



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

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The Bend High Desert Flyer of Chapter 1345

PREZ SEZ:

Tom Phy was a best friend to me, so it is a sad thing for me to try to fill his boots. I met Tom for the first time at a chapter meeting in January 2013. He would probably tell me “aw, someone’s gotta do it, might as well be you.” OK Tom, I’m doing this president thing because you said to do it. Please read below about Tom’s background as he described it when he was first elected, in the January, 2012 Chapter Newsletter. He was amazing!

My introduction to aviation was a ride my father arranged in a Republic SeaBee, on the water, when I was about 12 years old. Many model airplanes ensued from that experience. My life became focused on gymnastics from the 7th grade on through college. I competed then coached. I was a Minnesota State Champ and then coached a High School Championship team (Minneapolis Marshall in 1967). My college degree was a B.S. with majors in Physical Education and Biology. I was drafted into the Army in July, 1967 and trained as a medic. I’m alive today because I was sent to Korea instead of Vietnam. Ask me about that another time. I was recruited to coach gymnastics at the University of North Dakota while pursuing a master’s degree. I took a summer job at a FBO at the Grand Forks International airport. I worked as a mechanics helper and swept the floors. The main work involved tending a Beech 18 that flew the mail each night to Minneapolis. That thing sure used oil. I also helped a crop duster, who flew a Stearman and a Pawnee. My job was loading him up with chemicals and fuel. I enjoyed being part of an aviation community. I took flying lessons at the UND Flying Club in a Cessna 150 and soloed in 1970. I taught at UND for 28 years, and gradually transitioned from coaching and physical education to outdoor recreation.

Lynn & I were married over 39 years ago at the Marion Forks Guard Station on the other side of the Santiam Pass while working for the Forest Service as summer seasonal. We also attended the University of Oregon in outdoor recreation/education.

I worked for the Forest Service for four summers and became a trails specialist. In 1998, Lynn was hired as the Department Chair for the Recreation, Park, & Leisure Studies Department at State University of New York at Cortland in upstate New York. Our two kids, Kelly and Cory, adapted to the new environment, school, and made new friends quickly. I worked for the RPLS department as an outdoor activity specialist teaching a variety of academic topics as well as the dreaded activities – windsurfing, kayaking, backpacking, cross-country skiing, snowboarding, etc. It was a tough job, but “someone’s gotta do it”! I retired from full-time teaching in 2008, but continued to teach a few of the favorite activities and “worked” as a snowboard instructor trainer at the local ski resort (Greek Peak).

Just prior to my retirement, my kids bought me a “discovery flight” for Father’s Day from the nearby East Hill Flying Club (Ithaca, NY). That really got me excited about flying again. I began taking flying lessons at East Hill, which was a Part 141 school. In the summer of 2008, Lynn and I attended AirVenture in Oshkosh, Wisconsin. Wow! What a special treat. We shopped for all the interesting possibilities for flying. I was most interested in the kit airplanes and decided the Sonex was the plane for me after much debate. The Sonex is a very simple build, compared to many other kits, and yet has very good performance. I completed my Private Pilot’s license in July of 2013 at Professional Air. The Sonex test flights began in October 2014. What a thrill. Now I’m in the process of rebuilding/replacing the engine with the turbo version which boosts the horsepower to 100. It should be better suited to our higher altitude and density altitudes. Fun times ahead.

As a “late bloomer,” my goals have become focused on sharing aviation with others. I have been a teacher throughout my adult life. Flying is a phenomenal recreational activity. What better place to do that than the Experimental Aviation Association in Bend, Oregon?

Dale Anderson, Chapter President

As Dale mentioned above, here is Tom Phy's introductory "Prez Sez" from January, 2012

It's a New Year (2012) and we have a new Pres and V.P. Thanks to all of the old guard for the time and energy you have put into your chapter, over the last 10 years. Yes this is our 10th year in existence as "EAA Chapter 1345", founded by Dennis Douglas.

So who is the "old new guy" anyway? Well I am a "charter member" of this club and have been in and around aviation for over (OMG) 47 years!!!

I started out as many of you, reading about aviation and making model airplanes. I was 9 years old peddling my bike on a paper route when I noticed allot more airplanes flying one day. I went out to the airport and they were doing a "Penny A Pound Day". A pilot would take you up for a short flight for as much as you weighed. After my first flight (yes I paid for my first airplane ride myself) I went home and told some neighbor kids. On my second flight, Denny (a friend sitting in the middle of the back seat of a Cherokee, we were small kids) got airsick. OK so that flight was memorable for all the wrong reasons but for better or worse, I was still hooked on airplanes.

The Vietnam War was winding up so there was no need for new recruits. If I wanted to fly and work on airplanes I needed to do it myself so during High school I was enrolled in the "Upper Bucks County Aviation Tech School @ the Quakertown airport. I passed the A&P test in 1976. My "official" pilots license came about between 1979- 1981.

I've worked in aviation most of my adult life, starting out at Pittstown NJ's Sky Manor Airport, working on French Stamps & Spanish built Jungmans.

I've also worked on T-6's, T-28's, and of course Piper, Navion, Cessna and Ryan's, just to name a few.

I've also played around in the experimental world. I've helped build BD-5's, VM-7 (highly modified RV-3), VariEze, Quickie, Mitchell Flying Wing, Pitts Specials and of course my RV-7. There are others out there and someday I'll remember them. I've also worked on a B-52 but that's another story.

My A&P also let me (almost) earn a living @ regional airlines out of Bridgeport Connecticut where I was chief of maintenance, Pratt & Whitney in East Hartford building Experimental engines for our military, Ransome Airlines out of NE Philadelphia, RCA's Astro Division building military & commercial communication satellites and more recently with Epic Aircraft, morphing into TNT Aviation here in Bend.

I've been fortunate to have met and known some aviation greats also. Nick D'Apuzzo designer of the PJ-260 who also held the patents and manufacturing rights for flying wires, Ed Mahler- my boss, air show pilot extraordinaire, flying a PJ-260, Leo Loudenslager aerobatic/ airline pilot, Wolfgang Langewiesche - author of "Stick and Rudder" to name a few.

If you look into my logbook, you won't find thousands of hours (or even hundreds) as most of the entries have been made after getting endorsed by an instructor. My training was in a Cessna nifty 150/ 152's @ Penridge Airport N70 and Vansant N91 both in PA. I've flown a Great Lakes and a Aerobat 152 for acro training, a Champ for tailwheel and a 182 for the Hawaiian Civil Air Patrol training as a "mission pilot".

I have left seat time in Twin Otters, De Havilland Dash 7's, a King Air C90, a Citation and Epics. Pipers and a lot of Cessna 182 time make up the rest.

So in a nutshell, I have only a little bit of this crazy aircraft gunk in my blood and not much useful knowledge of the "real" world as a whole. Computers are the bane of my existence as well as Henry Graham's (our new VP) so this is going to be interesting!

I'd like to challenge everyone to come up with ideas as to where you would like to see your chapter go. I've included an article about the state of model building as a means to get young ladies and gentlemen involved in using their brains, and not just for video games. I really would like to hear what you have to contribute.

Until next time, if you filed a flight plan, make sure you close it (another story).

Tom Phy, President

Reminder for this Saturday

**Saturday August 4th. 8am to 2pm
Prineville Airport Annual Open House Fly-In & Car Show. EAA Pancake Breakfast, Aircraft displays, Crook County Rodder's classic cars, discovery flights, Prineville Lions Club hamburger/hotdog lunch. Everyone welcome!**

Treasurer's Report

Financial For period: 01/01/18 to 07/31/18

TOTAL INCOME	\$932.61
TOTAL EXPENSE	\$419.00
NET INCOME	\$513.61
TOTAL CASH IN BANK	\$10,089.67

**Jack Watson,
Treasurer**

July meeting minutes

Minutes of a regular meeting of The Chapter held on Wednesday, July 11, 2018, at the "Bend Builders Assist"/Robertson Hangar at the Bend Municipal Airport. Meetings are held on the second Wednesday of each month.

ATTENDEES

There were 17 in attendance who signed the roster at this meeting.

DINNER

Mike Robertson cooked tri-tip for us and members contributed dishes for a delicious potluck. This was our yearly family potluck dinner.

CALL TO ORDER

The meeting was called to order at 6:40 PM by Mike Robertson. The first item of discussion, as it was forefront on everyone's mind, is Tom Phy's health. Tom passed away July 14, 2018

PROGRAM

We each introduced ourselves in turn to everyone else, for the sake of any visitors or new members.

Mike Robertson told us he is leaving for Europe August 1st and will be gone the entire month.

Volunteers are needed for the EAA Build of the Glastar. We also need volunteers for the Madras Airshow, Aug 24-26th.

Our new Chapter President was announced . . . (drum roll, please!) . . . Dale Anderson! It was a unanimous decision:

Dale Anderson and Mike Wissing were the two who were in the running, but Mike Wissing bowed out as he already has too many obligations and cannot take on one more.

WELCOME, PRESIDENT DALE ANDERSON!!!

Dale Anderson presided over the rest of the meeting. He asked for input from the rest of us about what we would like to see our club do and become.

He also suggested we form committees to work on projects such as the Madras Air Show, next year's anticipated arrival of the Ford Tri-Motor and other projects. Dale also suggested we reach out to work with other local EAA Chapters as well as network with other airport businesses. We welcome Dale and will support him in his new role as our Chapter President!

At 7:30 the meeting was . . . ADJOURNED

Faye Phillips, Secretary

Young Eagle, Eagle & Chapter Meetings

Wednesday, August 8, 2018

3 PM Intro to airplane building: Progression on the Glastar Project - Instruction as needed. Airplane tours as time permits.

5 PM FAA Safety Team topic: Webinar on priorities of understanding your engine.

6 PM Burgers & Pizza

6:30 **EAA Chapter 1345, High Desert Flyers, Monthly Meeting**

Special Guest: Liz Stalford, Test Range Manager, Warm Springs FAA UAS Test Range, will describe what/why we need to know about the drone/UAS NOTAMS in our area.

Chapter 1345 Meeting -- continued

Where: Bend Builders Assist (EAA) hangar,
Bend Municipal Airport
Why: For Aviation fun, safety, and education

Dale Anderson

Chapter President and Young Eagles Coordinator

Chapter activities

On Saturday July 14, Norb flew one of our long time Young Eagles. And Chuck Rosenfeld flew a new Young Eagle in his Ercoupe. Chuck is the YE Coordinator for 617 in Prineville.



Also, while waiting for some epoxy to dry on the Glastar, "slavedriver" Dale had the crew work on his Sonex:



Rans S7 for sale

Here's a few pictures of the Rans S7 that my hangar mate has for sale.



His name is Steve and his phone # is 541-783-0800, he lives in Chiloquin and that's where his hangar is. If he doesn't answer make sure and leave a message or he won't call back.



It's a very low time plane, hardly any on plane and a touch over 100 on motor. It's the early solid lifter Jabiru 2200 so it doesn't have the thru-bolt problems some of the later hydraulic lifter ones did. Good motor.

Talk to ya later!

Darin Martins
Klamath Falls

541-892-0556

A Tribute to Tom Phy, EAA Lifetime Member

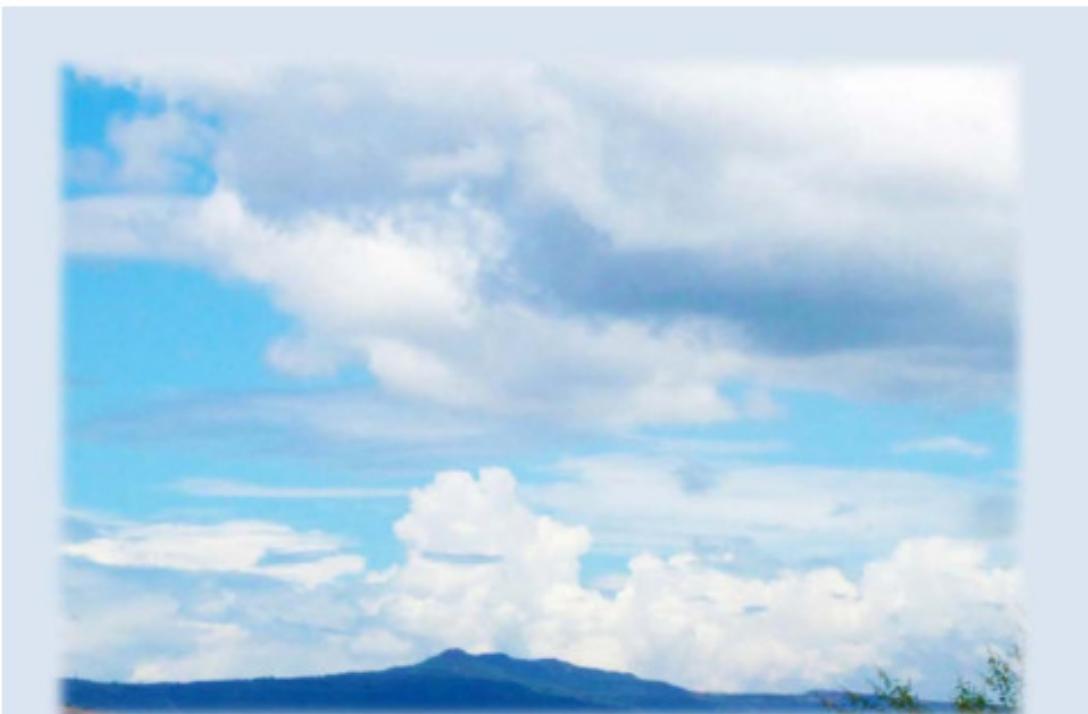


Thomas Lee Phy, June 24, 1955 - July 14, 2018
President of EAA Chapter 1345 from 2012-2018

Learn more about Tom in his inaugural "Pres Sez" column in the newsletter:
http://1345.eaachapter.org/newsletters/FLYRvol11_1em.pdf

Tom passed away from cancer in July, 2018. He was a passionate aviator, a dedicated EAA officer and member, and a good friend to all. He will be greatly missed.

A tribute poem from his good friend, Meridith Clark



I'm standing near the runway.
The small plane slowly taxis past me, and he waves – with that RV grin.
The aircraft gains speed, lifts off, and heads West. I watch until she hangs
like a speck in the brilliant blue sky.
Then someone at my side says "There, now he is gone."
Gone where? Gone from my sight, that is all.
At that same moment there are other eyes watching for him and
other pilot voices ready to take up the glad shout "Here he comes!"

*Meredith Clark
Adapted from a poem by Henry Van Dyke*

2018 CHAPTER BOARD:

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