks and introductions

6:45
Guest speaker: Carolyn Eagen on hiring an airport manager (TBD)

7:00
Member interview

7:10
Fly-out plans for Saturday, January 18

7:20
Committee meetings: Programs, Fly-outs, Builders, Scholarship

Committee reports – meeting plans, committee chair, goals, etc.

Other
Help clean-up



This month, we feature long-time newsletter editor, Mike Bond. Mike served as the High Desert Flyer Newsletter Editor for 18 years. We thank him for his long-time excellent service to the chapter!

1. *How did you get started in recreational flying?*

I started in 1995 as student pilot at San Jose International, which was fantastic training for flying in congested, controlled airspace. I then moved to Central Oregon in 1997 and completed my instrument rating. My wife, Ann, also passed her private pilot rating.

2. *What do you love about flying?*

The scenery and freedom to explore areas we had experienced while hiking. Having my life partner along for the ride! Also, I never tire of flying into the SF Bay Area from Bend and seeing the Bay and bridges and San Francisco skyline laid out ahead.

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

I started building the Glastar that Ann and I donated to the Chapter and completed the 'tail feathers,' the rudder, and the elevator. But I was impatient to fly, so I bought a Cessna Cardinal RG. We flew it for 16 years until a hailstorm destroyed it while parked at Madras. The problem was that it took my interest away from building!

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

As a student pilot I was lining up to land at an airstrip called Frazier Lake when my instructor asked on which runway I was intending to land; the green one, the wet one, or the blacktop. I said the plan was to land on the green turf runway which he replied was good as the others were for seaplanes and a taxiway. I still have the clod of turf I picked up from the tail tie down of the Cessna.

5. *What is the most interesting place you have ever landed?*

During checkout in the Glastar, we landed in what looked like someone's backyard It turned out to be an 800' airstrip surrounded by trees near the Glastar factory in Arlington, WA. Very feasible for the accomplished factory test pilot we were with! Many other interesting and challenging airstrips, especially in the Idaho backcountry.

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

With myself as the example, don't get distracted from your project.

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

Meeting with people of similar interest. Flying Young Eagles. Volunteer! It was rewarding to edit the newsletter for the last several years.

8. *Anything else you want to share with our membership?*

Take weather forecasts seriously ... it was scary when we picked up ice on our way to Canada a few years ago. Practice crosswind landings frequently and know when not to fly!





This month, we also feature long-time chapter treasurer, John “Jack” Watson. Jack served as the High Desert Flyer secretary for many years. We thank him for his long-time excellent service to the chapter!

Jack will be 90 years old in June, 2020. The chapter needs to plan a big party to celebrate! Jack’s total time flying is 4,888 hours! He has these ratings: ATP, ASEL; Commercial, AMEL; and Glider.

1. *How did you get started in recreational flying?*

I was discharged from the U. S Navy Submarine service in 1954 and used my GI bill to take up flying at Clover Field in Santa Monica, CA.

2. *What do you love about flying?*

The absolute freedom inherent in the activity.

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

I earned my Private Pilot certificate 1954 but stopped flying for eight years from 1958 to 1966 (kids!) at which time I again got the flying bug. I joined a flying club in 1968 at Burbank airport called Sky Roamers Air Travel which had a large membership and in excess of twenty aircraft ranging from twins (A55 Barron, T337-G Skymaster) to C152s and a lot in-between. You joined a “Type Group” (training, 182, 210, bonanza, twin, etc.) and put up an appropriate capital deposit which entitled you to fly aircraft in that group and any lesser group. Assuming you joined the top group, which I did, if you wanted to go fast you selected a Bonanza, F33; if you wanted to haul a load, a C 206. It was a fabulous experience! I subsequently acquired a Cessna T210 in 1981 and traded up to a C414 in 1987 which I flew until 2002 when I decided it was time to move down (age related!). So, I purchased a kit aircraft (KitFox Model 7) which I completed in 2009. It was a real labor of love to build and I am flying that aircraft at the present time.



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

Flying in Baja California in the early 60s was a joy—very few roads but lots of dirt strips. Some of my earliest memories of flying in that era was buzzing burros off the runway prior to landing!

5. *What is the most interesting place you have ever landed?*

This is a tough one to answer—from Catalina Island, in California, to Prince Edward Island in Eastern Canada, to remote strips in Alaska, they have all been interesting and I feel really privileged to have had the opportunity to visit so many!

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

We are blessed to live in a community so far removed from the high density traffic occasioned in areas such as Los Angeles or Portland. Just be sure to take advantage of our wonderful environment.

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

Comradery and knowledge

Experimental Aircraft Association – Myths and Facts

The Experimental Aircraft Association (EAA) is our chapter's national organization. With over 200,000 members, it is one of the largest aviation organizations in the world. EAA was founded in 1953 by Paul Poberezny, a World War II aviation hero. Today, EAA is a community of passionate aviation enthusiasts that promotes and supports recreational flying.



To be a full voting member of our chapter, EAA 1345: High Desert Flyers, you also need to be a member of the national EAA organization. Here are some myths and facts about EAA.

MYTH:

EAA is only for people who build airplanes. I don't want to build an airplane, I just want to fly it.

FACT:

EAA members represent every aspect of aviation and often have multiple interests. According to the EAA, "We fly them. We fix them. We even build them. EAA members are what we like to call the "keepers of the flame." Sure, we love airplanes. But it goes beyond that. It's about passion, camaraderie, that ol' can-do spirit, and a grassroots way of sharing our love of aviation with others. It's the airplanes that bring us together." And the EAA Government Relations staff serves the entire general aviation community by successfully working to improve the laws, regulations, and policies that impact all of general aviation. EAA Members have a voice in shaping future policies and keeping the skies open for all

MYTH:

It's expensive to be a member of EAA.

FACT:

It is usually only \$40 a year for an individual member, and only \$50 a year for a family membership. But right now, EAA is offering an individual membership for only \$30! And you can easily join online. Here is the link:

[**JOIN EAA AT THIS LINK!**](#)

MYTH:

It's still not worth my money. The membership isn't worth much.

FACT:

A membership in EAA comes loaded with benefits. Not only are you helping to advocate for general aviation, but according to EAA's website, you personally get many benefits:

- **Sport Aviation magazine (\$25 value).** For Members only, it covers all facets of recreational aviation and is packed with hands on tips, stunning photography, and thoughtful commentary from EAA experts, aviation leaders, and fellow Members. Comes as a magazine in the mail and a digital edition with video extras.



- Member Event Discount (\$45 value). Join the fun or be a spectator at the annual **EAA AirVenture Oshkosh** event. This is the World's Greatest Aviation Celebration and the hottest aircraft exhibition and aviation show around!
- **FREE admission to over 400 museums (\$60 value)**. Just show your EAA Member card and get free admission to over 400 participating museums, including the **EAA AirVenture Museum!** Our one-of-a-kind aviation collection is sure to inspire you.
- **FREE SOLIDWORKS Student Design Kit - EAA Maker Edition (\$150 value)**. Members get exclusive access to this CAD software and related training and design instruction.
- EAA Aviation Services (\$60 value). We're here to help with your technical aviation questions, resolve issues, and make your building, restoring or flying activities go smoothly.
- Discounts, Discounts and MORE Discounts! Aviation software discounts (\$25 value), Ford vehicle discounts (\$1,000+ value), John Deere discounts (\$250 value), car rental discounts (\$20 value), aircraft insurance discounts (\$100 value), aircraft financing discounts (\$150 value), and many more.
- Access to Warbirds, IAC and Vintage aviation communities
- The shared knowledge of 225,000 EAA members

MYTH:

EAA is just about experimental aircraft.

FACT:

EAA represents the entire general aviation community.

MYTH:

I have to be a pilot or own my own airplane to belong to EAA.

FACT:

Anybody interested in any aspect of aviation can belong to EAA.

JOIN EAA today! In January, the dues for EAA Chapter 1345 High Desert Flyers are payable, and according to our chapter by-laws, you must be a member of the national EAA to join the chapter. So join today!

You will LOVE being an EAA Member if you:

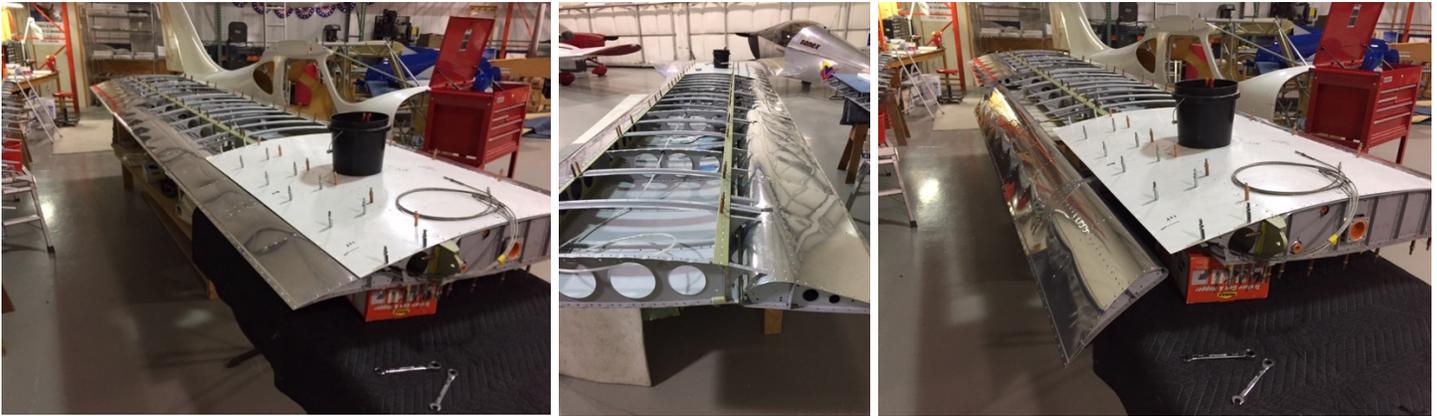
- Fly an airplane for the *pure joy* of it
- Dream about flying airplanes
- Look up every time an airplane flies overhead and wonder, "What's it like up there today?"
- Build, tinker, restore or repair airplanes
- Prefer to hang out with people who "get it" about the wonders and exhilaration of aviation

YES, I'M IN!



Click the play button to see how aviation is more than a hobby to passionate EAA Members.

Building Progress on the Glastar Project



2020 CHAPTER BOARD

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