



The Bend High Desert Flyer of Chapter 1345

WEBSITE: chapters.eaa.org/ea1345

KBDN AWOS 134.425

May 2020, Vol. 19, #5

Prez Sez

Hello everyone, once again we will be skipping our face-to-face monthly meeting (May 13) in order to reduce the risk of spreading the virus. Our country is at a critical stage in controlling the virus spread. We will be doing a "Zoom" gathering instead, so dust off your computer, tablet, or phone and follow the instructions provided herein. I suppose we are a vulnerable age group, especially some of us (no names please). There are a lot of things happening that we want to keep you up to date on, so we are giving you an expanded newsletter as well.

We had another donation that I would like your assistance with, if possible. We had several good components for a flight simulator donated to the chapter (see pictures later in newsletter). But, we need a computer and the flight simulator software to run on it. Wouldn't it be neat to have a simulator station set-up that we could put to use for the various groups we have? Does anyone have something we could use? I still have a copy of the original Microsoft Flight Simulator DVD if nothing better is available. I even dug it out and flew a quick pattern in an Extra, to see if it was still usable. It was, but I'm rather rusty on computer flying.

Our Ray Scholarship candidate, Sam Conklin, has been able to start some flight instruction with Matthew Phillips at Bend Aircraft Mechanics, thanks to receiving a \$1000 scholarship from Civil Air Patrol. He will be getting funding from EAA soon and will be up in the air a lot more. Congratulations Sam. Sam will be reporting his flying progress to us each month starting in June.

Fly-outs have been successful despite the shut-down by carefully observing distance guidelines. Formations flying more than 6' apart (I'm kidding). Many thanks to Gary Miller, COPA, for coordinating those flights and to the pilots who flew those bold flights to Lexington and Oakridge (see pictures).



"Our transient existence has lasted for less than 10 one-billionths of cosmic history so far on a tiny rock we call Earth, surrounded by a vast lifeless space. We should be thankful for the fortuitous circumstances that allow us to exist, because they will surely go away one day."

Avi Loeb, Scientific American

**MEETING AGENDA
MAY 13, 2020
ZOOM MEETING AT 6:30PM**



EAA Chapter 1345
May Monthly Meeting

Time: May 13, 2020 06:30 pm

Join Zoom Meeting

<https://us04web.zoom.us/j/77160545751?pwd=YTcwTlBic1FHWk54VlZKek9iZnBtQT09>

Meeting ID: **771 6054 5751**

Password: **028082**

Opening remarks, funny moment

Announcements and Discussion:

- New airport manager, Tracy Williams
- Ray Scholarship, Sam's pictures and report
- Simulator controls need computer & software
- On line registration for Young Eagles and for Flying Start events is available from EAA.
- Young Eagles Rallies at Prineville – Our pilots invited to participate (we help them, they help us)
- Member Spotlight Interview – John Koble article in the Newsletter
- Fly-outs recently with COPA have been popular – pics in Newsletter
- Committee reports – program, fly-outs, builder's, scholarship, Young Eagles,

New Business:

- Flying Start Program, discussion and planning session, select a possible date
- Flying Club and Builder's group combined?

We cannot fly Young Eagles at this point. However, we will be partnering with Chapter 617 in Prineville when they become cleared to fly some rallies. We hope to be able to do a "Flying Start Program" for Eagles perhaps in the fall. Stay tuned for more on those plans.

We now have a new Airport Manager, Tracy Williams. We hope to get Tracy to a meeting in the future to describe plans for our airport.

Many of our members have been interested in a flying Club. The Pacific Northwest Wings group is making some moves to get back into the actions of operating a flying club. Alan Smith and I were active with that group last year because we were strongly supportive of the need for a flying club in Bend. I have become convinced that we, as an EAA chapter, could support a different type of flying club focused on experimentals, ultralights, and others. The builders group should/could be a part of that. The builders group considers the Glastar project a good aircraft for that purpose. Other donations to the chapter could be constructed and maintained by the flying club/builders group. Let's talk about the options and the wishes of our members.

I encourage everyone to be careful, respectful, and be patient. We will survive this.

Dale Anderson

President

To Use Zoom

To learn how to use Zoom, see the tutorials at [this link:](https://support.zoom.us/hc/en-us/articles/206618765-Zoom-Video-Tutorials?_ga=2.214400533.325032057.1587052276-95892727.1586196815)



https://support.zoom.us/hc/en-us/articles/206618765-Zoom-Video-Tutorials?_ga=2.214400533.325032057.1587052276-95892727.1586196815

Meeting Minutes April 2020

Minutes of an executive meeting of the Chapter held on Wednesday, April 15, 2020, on Zoom.



Meetings are usually held on the second Wednesday of each month.

ATTENDEES

President Dale Anderson, Vice President Kim Muinch, Secretary Faye Phillips, Webmaster Alan Smith, and Newsletter Editor Lynn Anderson.

CALL TO ORDER

The meeting began at 6:00 PM. Dale suggested that in lieu of the May Chapter meeting on May 13th, we pump up the monthly newsletter to keep members informed and engaged.

Later in the meeting it was suggested we try a Zoom meeting, and all agreed. Lynn will put the info in the newsletter and Kim will send out a reminder a few days before the event. An RSVP is also planned, to determine level of interest.

Sam Conklin has been awarded a \$10,000 flight training scholarship through EAA and will begin flight training as soon as the money is made available. Another EAA member, Matthew Phillips, will be Sam's instructor, at Bend Aircraft.

We have some donated simulator yokes and pedals; we need a computer and software so we can set up a simulator station. Lynn will ask for member input in coming up with those.

Chapter #617 in Prineville and our Chapter will work with each other to conduct YE rallies.

An "anti-social flyout" is planned for this Saturday; likely destination airport is Oakridge.

We plan to conduct a Flying Start sometime, but don't know when. Possibly plan for summer, but move it to fall if we are still in quarantine. A flight school should be part of our program, including a tour of the flight school. The idea is to get people interested in aviation, and connect them with a flight school / instructor.

AirVenture is scheduled for July; a decision will be made by EAA in May as to if it is go/no-go.

EAA hosts many online classes that would benefit the Board as well as all Chapter members.

Alan suggested we remove BOD personal contact info from our website, for security reasons. It was agreed upon by all.

Anyone having anything to contribute to the newsletter should sent their info to Lynn by April 24th. Anyone on the flyout should take photos and write a short blurb about the event.

At 6:30 PM the meeting was . . . ADJOURNED

Respectfully Submitted, **Faye Phillips, Co-Secretary**

Treasurer's Report

For Period 01/01/2020 to 04/25/2020 (Year to Date)

Total Income \$1,057.99
Total Expenses \$229.92
Net Income (Loss) \$828.07
Total Cash on Hand \$14,262.23

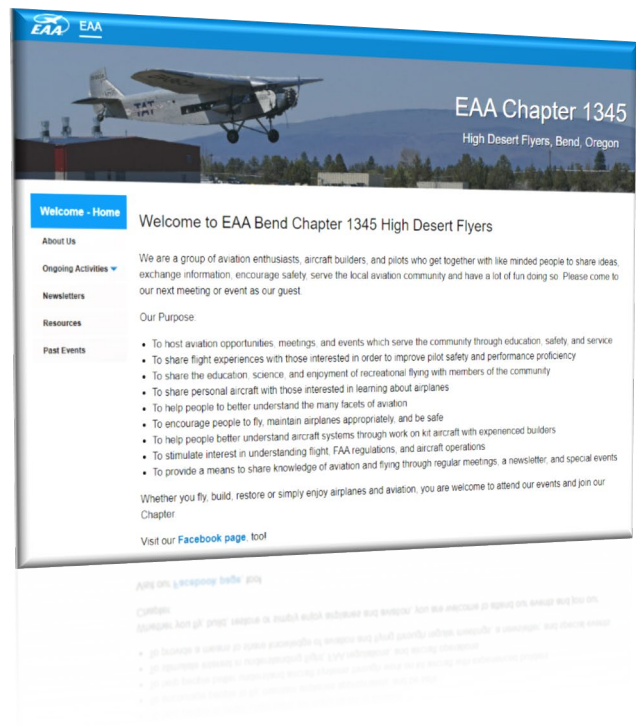


Nathalie Smith, Treasurer

Webmaster Report

Effective March 31, 2020, EAA ended their agreement with Webs.com. As a result, our chapter web site was removed from the face of the earth, and as far as I know, pretty much everywhere else. EAA has provided a new hosting alternative, and most of our chapter content has been migrated to a new web page. The new site is a bit different, better in many ways, not quite as good in others. The new site still need some polishing and refinement, your input is welcome! The old chapter URL will take you to the new web page, but it would be a good idea to change your bookmark/shortcuts to the new URL:

<https://chapters.eaa.org/EAA1345>



Alan Smith, Webmaster

COMMITTEE/GROUP REPORTS

Program Committee

While our chapter may not be meeting in these days of social distancing, I am looking forward to a gradual return to more "normal" times where we can come back together for meetings and events. During a recent programs brainstorming session, a small group of our members came up with ideas that are being pursued. We won't put dates to any of these ideas just yet, but they include:

- "Meet the new Bend Airport manager": Our just-hired airport manager Tracy Williams started this past Monday, April 27th. We'll give her some time to get situated and up-to-speed, and with any luck we can all meet her in person at our first in-person chapter meeting. At this point it's anybody's guess when that will be, but we'll go to extra lengths to make our meetings virus-proof.



- Airport work party: There are several airports right in our area that are in need of some TLC, and we're sizing them up.
- Fly-in/drive-in airport BBQ and campout: Fly in or drive in for a weekend adventure! Come for just the evening BBQ, and/or spend the night. We're scouting nearby airports that have plenty of room for us to park lots of planes, cars, and RV's, and pitch our tents. We might even combine this with a work party.
- Central Oregon EAA pancake breakfast: This would likely be a Saturday or Sunday event, aimed at recruiting new members. We may combine this with other activities and make this a half-day or full day event.

Kim Muinch, Program Committee Chair

Builders Group

The Builder's Group is temporarily shut down as a group activity. Individuals may work on the Glstar by following the plans and if the hangar is open. See our progress later in the newsletter.

Flying Club

No report this month.

Scholarship Committee

Cadet Captain Samuel Conklin was awarded the EAA Ray Scholarship. See Sam's report later in the newsletter.

Young Eagles

Young Eagles rallies will be coordinated with chapter 617 at Prineville when we can resume activities.

Fly-Out Group

See report later in newsletter for the two fly outs held in April.

Chapter Membership Report

Nothing new to report this month. Remember that your dues support the chapter in many ways, including our Young Eagles. Send Kim your dues to this address:

**Kim Muinch, C/O EAA Chapter 1345
20926 Clearview Ct., Bend, OR 97702**

Make your check out to EAA Chapter 1345.

The membership form is here:

<https://chapters.eaa.org/-/media/Chapters/Chapter-Folders/EAA1345/Files/EAA-1345-Membership-Form.ashx?la=en>

Kim Muinch, Membership Chair



Ray Scholarship Update

My flight lessons so far have been a blast.

Monday of last week we began my training with some general flight maneuvers, straight and level, shallow and steep bank turns, climbs, descents, etc.

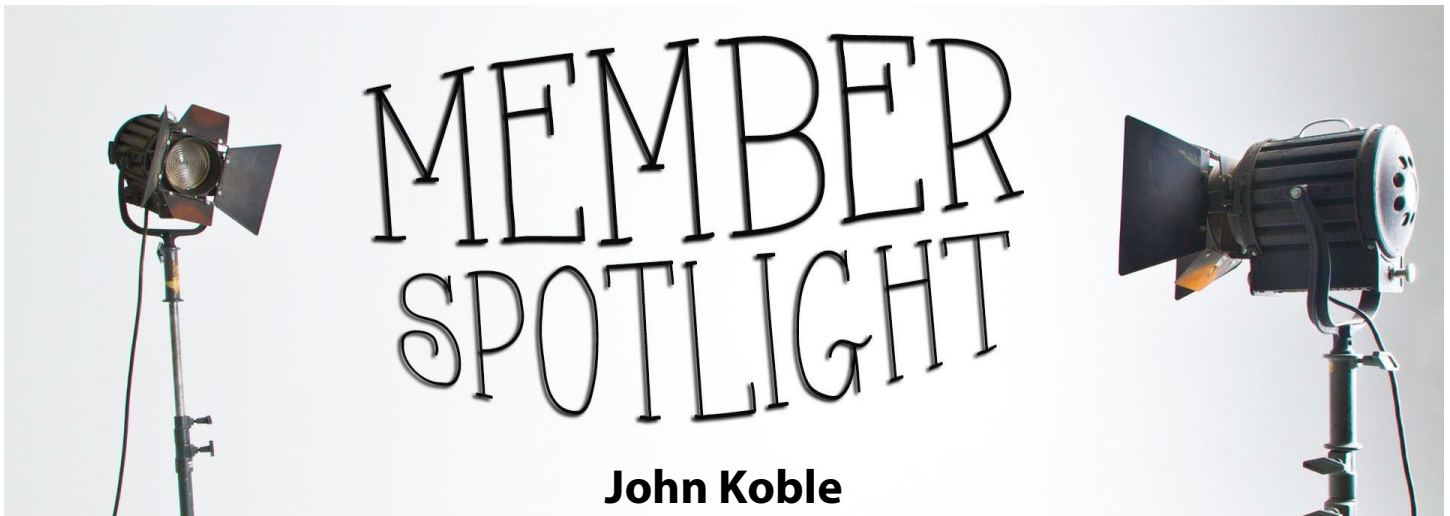
Last Thursday was where it came down to business, we practiced stalls, both power on and off, and got going on landing practice; I ended that day with a crosswind landing that was so good Mathew said I'll be chasing a repeat landing like that for the rest of my life.

Friday we landed the heck out of the 150. Practiced things like proper patterns, slips, and crosswind landings.

All in all I have around 3.5 hours and I am excited to get some more!

Samuel Conklin, Ray Scholarship recipient





This month, we feature John Koble, chapter member and active in the Builders' Group!

How did you get started in recreational flying?

My father flew a B24 in the Pacific theater during WWII. Living in the John Day valley in the 1950's, I often flew with him in his Stinson Voyager, checking cows, deer or scouting for pasture on the summer Forest Service grazing allotment. The FAA was not as intrusive then as it is today, so flying was more like a Sunday drive.

So I was introduced to flying early but life got in the way of my own training. Finally in the early 1990's with an empty nest, I started training.

My PP check ride was scheduled for 12 September, 2001. Of course that did not happen and it was nearly November before the weather and the airspace cleared enough to get my ticket.



What do you love about flying?

Of course I love the scenery and the exclusion of all my day-to-day concerns. In my case, growing up on a ranch, I became mechanically inclined, so the maintenance and repair as well as the technical operation of the aircraft interests me.



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

I have not built an airplane. I did own a 1967 172H for about 10 years but sold it in 2008. With A&P checkoff, I did owner-assisted annuals and replaced mags, alternator and voltage regulator as well as routine maintenance.

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

Nothing very exciting. I did learn about density altitude one summer day when we flew to Lakeview from Roseburg. LKV is 4732' and it was a hot day. After borrowing the courtesy car and having lunch in town, we prepared to depart about 14:30. Runway 17/35 is just over 5000' long, so I wasn't concerned. Well, at about the 4000' point we were still on the ground and the controls were just starting to feel light. We lifted off with about 100 yards to spare and attained a climb rate of something under 20' per minute. Fortunately, Goose Lake is not far off runway 17, and when we got over the water (at about 100') we finally got some lift. Lesson learned.



What is the most interesting place you have ever landed?

George Felt field (5S1) near Roseburg is where I first learned to fly and where I bought my 172H. It is RH traffic, 2500' long (charitably), grass, one way, with tall trees close in at the approach end and a vineyard at the other. I learned the short field approach early on.

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

Be patient and relentless. It will take longer than you think, but it is worth the trouble!



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

Having the club project to work on and getting to know the members.

Anything else you want to share with our membership?

I belonged to EAA 495 in Roseburg for some years and participated in their Young Eagles program. I found it very fulfilling personally and it attracted lots of kids. It does take a serious commitment of time and energy. If this chapter can put together the planes and people, I think it would be a most worthwhile activity.

The Arlington Fly-In will pause in 2020 and return in 2021

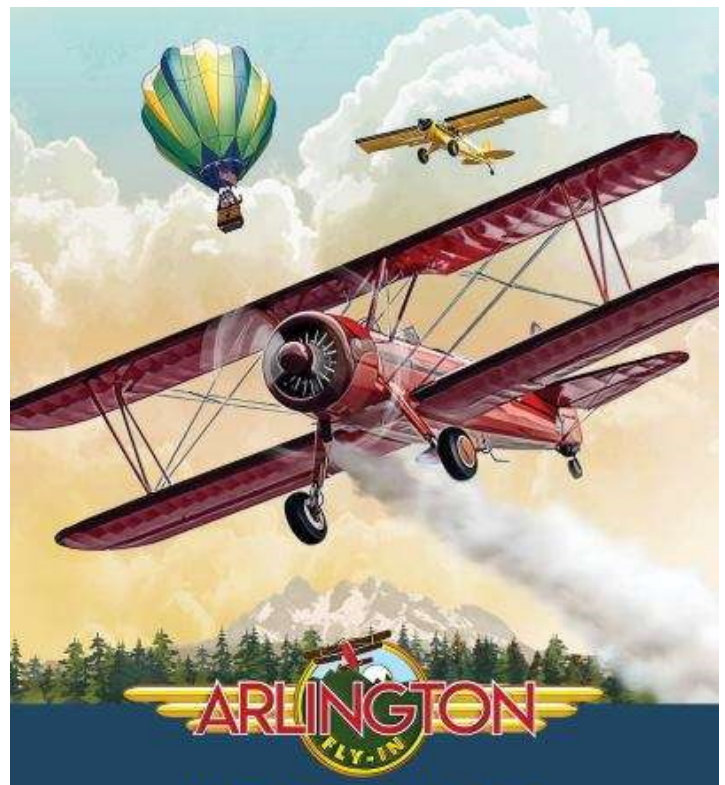
Due to the worldwide public safety and economic uncertainties of the COVID-19 crisis, and to protect our guests and volunteers, the 2020 Arlington Fly-In is cancelled. The event that was scheduled for August 14-16 will not occur, and instead we will shift our planning to the 2021 event.

If you have purchased tickets for 2020, your passes will automatically roll-over to the 2021 event without any action on your part. This includes specific camping space assignments. If you have other questions, please visit our [Frequently Asked Questions \(FAQ\) page](#).

Vendors and sponsors will similarly have their options automatically extended to our 2021 event. For more questions, [please visit our FAQ](#).

The Arlington Fly-In Board of Directors wishes to thank all of our sponsors, customers and especially our volunteers, as we adapt our organization to a rapidly changing environment.

We hope everyone remains safe and healthy, and we are moving forward with 2021: August 13-15. In the mean time, feel free to keep in touch with us on social media. We can't wait for next year!

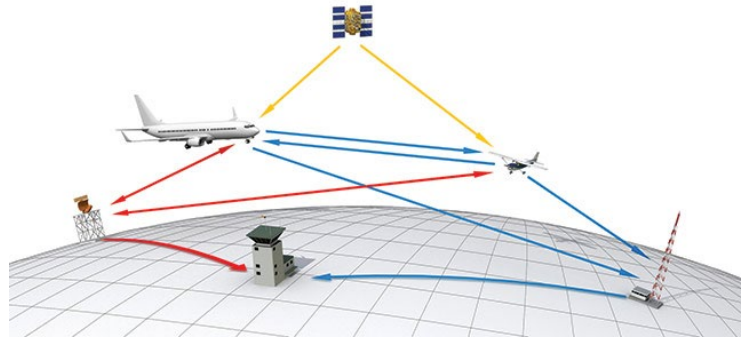


Bad ADS-B?

By Alan Smith, chapter member

When I get my weekly AOPA newsletter email, I general scan through it, looking for interesting, and/or useful, articles. A recent heading caught my eye "[Bad ADS-B? More info](#)".

Apparently, the FAA is maintaining a list of aircraft that are flying with non-functioning ADS-B transponders. About 8%, around 10,000 of the equipped aircraft out there have issues. The article includes some useful information and a lot of links to additional useful information.



One of the links provides the ability to get a report on the performance of your ADS-B transponder. It's pretty easy, you just need to know the date of a recent flight, and a little information about your ADS-B hardware. You enter the information and submit it to the FAA, and they email a performance report. It takes about 3 minutes of your time. The report has a lot of fields, you really don't want to see the word FAIL, or the color RED...

I would suggest that running a report every few weeks is probably a good idea. ADS-B is not a substitute for keeping a sharp eye out for traffic, but it's nice to know that you are visible to the digital world also!

TECNAM TO PRODUCE FACE SHIELDS TO FIGHT COVID-19 SPREAD

04/13/2020/ (see more [here](#))

Capua – Italy – Tecnam has started production of protective face shields to help prevent the spread of COVID-19. This initiative is the company's response to the lack of personal protective equipment (PPE) currently in the market.

For these special products, the Tecnam Research and Development department has channeled all its commitment and aeronautical design know-how into creating an innovative face shield with a multipurpose solution to protect the eyes and airways. The Tecnam TFS (Face Shield) provides eye protection against droplets and sprays of fluids containing biological agents, while also protecting the nose and mouth from direct inhalation of biological matter that may contain the coronavirus. The Tecnam TFS has been designed to fully adapt to the face. A single elastomer fascia allows the face shield to be worn comfortably, thanks to the polyolefin foam that is widely used in medical applications. Ventilation is free but airstream is forced rearward.

Commenting on this initiative, TECNAM Managing Director Giovanni Pascale says: "In difficult times like these, companies such as Tecnam need to do their part. Protecting our first responders and healthcare workers has never been more important. We've marshalled the best resources of Tecnam to focus on immediately installing the production capacity for making PPE and supporting those most in need on the frontline of this pandemic. We are also pleased to provide a transparent device able to let everyone's smile be visible once again! Last but not least, we hope this will contribute to a quick return to flight activities for our pilots, passengers and flight-training organizations."



EAA National Free Webinars in May:

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

5/5/20 7 p.m. CDT **Flight Testing 101** Paul Dye
Qualifies for FAA WINGS credit.

Paul Dye presents a look at the things a builder/pilot should consider in planning, training for, and executing a flight test program on their new homebuilt aircraft. This presentation looks at the goals and methods of flight testing, and how to manage potential risks to both pilots and the aircraft so that Phase 1 flight testing goes smoothly and productively.

5/6/20 7 p.m. CDT **Is it Legal to Install?** Mike Busch
Qualifies for FAA WINGS and AMT credit.

What if you want to install something in your certified aircraft (e.g., an automotive seat heater), but the thing you want to install isn't STC'd, PMA'd, TSO'd, or otherwise FAA-approved? Is it legal to do that? Do you need a field approval? In this webinar, Mike Busch, A&P/IA, explains exactly when it's okay to install nonapproved equipment in a certified aircraft and when it isn't.

5/7/20 7 p.m. CDT **Critical RV Flying Skills** Rian Johnson and
Qualifies for FAA WINGS credit. Mike Seager

In this session, Rian Johnson and Mike Seager from Vans Aircraft will focus on safety as they cover the importance of transition training prior to flying an RV. They will review the skills that all pilots should be practicing, refining, and perfecting throughout their flying careers.

5/13/20 7 p.m. CDT **Operation at Towered Airports** Prof. H. Paul Shuch
Qualifies for FAA WINGS credit.

It's not uncommon for aviators to achieve a pilot certificate without ever having operated in any kind of tower-controlled airspace. Even for those who have flown in them before, a towered environment can be rather intimidating. This FAA WINGS webinar will help you to relax and enjoy the interaction with Air Traffic Control. Remember, ATC is there to help!

5/19/20 7 p.m. CDT **Understanding Hypoxia in Aviation**
Qualifies for FAA WINGS credit.

Steve Martin

Hypoxia in aviation is widely recognized as a potential threat, but poorly understood and under-respected by most aviators as a contributor to other accidents. Aerospace physiologist Steve Martin will discuss the facts and fallacies regarding the different types of hypoxia, recognition, causal and influencing factors, and mitigation techniques necessary to avoid this pervasive issue.

5/20/20 7 p.m. CDT **Getting to Know the Rotax 915 iS Engine**
Qualifies for FAA WINGS and AMT credit.

Jorge Tavo

Tune in to this FAA WINGS and AMT qualifying webinar and learn about the newest Rotax aircraft engine. Rotax Flying and Safety Club (RFSC) instructor Jorge Tavo will provide an overview of the Rotax 915 iS. Special focus is on the differences of this fuel-injected, turbocharged engine, compared to other popular Rotax 9-series engines. Special emphasis will be on proper installation, maintenance, and inspection.

5/27/20 7 p.m. CDT **Amateur-Built Condition Inspections**
Qualifies for FAA WINGS and AMT credit.

Vic Syracuse

Vic Syracuse will help educate builders and non-builders on the nuances of performing a condition inspection on an amateur-built airplane. Vic has completed hundreds of condition inspections and will be showing many of his findings, including where to look for maintenance wear items. Vic is owner/operator of Base Leg Aviation, a DAR, has built 11 airplanes, is a member of the EAA Homebuilt Aircraft Council, and additionally writes Checkpoints, a column in EAA's own Sport Aviation Magazine.

View Webinar Video Archives

<https://eaa.org/Videos/Webinars>

New Airport Manager Hired!

From: Carolyn Eagan <ceagan@bendoregon.gov>

Date: March 23, 2020 at 16:22:38 PDT

Subject: Bend Municipal Aripport || New Airport Manager

Hello Airport partners!

We are very pleased to announce that Tracy Williams has accepted the position as the next Airport Manager for the Bend Municipal Airport. Tracy comes to us with a wealth of Airport management experience from across the country, literally, from Tennessee to Hawaii. Tracy has built wonderful professional relationships with the FAA and other aviation focused organizations; she is a licensed pilot with a Masters of Aeronautical Science; and has experience dealing with many of the issues we face at the Airport today. We are thrilled to have her start working with us on the expansion of the eastside of the Airport, completing our Master Plan and continuing to operate and maintain the third busiest Airport in Oregon. We hope Tracy will be with us in early May, but with the COVID-19 situation there might be a delay, so we will continue to provide updates in future newsletters as her arrival date gets closer.

Feel free to reach out to me with any questions that you have.

Stay safe!

Carolyn

Carolyn Eagan | Director

Economic Development

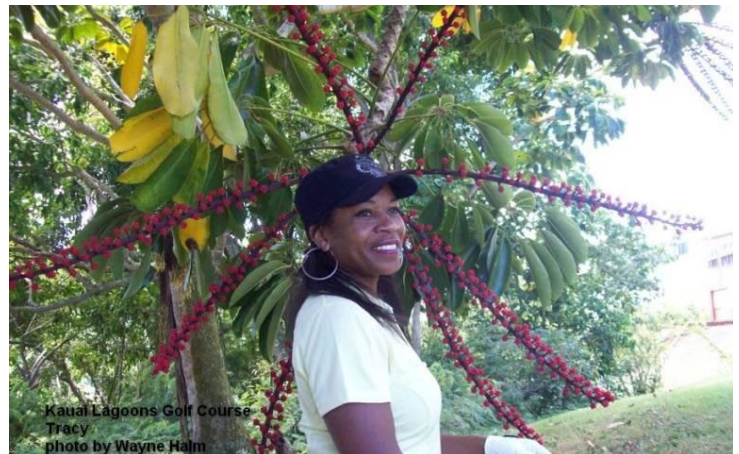
City of Bend

O: 541-693-2130 | M: 541-815-1586

www.bendoregon.gov/economicdevelopment

Nearly 30 years ago after completing active duty military service in the USAF to include Operation Desert Storm, Tracy began a professional career in airport management. As an Accredited Airport Executive "A.A.E.", she has served in management positions at airports ranging in size and complexity from general aviation to international airports in California, Tennessee, Nevada and most recently Hawaii.

Tracy is a private pilot, single engine land and as an Associate Professor has instructed graduate courses in aviation at the university level. A graduate of Embry-Riddle Aeronautical University, Tracy has a Bachelor of Science Degree in Professional Aeronautics, a Master of Aeronautical Science and is a PhD candidate in Business Administration with a Specialization in Public Administration. Tracy enjoys exercise, outrigger canoe paddling and anything aviation. She has two adult children, Gerald 29 and Gerrie 24, both residing in Northern California.



Bio and photo from: <https://myemail.constantcontact.com/SBC-Airports-2019-Spring-Newsletter.html?soid=1115855232313&aid=ZzqtI9oahmo>

Looking Ahead to AirVenture 2020

By Jack J. Pelton, EAA CEO and Chairman of the Board

March 26, 2020 - My fellow EAAers, I'm writing this to address the status of [AirVenture Oshkosh 2020](#). Today we are still planning on having the event beginning July 20, 2020. In that context, I wanted to let people know how we're approaching the planning process for AirVenture, and to help people understand the timetable as we sort through the ever-changing world events.

Certainly, the world has changed dramatically in recent weeks with the global COVID-19 pandemic, beginning internationally and now at extremely concerning levels within the United States. Most of you reading this are impacted by state-by-state orders to stay home and follow specific CDC guidelines on social distancing, hygiene, and other precautions to slow the spread of the virus. The circumstances have changed rapidly here as well, with Wisconsin enacting a stay-at-home mandate until April 24. We are supportive of those restrictions, and at EAA we have closed our headquarters, with all staff working from home and adhering to the most stringent standards possible. But thankfully, due to the technology infrastructure investments we have made, a majority of our employees continue to focus on their daily tasks, which include production of your monthly magazine, digital offerings, and of course AirVenture planning.

On a daily basis over the past several weeks, I have had countless calls, emails, and teleconferences with EAA members, volunteers, AirVenture exhibitors, sponsors, aviation manufacturers, our board of directors, and EAA employees. This is in addition to assessing the daily influx of CDC data and daily health guidance recommendations from local, state, and federal government.

We are also closely following and assessing many of the larger closures of world events. In the case of the Olympics, the world's athletes have already lost crucial training time because of restrictions imposed in response to the viral outbreak. It also is a completely international event. This meant the organizers were forced to make their "go/no go/go later" decision early on. The same holds true with the Democratic National Convention being held in Milwaukee, as they too look at every contingency, including allowing time for preparations to host the proceedings online if need be.

As we look at AirVenture, with our own similarly complex but also radically different set of circumstances, we have the rare luxury of making our decisions just a little bit later. While AirVenture 2020 planning began in earnest at the end of AirVenture 2019, the real onsite preparation work for our annual convention doesn't happen until May. That is when many of our dedicated volunteer work parties arrive in force and start the serious work to prepare the convention grounds. We have already identified those tasks that could be deferred until June, while still enabling us to have a safe and successful event in late July.

Currently our timetable for our next major decision point is not until May. In the meantime, we are continually preparing and in planning mode, which includes a variety of "what-if" scenarios. The choices are stay the course, delay, or cancel. Of course, the ability to delay would be dependent on volunteer support and exhibitor commitment and probably could not be later than late August. Again, it is important to consider all options, but it is also possible that even as I gather and digest incoming relevant information, I may not have any significant updates over the next couple of weeks. We will understand a lot more when we get to the end of April. That is the time most stay-at-home mandates could expire.

I want to ensure you that as our AirVenture planning continues, I will keep you posted. I want to thank everyone for their patience as we weather the "storm before the calm." Frustrating as it is, we're in a holding pattern right now. The best thing we can do is keep a watchful eye on the conditions and make the best decisions as factual information comes in, to ensure the health and safety of everyone attending our event. As aviators, we know that this, like all storms, will pass, and whatever transpires over the next couple of months, EAAers will see it through with the mutual support and fellowship that have been the cornerstone of our organization for the past 67 years.

From [EAA website](#)




Looking Back One Year.....

High Desert Flyers Hosted the Ford Tri-Motor at the Bend Airport!

It was one year ago this month, in May 2019, that our chapter hosted a highly successful Ford Tri-Motor visit, with accompanying education sessions and other special events. Here are some photos to reminisce and to get us excited to host another future event when life returns to normal.



Fly-Out to Lexington, Oregon on April 3



9S9

Lexington

Public, Class: G, Lexington, OR

General

Weather

Procs

A/FD

NOTAMs (0)

Services

Elevation

1,634 Ft

Pattern Altitude

2,700 Ft *Est. MSL

Max. Runway Length

4,156 Ft, No ILS

Operating Schedule

Unatndd

Lighting Schedule

See Rmk

Sunrise/Sunset

15:38 / 00:21 (Zulu)

Fuel

100LL

Latitude/Longitude

N 45°27.248' x W 119°41.418'

Map

Satellite





Comm

ASOS/AWOS

134.475

541-989-8557

FSS

122.6

Mc Minnville

CTAF

122.90

Runways

08

4,156 Ft x 75 Ft

Hard Surface

Left Pattern

No ILS, 3.00°

Glideslope, P2L

No REIL, BSC

Disp. Threshold: None

26

4,156 Ft x 75 Ft

Hard Surface

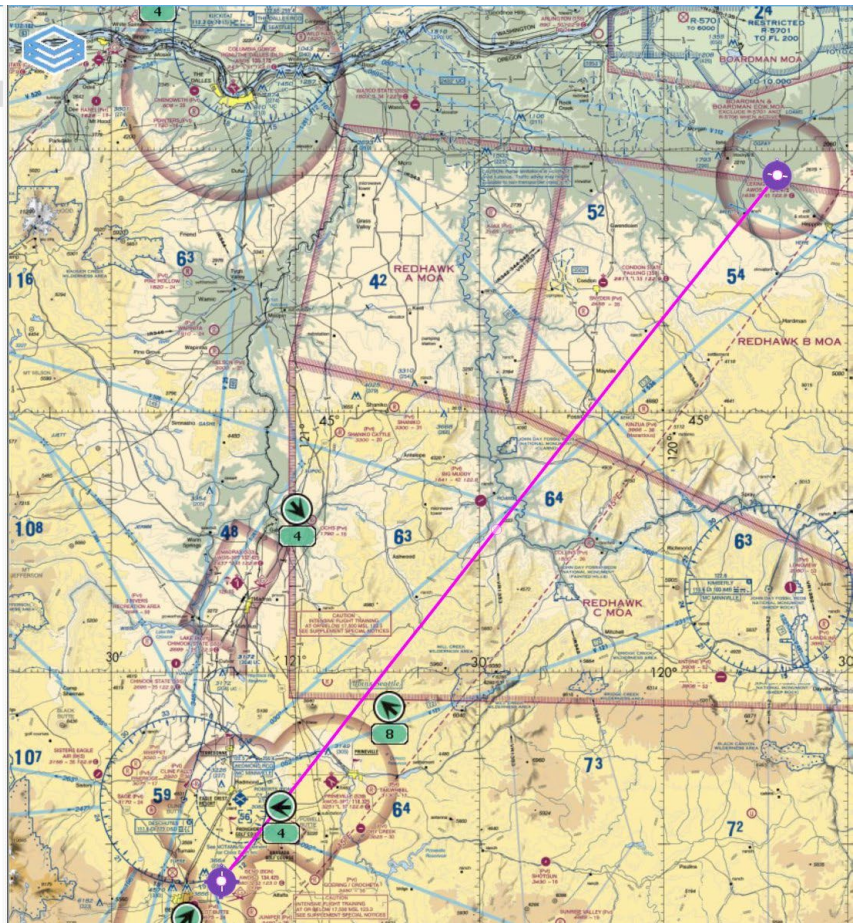
Left Pattern

No ILS, 3.50°

Glideslope, P2L

No REIL, BSC

Disp. Threshold: None



Three pilots, and three planes, took advantage of a beautiful day to maintain currency and social distancing.

A gentle 15 kt. tailwind assisted an hour north/north-east from KBDN to 9S9 (Lexington, OR). The air was smooth, over and under a scattered/broken cloud layer, offering frequent views of mountains and farm land. 9S9 greeted us with a brisk and mostly steady 20 kt. quartering crosswind, with all three windsocks painting slightly different pictures of reality...



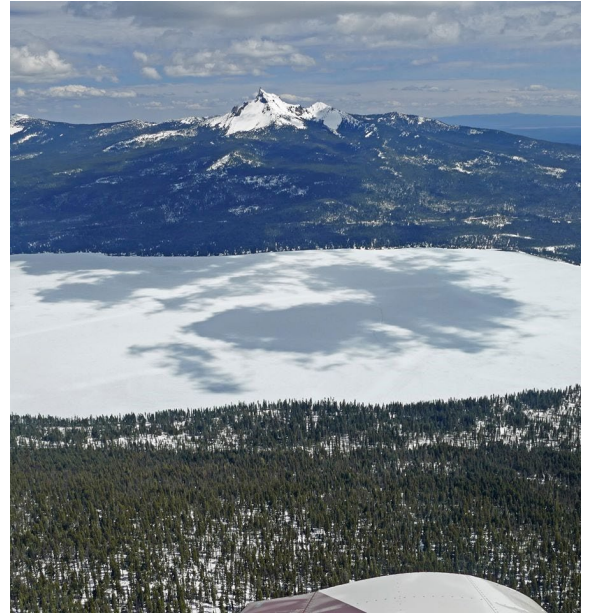
We found a nice picnic area that supported the mandated separation, sun and shelter from the cool breeze. After lunch we decided to walk to the edge of town to scope it out for a future fly-in, when a larger group might enjoy lunch. We found Lexington to be a small but surprisingly active little farming community. Lexington's population is around 250, but there was no sign of any place to eat...

The 20 kt. wind catapulted us back into the sky for the return to Bend. The headwinds were reported to be about the same, regardless of altitude. The air was relatively smooth and the flight back didn't take much longer.



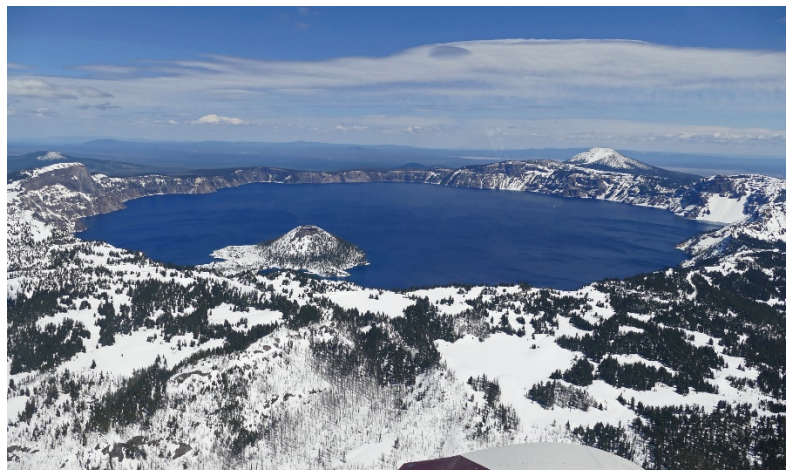
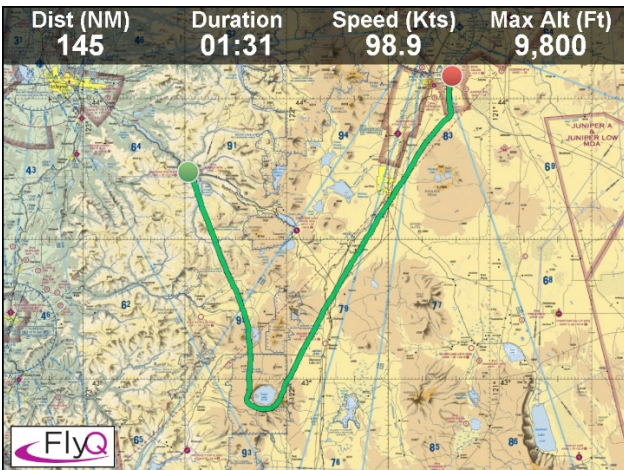
Fly-Out to Oakridge, Oregon on April 18

A few EAA members joined a few OPA members on a short fly-out from KBDN to 5S0. It was a beautiful, warm sunny day at 5S0, near the town of Oakridge, OR. The airport provided a few scattered picnic tables that allowed for social distancing options.









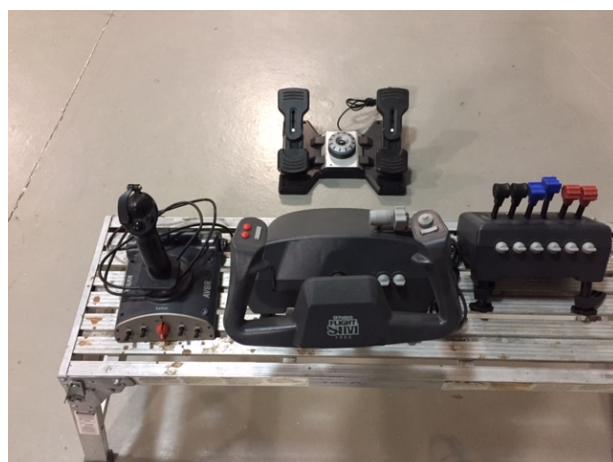
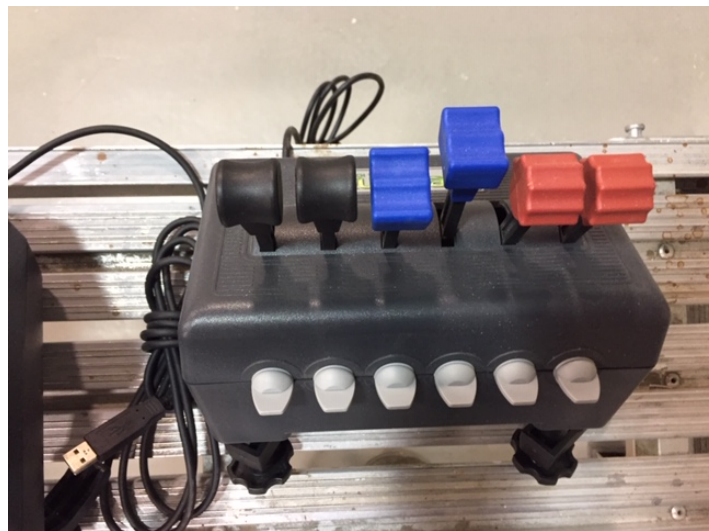
Building Progress on the Glastar Project

Due to the shelter in place guidelines and the need for social distancing, progress on the Glastar has taken a temporary vacation!



Flight Simulator Donated to Chapter!

Thank you to John Noordwijk, chapter member, we now have the components for a flight simulator available to members and to use during Young Eagle and other events. We now need a computer and software to put it to good use! Anyone want to make a donation??



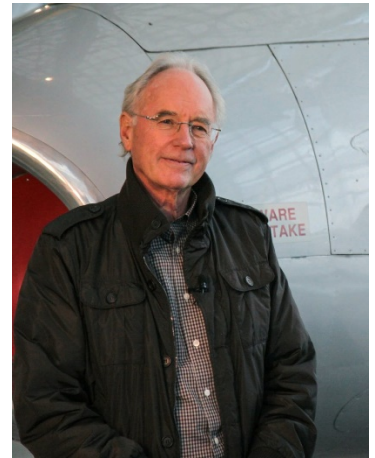
Aviation pioneer Joe Clark, an innovator and serial entrepreneur, dies at 78

By Dominic Gates, Seattle Times March 31, 2020 at 6:43 pm Updated April 1, 2020 [Learn more here](#)

Local aviation pioneer Joe Clark is the man most responsible for those elegant upswept wingtips now standard on new Boeing 737s. This now-ubiquitous winglet technology, installed to increase range and save fuel on business jets as well as commercial airplanes, is just the latest legacy of Mr. Clark's long career in aviation.

After a start as a jet salesman, Mr. Clark became an aviation innovator and serial entrepreneur. In the 1960s, Mr. Clark founded Jet Air, the first dealership in the Pacific Northwest for one of the first private business aircraft, the Learjet.

In the 1980s, he co-founded regional airline Horizon Air, which later became part of Alaska Air Group. In the 1990s, he founded Aviation Partners to design and sell the performance-enhancing winglets.



And he flew his own private fleet of airplanes with passionate enthusiasm. Mr. Clark, 78, died Monday at a hospital near Palm Springs, where he had a home. He had been flying Saturday in his two-seater GameBird aerobatic airplane, and a couple of hours after landing, he fell backward and hit his head, causing bleeding on the brain. He never regained consciousness, said Judy Galfano his longtime personal assistant.

Friend and fellow aviation enthusiast Bruce McCaw, co-founder of McCaw Cellular, said Mr. Clark "lived life full throttle all the time. He was a high-energy innovator, an adventurer, an explorer. He always wanted to do something interesting and exciting. People just loved Joe."

Forming a new airline

Mr. Clark was born in Calgary, Alberta, on Sept. 9, 1941, but his family moved to Seattle before he was a month old. He took his first flying lessons while a student at the University of Washington, and earned his private pilot's license in 1961.

In 1964, he traveled to the annual Reno Air Races, where he met Clay Lacy, a legendary pilot who took him up in a Learjet. Lacy embellished the ride with multiple aerobatic rolls, and the two became lifelong friends.

That flight fixed Mr. Clark's career trajectory. He took a job in sales with Learjet in Chicago and became one of the young guys along with McCaw who would be inspired by the technological innovation and entrepreneurial drive of Learjet founder Bill Lear. Seeing an opportunity to expand sales, Mr. Clark founded the Learjet dealership in Seattle. He later sold Jet Air to McCaw.

Following the deregulation of the U.S. airline industry in 1978, Mr. Clark and McCaw joined with Milt Kuolt to co-found Horizon. Lacy said Kuolt's initial idea was for flights to Hawaii, but Clark convinced him it would make more sense to fly within Washington state. In the spring of 1981, Mr. Clark assembled the startup team out of a small office on Boeing Field, planning initially for a couple of airplanes flying among three cities.

That September, Horizon's first flight took off from Seattle-Tacoma International Airport to Yakima, in a Fairchild F-27 turboprop with about 25 passengers. "Joe had more to do with that outcome than anyone," said Lacy.

Within five years, Horizon built a greatly expanded network by acquiring several other small regional airlines, including Air Oregon and Utah-based Transwestern Airlines.

The rapid expansion strained the airline's finances and caused a \$4.9 million loss in 1985. The following year, Horizon was sold to Alaska Air Group, parent company of Alaska Airlines. It remains flying today, with about 4,000 employees serving more than 45 cities and feeding passenger traffic to its big-sister airline.

Saving fuel and carbon emissions

In 1991, Dennis Washington, a friend who owned a Gulfstream II business jet, asked Mr. Clark to develop a way to extend its range. Mr. Clark formed Aviation Partners and hired a team of retired Boeing and Lockheed aerospace engineers led by aerodynamicist Dr. Bernie Gratzner, who patented the technology for the “blended winglet,” the upswept wingtip. Made of light carbon fiber composite, the winglets move the air turbulence at the tip of the wing away from the horizontal part of the wing that provides lift, reducing drag and thereby saving fuel and increasing the jet’s range.

Those devices worked so well that the Boeing executive in charge of the Boeing Business Jet division asked him to develop winglets for those 737-based private jets. Soon, airlines were asking for winglets to be retrofitted to their 737s, 757s and 767s.

Eventually Boeing and Mr. Clark formed a joint venture, Aviation Partners Boeing, to fit the winglets on new 737s on the production line. Later the company developed a new refined version called the Split Scimitar Winglet, with one piece of the wingtip bending downward and the other upward. “Joe was very good at putting things together, getting along with people and making things work,” said Lacy. As a businessman, “he was very straightforward and never took advantage of anyone.” The technology is estimated at having saved more than 10 billion gallons of fuel since its introduction by Aviation Partners, with a corresponding reduction in carbon emissions.



Magical flying

Through these enterprises he made enough money to fund his passion for flying. In the late 1990s he acquired a fleet of old and new airplanes, most of them stored at his ranch in Idaho, where he built a 7,500-foot runway. Chief support pilot Mark Ranz said Mr. Clark regularly hosted friends at the ranch for flying weekends where they’d go “ripping around the valleys.” He also let Navy SEALs train at part of his ranch, so C-130 military transports and Black Hawk helicopters could be seen there too.

In 1988, he, Lacy and McCaw, buddies who’d become labeled The Three Musketeers in aviation circles, formed the Friendship Foundation and organized a round-the-world charity flight on a Boeing 747 chartered from United Airlines. Lacy was captain on that flight, from Seattle to Athens, Greece, to Taipei, Taiwan, and back to Seattle in just under 37 hours. They persuaded 100 people to buy \$5,000 tickets, raising half a million dollars for children’s charities. “It was magical,” said McCaw.

In his private fleet of some 18 airplanes, Mr. Clark owned three Learjets and several military fighter trainers. He used a Learjet to commute between Seattle, Idaho and California, and a Gulfstream V long-range luxury business jet to travel the world.

In January, he and Ranz along with two other pilots flew nonstop in the G5 from Ft. Lauderdale to Riyadh in Saudi Arabia, where his friend Prince Sultan bin Salman had invited him to an air show. Prince Sultan, the Gulf nation’s first and only astronaut, had met Mr. Clark at aviation shows and the two developed a bond over their love of flying, said Ranz. Mr. Clark and his crew set an official speed record for that trip to Riyadh of 13 hours 46 minutes. “Joe had a joy about aviation,” said Ed Bolen, president of the National Business Aviation Association (NBAA). “He was recognized for his genius but loved for his passion.”

Mr. Clark was a trustee at Seattle’s Museum of Flight, where a huge 747 blended winglet is installed as an art piece on an exterior plaza. He was a board member emeritus at the Smithsonian’s National Air and Space Museum in Washington, D.C.

He is survived by two sisters, Maggie Clark, of Seattle, and Linda Helsell, of Bellevue; and by his godson Chase Englehart, of Medina. Mr. Clark will be cremated in California and his ashes transported back to Seattle, said Galfano. Once the coronavirus shutdown eases, it’s expected there will be a memorial service at the Museum of Flight at some later date.

The Math Behind Social Distancing

NOW



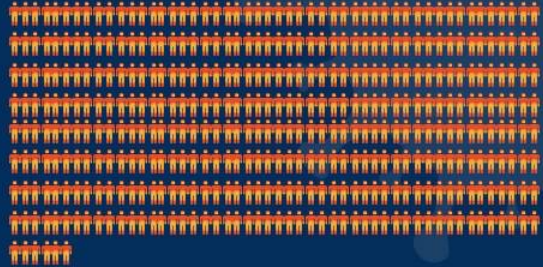
INFECTS

5 DAYS



**2.5 PEOPLE
INFECTED**

30 DAYS



**406 PEOPLE
INFECTED**

50% LESS EXPOSURE



INFECTS

5 DAYS



**1.25 PEOPLE
INFECTED**

30 DAYS



**15 PEOPLE
INFECTED**

75% LESS EXPOSURE



INFECTS

5 DAYS




**.625 PEOPLE
INFECTED**

30 DAYS



**2.5 PEOPLE
INFECTED**

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