



High Desert Flyers

Chapter 1345 Bend, Oregon

September 2023 Newsletter

*****Please note: There will be NO
General Meeting in September*****

See you in October!

Message from the President

Greetings fellow EAA members! Hard to believe it's already September. Summer just passes way too fast. Hope all of you enjoyed yourselves and are ready for fall. We held two highly successful Young Eagles events, assisted our fellow chapter in Prineville in their YE event and supported our scholarship recipients as they progress in their flight training.

We have two interesting flying tales in this month's newsletter. One from member Joel and Linda Wallon Haynes who relate an amazing trip they just completed, and one from member Steve Gette that describes the result of a series of bad decisions. Both of these stories can help all of us be more aware of the joys and dangers of our favorite activity.

As I'm sure you know by now there will be no meeting in September due to all our board members being out of town that week. But we'll have a great program for our October meeting and I'll look forward to seeing you then.

We are again holding our annual election this fall. The only position open will be Treasurer. Kim Muinch is heading up our nominating committee. If you would like to run or know someone that might be interested please let Kim know at kmuinch@hotmail.com.

We always have plenty of room for volunteers, most of the positions won't require much time. Please consider helping us make the chapter something you want to be a part of.

Chris Wallace

YOUNG EAGLES DAYs in PRINEVILLE and SUNRIVER

The Prineville EAA Chapter 617 held its first Young Eagles event of the year on August 19. This also was their first attempt to use the paperless registration system. They got a good response – over 25 kids registered – and the day was a real success in part because of the support they received from our chapter. They had three pilots flying that day and our crew also had three pilots: Ken Fayal, Faye Phillips, and Carter Fairchild. Without our pilots it would've been impossible for them, and as I was on the ground that day I saw for myself how hard Ken, Faye and Carter worked with those Young Eagles. And, because Melanie Coffman from New Moon Aviation had watched how Debbie Wallace and Linda Wallon Haynes ran the program at one of our events, she was able to step in and actually was the registration person for the day. As Faye commented that day, we had a very lucky break with no smoke, despite all the days prior had resulted in MFR or IFR conditions. In the end, a very good day was had by all.

COMING RIGHT UP

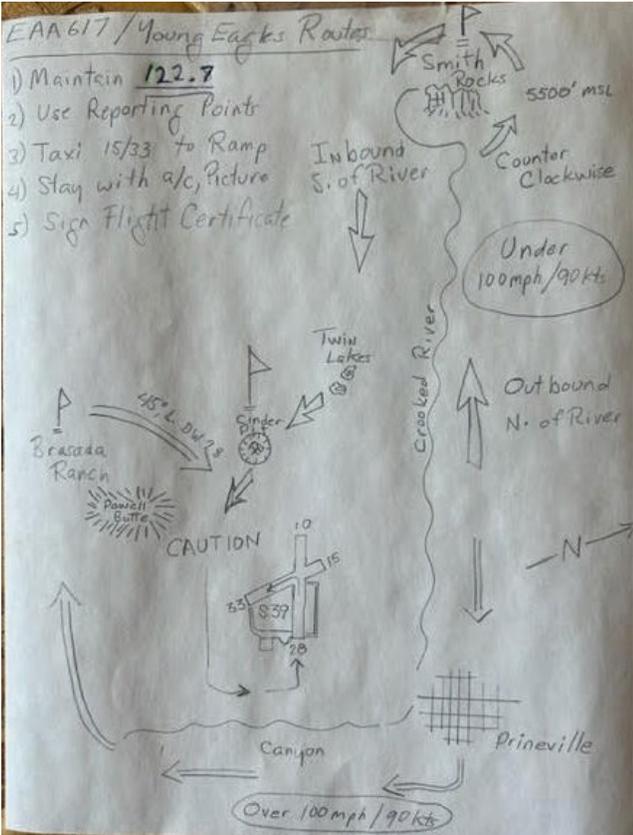
“Coming right up” was the rallying cry to motivate the men and women in World War II who were building fighter aircraft and bombers. Well, here's our chance to tell the Prineville chapter we are coming right out to help them with their rally on September 23 in Sunriver. They have 39 kids registered for their YE Day and they really could use all the help we can offer in terms of pilots, ground marshals, and safety escorts.

Please contact Chuck Rosenfeld and tell him we are coming right up and offer your help if you can. You can reach Chuck on his cell at (541) 420-9141.

Thomas Wright, YE Coordinator



A few photos from the August 19 Young Eagles day in Prineville. Thank you to Faye for sending.



EAA Chapter 1345 General Meeting Notes

August 5, 2023

Mike Robertson grilled hamburgers and salmon burgers for dinner before the meeting.

Our President, Chris Wallace, welcomed everyone and reviewed the agenda for the evening.

Joel Haynes and Chris Wallace shared their experience of attending AirVenture 2023 in Oshkosh, Wisconsin, via a slideshow. Joel described the cross country flight and approach that involved getting in a long line of planes preparing to land. Chris talked about the sometimes overwhelming experience of all there is to see at AirVenture.

Several other chapter members had also attended Oshkosh this year. After the presentation, there was a group discussion about organizing a chapter event at next year's Oshkosh show.

Jay Bunning of Leading Edge Flight Academy presented an overview (see below) of the recommended RDM RWY 5 approach corridor, including some examples of near misses at RDM. A copy of his slides was emailed to all chapter members. If you did not receive it and would like a copy, please email Chris Wallace at highdesertflyers1345@gmail.com to request a copy.



Oh, The Places You Can Go!

Submitted by Joel and Linda Wallon Haynes

One of the joys of owning a small airplane is that it can provide access to places that are otherwise difficult to visit. Take, for instance, the San Juan Islands in Washington State.

In early August, we flew our RV-7A to Friday Harbor and then to Seattle for a Mariners game. If we had traveled by car and taken the ferry across the sound, it would have been at least a nine-and-a-half hour trip; by air, it was two-and-a-half hours. Because of the complexity of the Seattle airspace and the possibility of weather along the way we chose to file IFR, therefore, we were not too surprised that our clearance changed several times while en route. That is sometimes the nature of flying in busy airspace. If we had flown VFR, it would have been a shorter flight, but it was comforting having the guidance of ATC to get us there without complications - even if our routing wasn't exactly a straight line.

The flight from central Oregon to San Juan Island was wonderfully scenic. We passed by the chain of volcanoes in Oregon and Washington, crossing the Columbia River on the way. After passing the Olympic Mountains on our left, the San Juan Islands came into view - always a beautiful sight! We landed at the small, but busy airport in Friday Harbor, secured the plane, and our gracious B&B host picked us up. After settling in and visiting the resident goats and alpacas, we took a leisurely walk into town where we watched the evening ferry arrive while we ate dinner. The following day was spent touring the island on rented electric bikes and visiting some of the quaint shops in Friday Harbor.

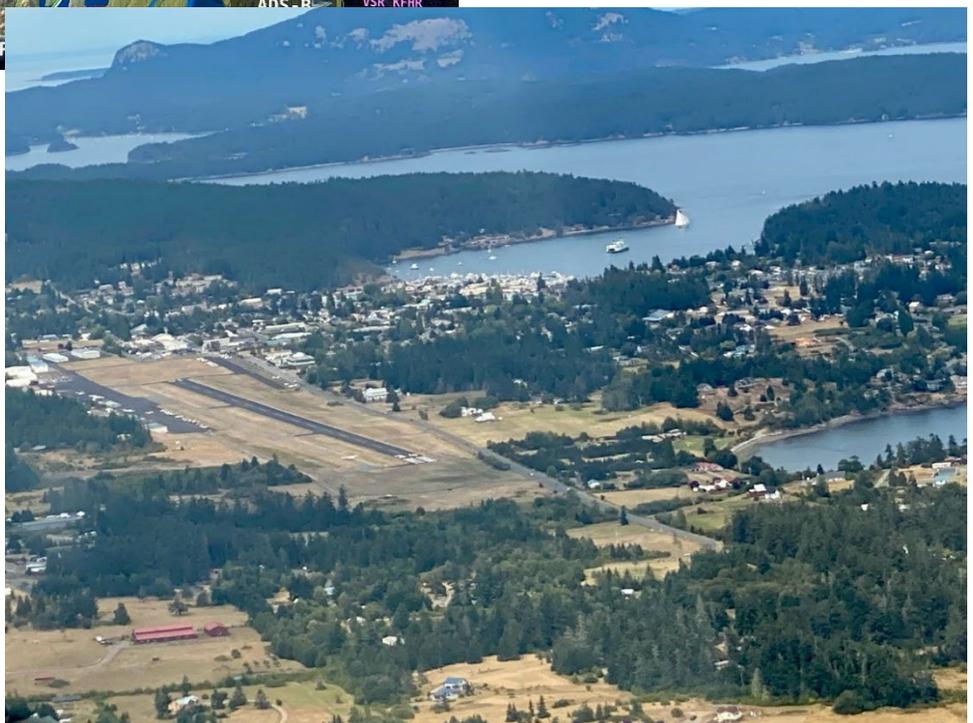
The morning of day three, we took off for Boeing Field in Seattle. Again, we filed IFR due to a broken to overcast layer and the complexity of trying get into the center of class Bravo airspace on a VFR flight. Seattle approach vectored us around a bit due to traffic before clearing us for the approach into Boeing Field, so the 30 minute flight ended up being closer to an hour. But that was more time to view downtown Seattle and Puget Sound from the air. After landing, the adventure continued with an Uber ride, a trip on the Sounder light rail, and a walk to our hotel where we had a view of the Mariner's stadium - our evening destination! Seattle pitcher Logan Gilbert had a career-best performance that night, retiring 21 out of the 22 Padres players he faced in 7 innings. We enjoyed seeing the Mariners win 2-0. We also enjoyed the requisite hot dogs, beer, and peanuts!

(continued on next page)

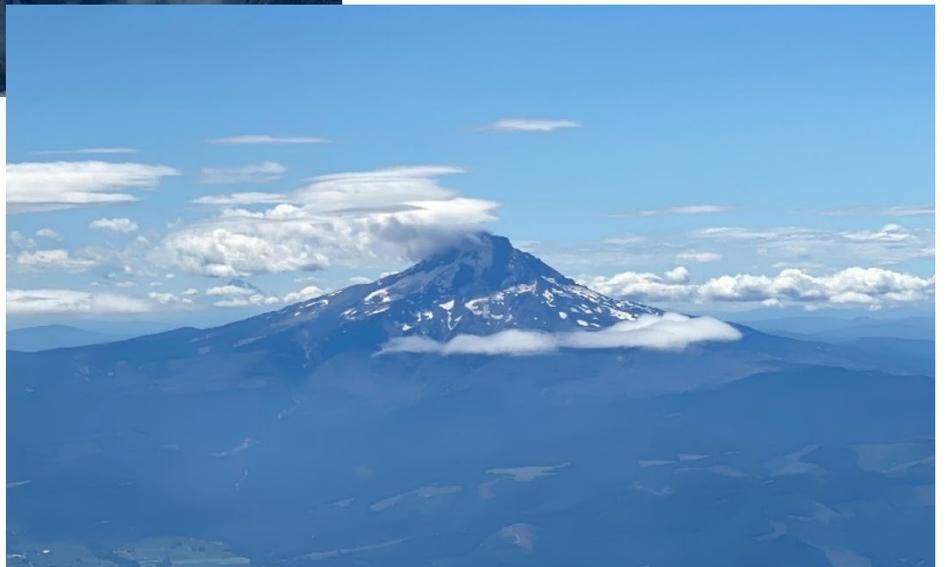
Oh, The Places You Can Go!

(Continued)

The following morning, we returned to Boeing Field where the weather changed from MVFR to IFR shortly after loading the plane. Fortunately, we had filed IFR so we got some actual time in IMC and light rain while flying the NRVNA ONE departure to the south from Boeing Field. We soon climbed above the overcast for sunny skies and a solid cottony layer below. Mt. Rainier was visible - poking its head out of the overcast. Shortly before crossing the Columbia River, the undercast opened up to clear skies for the remainder of the flight home. Mt. Saint Helens, Mt. Hood, and Mt. Jefferson escorted us home.







Updates from our Chapter Aircraft Builders



Our chapter has several members currently building experimental kit planes in varying stages. We shared some of their stories in our November newsletter. The builders have been busy and below are updates on some of their projects. If you are building a kit, we would love to include your update in a future newsletter.

Chapter Member: Chris Wallace

Kit: Sonex Waix

Finally some visible progress! Airplane is on the gear. I have added titanium to my list of materials I have successfully drilled. Next step is having cockpit painted, then starting on the canopy and windshield.



NEW Chapter Member: MJ Harris

Kit: RV-14A

I've been having a lot of fun building here in Bend. I appreciate all the unofficial advice I've received as well as the official instruction from both everyone at Bend Builders.

In the next few weeks we should complete the canopy, install the rudder pedals and avionics.

I've been told that I really need to get my paint scheme designed. For me that's the most stressful part, but I have some artistic friends who are going to help.

One of my main uses for the plane will be flying to and from CYYJ (where most of my family lives) so if anyone has advice on how to best deal with customs etc. please let me know.





Ego vs Common Sense

I just recently sold my Aerolite 103 ultralite airplane that I built as a kit. The build process was very enjoyable and I learned a lot about kit construction during the build phases. However, being involved in so many other of life's projects, there just wasn't dedicated time to fly as I thought in the beginning of my project. So, I sold the airplane.

The new owner, a non-licensed, minimally trained, older, new pilot living in the valley was excited to make the purchase. He flew the plane locally and became confident in its handling. But, his thoughts were to fly it home over the cascades. **You already know where this is going....**

The route home was to fly direct over Sisters, Santiam Junction, then to Lebanon and northward up the valley to Oregon City. He already had concerns about fuel mixture at higher altitudes and decided if flying at 5,000 feet was OK, it likely was OK at 7,000 feet. **Can you see it coming?**

I and others advised it was not safe to fly an ultralite over the mountains and that he should rent a Uhaul truck and drive it home. I offered to assist in disassembly and loading but that thing called "EGO" seemed to get in the way. He was determined to fly home without regard to common sense.

At 9am on Saturday, 9/2/23, at Cline Falls airport, the weather was slightly overcast with light smoke but fairly calm. It was a smooth takeoff and everything was going as planned. I almost teared up as I watched him fly away. Passing Sisters and climbing to approximately 7,000 feet, the engine starting sputtering, running rich, and then quit likely due to carb icing (there is no carb heat on the Hirth 50 HP engine). Luckily, he was atop Santiam Junction airport and not over the forest. He made base but was overshooting final and at touchdown nearly at the end of the strip, couldn't stop. Having wrapped the plane around some trees, it apparently is a total loss. **HE WAS LUCKY, and walked away.**

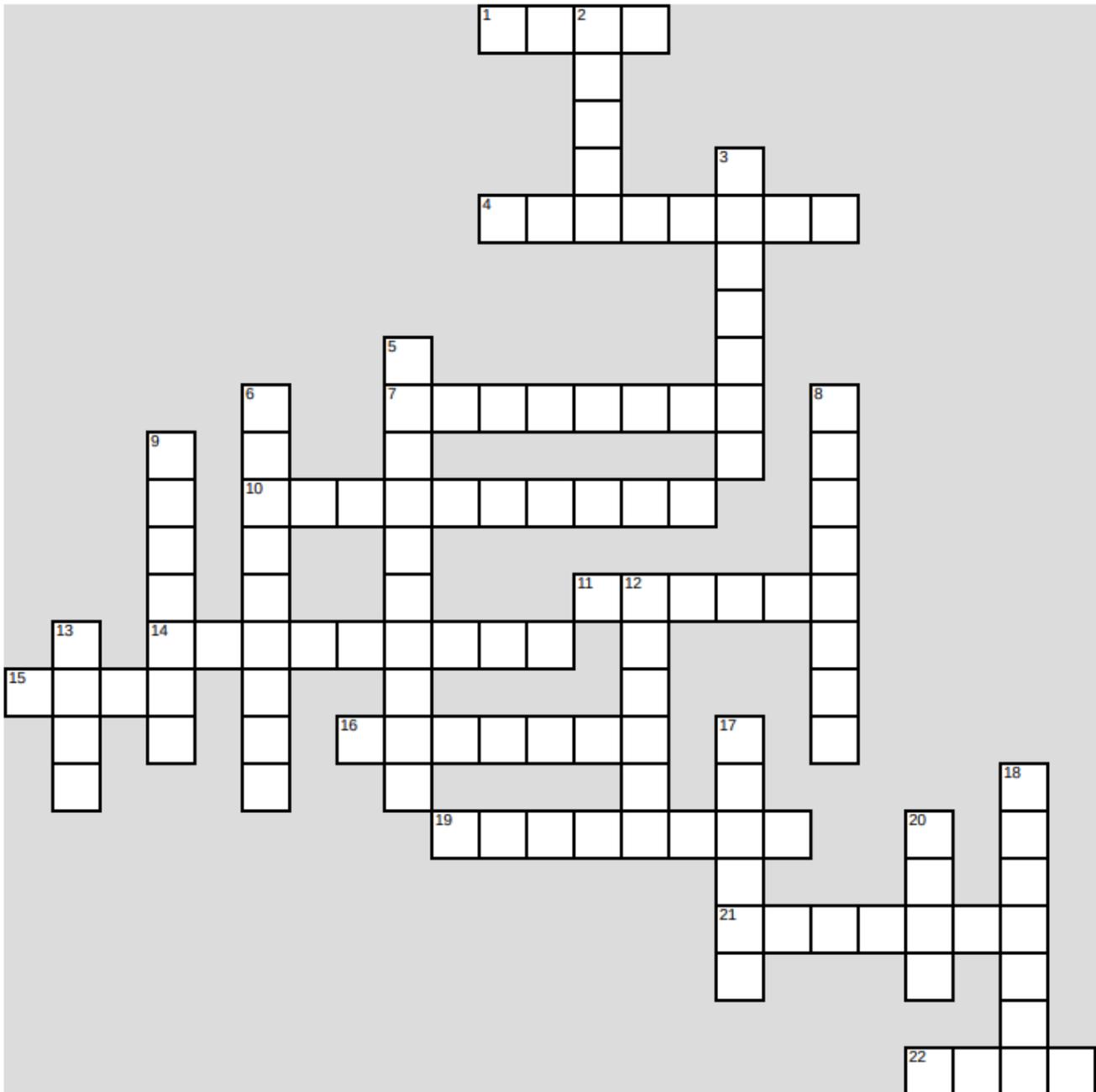
This story is one of many that has a good ending, although not for the plane, but for the pilot. You've heard it before, so now hear it again....use your head and common sense when leaving the ground!

Submitted by Steve Gette

Let's Just See How Knowledgeable You Are!

Submitted by Steve Gette, Member At Large

Clues found on next page



(Answers on page 17)

Let's Just See How Knowledgeable You Are! (continued)

Clues to crossword puzzle on previous page:

Across

- 1 The aerodynamic force that tends to keep an aircraft in the air
- 4 The body of an airplane to which the wing, tail and landing gear are attached
- 7 A wind that is blowing from behind an aircraft, helping it fly faster
- 10 A disturbance or uneven flow of air that causes an aircraft to bounce in flight
- 11 The forward force developed in a jet engine
- 14 The testing procedure a pilot uses before flying to ensure that an aircraft's equipment and systems are working properly
- 15 To move an aircraft slowly on the ground before takeoff or after landing
- 16 A system that removes ice that has formed on an aircraft
- 19 Located near the end of the wing which are used to make an aircraft bank or roll
- 21 A field from which aircraft land and takeoff
- 22 The large airfoils that extend out from either side of the middle of an airplane's fuselage to provide the lift needed to fly.

Down

- 2 Devices located on the wing that can be extended to increase lift and drag, especially during takeoff or landing
- 3 Refers to any system or device used to help guide a pilot while flying an aircraft
- 5 A fixed horizontal or vertical part of the tail that keeps the aircraft stable as it flies
- 6 Measures changes in air pressure to calculate how high an aircraft is flying
- 8 Height above sea level that an aircraft is flying above ground
- 9 Where the pilots sit
- 12 An airport building specially designed to house an aircraft
- 13 The paved area where aircraft can be loaded, unloaded or parked
- 17 Strip of paved ground on which aircraft take off and land
- 18 The pilot in command - sits in the left seat of the cockpit
- 20 A unit of aviation speed that equals one nautical mile per hour, which is equivalent to 1.151 miles per hour

Membership Update

Submitted by Faye Phillips, Membership Chairperson

We have 47 current members, which includes the following new members in the past month:

MJ Harris
Craig Bennett

We extend a hearty welcome to all our new members!

EAA National Free Webinars in September

Below is a list of some of the webinars offered in September for *free* by EAA National to members. Preregistration is recommended since space is limited. For more information and to preregister, go to <https://www.eaa.org/ea/news-and-publications/ea-webinars>. If you miss the live webinar, you can still watch the video at a later date.

- Sept 6: Legal Interpretations
- Sept 11: AeroEducate for Your EAA Chapter
- Sept 12: The Sikorsky S-38 (*museum webinar series*)
- Sept 13: Dealbreakers – Lessons Learned from Prebuy Examinations
- Sept 20: IAC Aerobatic Center Highlights from AirVenture 2023
- Sept 27: Collision Avoidance in the Traffic Pattern

2023 Membership Dues Information

We welcome prospective members to attend up to two of our monthly chapter meetings to learn about the group and meet our members. After attending two meetings, we kindly ask that you join the chapter by paying the annual dues to help fund our activities during the year. Annual membership dues is \$25 for individuals and \$40 for a family. Dues can be paid electronically by credit card or PayPal on our website at <https://chapters.eaa.org/eaal345/yearly-membership-renewal>. If you prefer to pay by check, please make the check payable to “EAA Chapter 1345” and either bring it to the monthly meeting or mail it to:

EAA Chapter 1345
P.O. Box 6732
Bend, OR 97706

If you have any questions, please contact our Membership Coordinator, Faye Phillips, at Fayephil@gmail.com.

Chapter Board

President	Chris Wallace highdesertflyers1345@gmail.com <i>Term: Jan 2023-Dec 2024</i>	Vice President	Tom Wright wright.thomas@yahoo.com <i>Term: Jan 2023-Dec 2024</i>
Secretary	Jeff Stolasz Jstolasz@yahoo.com <i>Term: Jan 2023-Dec 2024</i>	Treasurer	Joel Haynes Joelroberthaynes@gmail.com <i>Term: Mar 2023-Dec 2023</i>

Chapter Committee Chairpersons

Membership Chairperson	Faye Phillips Fayephil@gmail.com <i>Term: Jan 2023-Dec 2024</i>	Young Eagles & Eagles Coordinator	Tom Wright wright.thomas@yahoo.com <i>Term: Jan 2023-Dec 2024</i>
Member At Large and Webmaster	Steve Gette Sgetteman@q.com <i>Term: Jan 2022-Dec 2023</i>	Newsletter Editor	Debbie Wallace highdesertflyers1345@gmail.com

Answers to the Let's Just See How Knowledgeable You Are!

Crossword Puzzle on page 13-14

