



# *The Bend High Desert Flyer of Chapter 1345*

WEBSITE: [chapters.eaa.org/eaal345](http://chapters.eaa.org/eaal345)

KBDN AWOS 134.425

October 2021, Vol. 20, #10

## **Prez Sez**

Happy Fall everyone. I can't believe fall is here. Summer is over and I didn't get to do many of my favorite summer activities. Oh well, next year I will have to do twice as much.

The Flying Start event on 9/11 worked out great for the six participants who attended. The weather cooperated, the pilots were stoked, the Eagles flew and were very appreciative. CFI Matthew Phillips stopped in to encourage the Eagles to take some lessons at Bend Aircraft Mechanics. Pilots were John Moeckel, Faye Phillips, Mike Robertson, and Miles Lundgren – Thanks for your generous contributions to future pilots and perhaps new chapter members.

On Saturday, September 25, about 18 Young Eagles flew at the Sunriver airport. My thanks to Chuck Rosenfeld (617) for arranging and providing pilots. I helped on the ground crew.

It was suggested that we do FLY-OUTS on Sunday mornings to the “church of the holy donut” (Madras airport), for coffee, donuts and friendship with numerous pilots. I'm in after I'm current again.

Our chapter was given another Ray Scholarship of \$10,000. The new candidate put forward by the scholarship committee is Preston Garibay. He has filed his application and is waiting for the “go-ahead” from EAA headquarters. Gabriella has been enjoying her flight lessons. She says she has trouble with getting the landings consistent. I think we all have had that problem from time to time. Keep on practicing Gabriella, it will smooth out.

### Upcoming events:

- Nominations for officers from the nominations committee. Election of new officers after the November 10 meeting (via email).
- Plans for our December 8 meeting - location, installation of new officers, and holiday party.
- A small committee to arrange to sell the Kitfox. Any buyers out there?

Fly high and often!

Dale

President, EAA Chapter 1345





EAA Chapter 1345  
**Meeting Agenda**  
October 13, 2021  
6:30pm



**In Person Meeting and Zoom Meeting  
Bend Builders Assist Hangar and Online**

**For Zoom:** <https://us02web.zoom.us/j/89702159449?pwd=K3pySHk1UEJtdW4rZlljU21najFXUT09>

**6pm burgers for in person attendees!**

**AGENDA**



**Announcements**

- President's updates

**Program**

- Tour and inspection of the Kitfox (aircraft donated to our chapter by Jack Watson)
- Help get the plane ready to sell!
- Dress to be outside on the taxiway



**Committee Reports and Updates**

- Committee updates

**Other**

- **Next meeting: November 10, 2021, 6:30 PM - In person meeting and online Zoom meeting**

# Meeting Minutes September 8, 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, September 8, 2021 at 6:30 pm and was held in person. Burgers and beverages were served.

## Attendees

14 people in attendance.

## Announcements from Dale:

- A big thank you to Mike Robertson for cooking burgers
- Introductions were made in round table fashion from each of the 14 people present
- Ray Scholarship:
  - Gabriella Favia, current recipient, is close to soloing
  - We can apply as a chapter for another Ray Scholarship for this year; Dale has sent in our chapter application and we are waiting on a decision from EAA; we have a candidate or two lined up if it comes through
- Other Scholarship Discussion:
  - John Moeckel, who is on the scholarship committee with Dale and Mike Wissing, is proposing a chapter scholarship, and has drafted criteria we might use. Dale talked about doing some soliciting or fundraising to fund another local chapter scholarship; ideas were floated about a Jack Watson scholarship (for flying) and a Tom Phy scholarship (for A&P). John shared a model that they use for scholarships in the chapter he belongs to in Florida that might work here. More discussion will follow.
- Air Show of the Cascades:
  - Dale, Steve Gette, Mike Robertson, Kim Muinch, and Terry Riessen helped with the chapter booth/table; recruited participants for the Flying Start event and got 6 sign-ups; the booth went well but in the future, need something to draw people in (like the BD-5 used to do).
- Young Eagles:
  - Next Young Eagles rally is in Sunriver on September 25 from 8am to noon. Plan to come and fly Young Eagles! Contact Chuck Rosenfeld for more information.
- Builders Group Update:
  - Kitfox still needs some minor work, then ready to sell
  - RV12 – waiting on parts from Vans
  - Glastar – project going slowly but surely; Dale just worked on the doors and door seals
  - Meet Wednesdays at 3pm and Saturdays at 9am every week
  - Could get more kids involved again by involving CAP cadets who can get extra credit by helping; Dale will follow up with Mike Wissing.
- Nominations Committee:
  - Four positions are up for election/re-election: VP, Treasurer, Newsletter Editor, Webmaster
  - Lynn volunteered to chair the nominations committee and Faye Phillips and Chris Wallace will serve on the committee.
- Other committees:
  - Dale reminded us that we have other committees that people can be involved in: Program Committee (plan monthly program at meeting and other special events), Builder's Group, and Fly Out Committee (works with OPA and Gary Miller to plan and promote monthly fly outs)
- December Holiday Meeting:
  - We discussed the annual holiday get-together and what we should do this coming December. The gathering takes place on the second Wednesday of December in lieu of a meeting; last year we just did a Zoom meeting due to COVID. Unfortunately, we have a similar situation this year for the COVID

Delta spike. Dale asked everyone to think of ideas of what we could do and will discuss further at a future meeting.

### **Flying Start Event Planning and Discussion:**

- Event is this Saturday from 8am to noon (9/11/21) at the Bend Builders Assist Hangar
- There are 6 people signed up so far
- Pilots for the event so far include: John Moeckel, Faye Phillips, Miles Lundgren, and Mike Roberston
- Pilots will talk or think out loud through entire flight to educate the Eagle student with them; also, the pilot can and should require masks in cockpit
- Ground support: Lynn will do registration and have the donuts and coffee ready; Dale will coordinate the ground school stations (maps, radio, weather, etc.); Jack Watson, Steve Gette and a few others volunteered to help
- Bend Aircraft Mechanic instructor Matt Phillips will come at some point and share information about flying lessons to pursue after the Flying Start event
- Eagles who participate in Flying Start get Sporty's Ground School at half price!
- Anyone that can make it on Friday (Sept. 10) at 6:30 pm to help with set up and cleaning up the hangar space

Next meeting is October 13, 2021 at 6:30pm

Respectfully submitted,

**Lynn Anderson for Jeff Stolasz**, Secretary (Jeff was out of town)

## **Treasurer's Report**

**Financial: For Period 01/01/2021 to 09/30/2021 (Year to Date)**

Total Income	\$4,940.00
Total Expenses	\$6,139.98
Net Income (Loss)	(\$1199.98)
Total Cash on Hand	\$18,821.87

**Nathalie Smith**, Treasurer

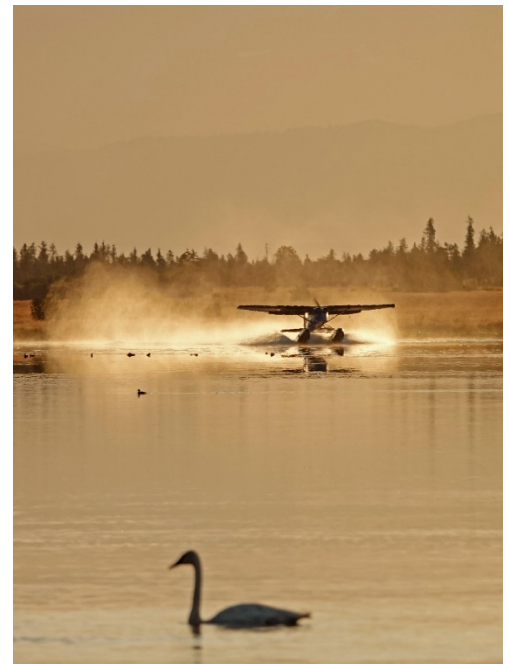
## **COMMITTEE/GROUP REPORTS**

### **Program Committee**

Program for the October meeting:

- Burgers on the grill
- Tour and inspection of the Kitfox airplane donation

**Fred Berardo**, Program Committee Chair/VP



*Photo from Nathalie's trip to Alaska*

## Builders Group

- **KITFOX:** Work on sprucing-up the Kitfox to get ready for sale is the current priority
- **RV-12:** Getting reorganized to work on the RV-12 and then sell it will be a major mission. We will need a crew of volunteers when we get the needed parts from Van's.
- **GLASTAR:** There is some tricky composite work that can be done on the Glastar. That reminds me, we had heard that the Glasair company was shutting down. That's not true - the "Sportsman" model is back in production, so Glasair is up and running again. Glastar parts will still be available.
- Lots of projects to get after. Call me if you want to work on something.

**Dale Anderson**, Builder's Group

## Flying Club

Progress still being made on the flying club. Here is a short update:

The flying club is getting closer to holding its first public meeting with the interested pilots. The details around leasing a 172M with the 180 HP upgrade are being finalized. This airplane just completed its annual and is being flown by its owner. We have a Bend hangar. The articles of incorporation have been filed with the state of Oregon and we are now working on the necessary Federal filing. All the work around the formation of this club is being done by the owner, another pilot with club experience, and myself. They both have full time jobs, add in Covid, and I think the progress to date is commendable. Our goal is to be operational this year. Stay tuned!

**Thomas Wright**, Flying Club President wright.thomas@[yahoo.com](mailto:wright.thomas@yahoo.com). 717-724-7139

## Scholarship Committee

This past month has been pretty intense! On top of starting school, I've begun flying into different airports, such as Sunriver and Redmond. Most of my flights have had a very heavy focus on mastering my landings. Slowly but surely I'm starting to improve!

Additionally I've begun working on some tower communications, which can be pretty disorienting when you aren't used to it. I definitely still need practice, but it's fairly straightforward.

I'm hoping that I'll be working towards my first solo flight very soon. I have areas I would still like to improve in, but otherwise I'm excited for the independent experience!

*Submitted by Gabriella Favia*



*Gabriella speaking at the Flying Start event on learning to fly*



## Young Eagles/Eagles

- Rally held on September 25 at the Sunriver Airport.
- Thanks to Chuck Rosenfeld (Chapter 617) for coordinating the event.
- Dale Anderson of Chapter 1345 helped with ground logistics.
- 18 Young Eagles were flown (no Chapter 1345 pilots could make this rally)



## Fly-Out Group

One fly-out/fly-in this month to CJs at the Airport, Oregon - see article later in the newsletter.

## Chapter Membership Report

COVID-19 has turned out to be a double-edged sword. While the pandemic has adversely affected our ability to meet in person and to conduct our regular activities, there is also a silver lining to the COVID cloud. Mixed metaphors aside, here is what I mean: We have been forced to learn new ways of meeting, such as Zoom. But, at the same time, meeting online has allowed us to connect to, and be accessed by, members and potential members who either are traveling, or live a distance from us. While we want to interact in person as much as possible, we have also enjoyed this added dimension of interacting through Zoom.

Despite the pandemic, we have held a few events recently. On September 11th we held our first-ever Flying Start event, which was a success and brought out some interested parties who will hopefully be one members. We also participated in a Young Eagles event at the Sunriver airport on September 25th.

Interested parties seem to find us online and trickle into our meetings and membership. We are enthused to see new members join us, as well as our long-time members staying in touch.

Best,

**Faye Phillips**, Membership Chair, EAA Chapter 1345

(C) 541-480-2945

[fayephil@gmail.com](mailto:fayephil@gmail.com)

For membership form to join EAA Chapter 1345, visit this link: <https://chapters.eaa.org/eaal345/-/media/D03B97422F57403F8E9C0B1BBA44BE5D.ashx>

For information about joining the **National EAA**, visit this link:

### DUES:

\$25 for individual membership

\$40 for family membership

Make checks out to:  
**EAA Chapter 1345**

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

**Join Today!**



*This month, we feature Gary Hood, EAA 1345 member*

Lynn has asked me to be the "Member Spotlight for this month's newsletter. I don't enjoy being in any spotlight, but I reluctantly agreed. She gave some questions to guide me, so here goes.

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

As long as I can remember I've wanted to fly, first as Superman, but when that didn't work out, I decided that a fighter pilot would do (probably like many of you). Unfortunately my extreme near sightedness prevented that also. I thought my dream of flying was over. None of my family were pilots at the time and I didn't have any friends who were pilots, so I gave in and turned to other dreams.

After surviving 2 years at Indiana University, my roommate found that IU had a flying club and a course to get a Private Pilot Certificate. Wow! What a way to decompress from our usual studies! We were both smitten and by the end of our third year, we got our Private Certificate, June 5, 1967.



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

And now for the "funny story" question. College kids aren't necessarily known for their "common sense" and life decision making abilities. I am no exception, so on a whim my roommate and I decided to take a cross country trip and see the USA (within a week of getting our certificate). From Bloomington, Indiana we would roughly follow Route 66 to San Bernadino, California. What could possibly go wrong?

I don't remember getting any detailed instruction on Density Altitude. That's not to say we didn't get instruction on it; I just don't remember getting it.

As we traveled west, we were amazed at the increasingly long runways these airports had. We were used to 3,000' runways and now we were seeing runways twice that long and more! One of our stops was at Winslow, AZ at about noon. We ate lunch and filled the tanks of the C-172. It was over 100 degrees by the time we were ready to go.

We certainly didn't need the whole 7,000' runway for our plane, so we avoided the long taxi to the other end and took an intersection a little more than halfway down. You can guess the rest. Our eyes got bigger and bigger as the fence posts started racing by and the airspeed indicator was barely bouncing. We managed to lift it off by the

end of the runway, but airspeed was not climbing very fast. In a quarter mile we hopped a weed field fence OK, but then the town of Winslow was fast approaching!

It's not much of an exaggeration to say we flew through Winslow. Now we realized why the long runways and looked up density altitude considerations!

We seemed to learn some new lessons at every airport. We learned more in 1 week of flying than the prior whole 8 months of instruction. Only by the grace of God did we survive that trip.

### **What do you love about flying?**

I can't explain my passion for flying, but it has continued to this day. Since those college days, I've tried to fly whenever family, job, and time pressure would allow, but there have been long periods when I've not been able.

In 2020 when COVID hit, it stopped me again. I was reluctant to rent a plane knowing that so many others were also using it and I couldn't afford to just buy a plane. My younger brother had built 2 planes from kits and prodded me to join EAA and check out building one. After all, I was retiring (third time) and possibly would have time.

After checking several kit manufacturers I decided on a Van's RV-12. I also discovered that we had a great EAA chapter in Bend and in addition we had Bend Builders Assist, expert in building Van's Aircraft. What better help could there be.

Now you will find me at Bend Builders Assist much of the time having more fun than should be allowed in this lifetime!

I hope this brief window into my past lets you know a little more about me. I also hope my life decisions have improved over those of that college kid of the past so long ago.

Gary Hood





## ***EAA Chapter 1345 Flying Start Event Held September 11***

EAA's Flying Start program allows EAA chapters to welcome and encourage new aviation enthusiasts to the fun, freedom, and accessibility of personal aviation. The goal of the Flying Start program is to provide interested adults a pathway to flight training and involvement with our EAA chapter.



Our chapter held a Flying Start event on September 11. We had 4 pilots and 6 future aviators at the event. All are pictured below. In addition to an Eagles flight, participants attended ground school in the hangar. Dale Anderson and Steve Gette provided instruction on a number of topics. Gabriella Favia, Ray Scholar, talked about learning to fly. Matthew Phillips, flight instructor for Bend Aircraft Mechanics, talked about flight training time, costs, and what is involved.

Thank you to all the volunteers who helped with this event: Dale Anderson, Lynn Anderson, Fred Berardo, Steve Gette, Miles Lundgren, John Moeckel, Faye Phillips, and Mike Robertson



Pilot Miles Lundgren; Eagles student Will Coleman



Pilot John Moeckel; Eagle student Bob Adams



Pilot Faye Phillips; Eagles student Calli Sanell



Pilot Mike Robertson; Eagle student Steve Gette

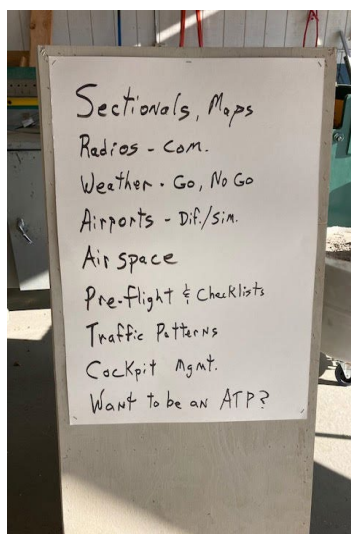
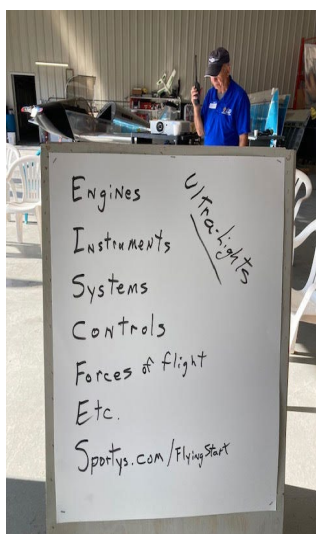




Pilot Mike Robertson; Eagle student Matthew Robertson



Pilot Miles Lundgren; Eagle student Henry Graham



# EAA National Free Webinars in October

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



Date	Time	Title	Presenter(s)
10/5/21	7 p.m. CDT	<b>Rotax 912 Engine Installation &amp; Operational Tips</b> <b>Homebuilders Webinar Series</b>	Phil Lockwood
<i>In this webinar, Phil Lockwood of Lockwood Aviation will cover the basics of initial installation of the Rotax 912 in a homebuilt. In addition, he will share the most common operational questions from his customers. Qualifies for FAA WINGS and AMT credit.</i>			
10/6/21	7 p.m. CDT	<b>Blowout!</b> <b>Qualifies for FAA WINGS and AMT credit.</b>	Mike Busch
<i>What do you do when a tire on your airplane ruptures during your landing roll at a busy big-city airport, immobilizing your aircraft and closing the airport's only runway? Well, that's exactly what happened recently to Mike Busch A&amp;P/IA and the ensuing events proved to be an interesting learning experience. In this webinar, Mike shares his experience and offers some important do's and don'ts should something similar happen to you.</i>			
10/12/21	7 p.m. CDT	<b>The Grumman Duck</b> <b>Museum Webinar Series</b>	Chris Henry and Ben Page
<i>The Grumman J2F Duck served many roles during the second World War. This included the role of supply aircraft, as well as providing a means to rescue downed airmen. Join Chris Henry and Ben Page from the EAA Aviation Museum to learn more about the type, as well as the history of the J2F Duck in the EAA museum's Eagle Hangar.</i>			

EAA Webinars sponsored by





10/13/21	7 p.m. CDT	<b>Flying With Broken Flight Controls</b> Qualifies for FAA WINGS credit.	Gordon Penner
<i>Aerobatic instructor and IAC member Gordon Penner talks about how to handle jammed or broken flight controls and get safely to the ground. Discussion of strategies for flying with jammed or broken flight controls in accordance with Rich Stowell's Emergency Maneuver Training program.</i>			
10/14/21	7 p.m. CDT	<b>AeroEducate – EAA's Newest Youth Education Initiative For Chapters</b>	Justin Payton and John Egan
<i>Join EAA staff members Justin Payton and John Egan as they discuss EAA's newest youth program, AeroEducate. Designed to deliver free, interactive, educational, and engaging experiences to youth through EAA chapters, school, and from home, AeroEducate's web-based resources provide clear, age-appropriate content to aviation and aerospace engagement, and even career paths. Learn how your EAA chapter can use available AeroEducate resources at upcoming Young Eagles rallies and Workshops to increase youth engagement.</i>			
10/20/21	7 p.m. CDT	<b>Preventing VFR Into IMC: Using Your Personal Weather Minimums</b> Qualifies for FAA WINGS credit.	Dr. Scott Dennstaedt
<i>Flying VFR into instrument meteorological conditions (IMC) kills more pilots than all of the other weather-related accidents combined. Dr. Scott Dennstaedt will dive into the reasons why even experienced pilots make these fatal mistakes and explain how to use personal minimums to quantify the risk prior to making a flight, especially as it relates to adverse weather.</i>			
10/27/21	7 p.m. CDT	<b>A Clue (or Two) For Your Next Flight Review</b> Qualifies for FAA WINGS credit.	Rod Machado
<i>Would you like to learn a little history about the flight review? Perhaps you'd like to make your next flight review a more pleasant and enjoyable experience? Or, would you like to know what is required of you during the flight review? If any of these strike your fancy, then please join award-winning CFI Rod Machado for a fun and educational discussion on this topic.</i>			

[View Webinar Video Archives](#)

# In Honor of Leonard Huset

April 10, 1929 to September 27, 2021

By Lynn (Huset) Anderson, newsletter editor and daughter

My dad, Len, passed away peacefully at home in Frenchtown, Montana at the age of 92, with my mom (his wife of 70 years) at his side on September 27, 2021. I wanted to honor my dad in the newsletter by sharing an important role he played in our country's history.

My dad joined the Navy SeaBees out of high school. The SeaBees, or Construction Battalion, are responsible for much of the infrastructure that other military members need to do their job, from air bases to bridges to roads. They are sometimes jokingly called experts with guns and bulldozers. He was stationed at Norfolk, Virginia, where my older sister was born.

My dad tells the story of one of his battalion's first assignments, of which he remained very proud throughout his life. During World War II, many U.S. planes went down over Greenland, running out of fuel before they could reach Europe to help fight the Nazis.

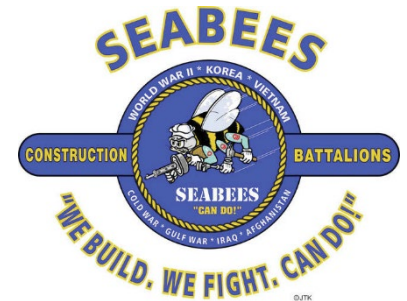


You might remember some of the famous war planes that went down in Greenland, including P-38 "Glacier Girl," which was recently excavated from the ice and restored to flying.

The U.S. worked with the Danish protectorate government to build an air base at Thule, Greenland to prevent this from happening in the future. The project, called code name "Project Blue Jay," was top secret and agreed upon between the Danish and the U.S. government.

According to my dad's stories, when they decided who to send to construct an air base above the Arctic Circle, they decided to send his battalion, "a bunch of boys from Minnesota." If anyone could construct an air base in sub-zero temperatures, it was those Minnesota boys! Thule Air Base lies approximately 750 miles north of the Arctic Circle and 946 miles from the North Pole, with temperatures typically ranging from 30 to 40 degrees below zero in the winter to 30 to 40 degrees in the summer.

The Thule Air Base was constructed in total secrecy by the Seabees in 1951. An armada of 120 shipments, 12,000 men, and 300,000 tons of cargo arrived in North Star Bay in July 1951, and construction immediately began. Seabees lived on board the ships and worked around the clock. Buildings were constructed with refrigerator-like Clements panels, and propped on pilings to prevent melting into the permafrost. During its peak, it housed approximately 10,000 personnel.





After the fact, it was discovered that the Danish official who gave permission to the U.S. to build Thule Air Base went behind the back of his Danish government to sign the agreement and was tried for high treason! One year later, he was pardoned.



Today, with a population of U.S., Canadian, Danish and Greenlandic personnel, the base provides security, communications, civil engineering, personnel, services, logistics and medical services, supporting the missile warning and space surveillance and satellite command and control

operations missions. Thule, which means "top of the world," is the northernmost military installation in the world.

My dad went on to work in heavy construction most of his life. He worked many years with one company and worked his way up into management. But I think he was always happiest on a bulldozer or some other heavy equipment versus behind a desk.

My dad had a long, full life with my mom at his side - five children, ten grandchildren, and nine great-grandchildren. He loved to hunt, fish, travel, and be outdoors. I will miss him deeply, but he is now "on top of the world" and in peace.





# MUNICIPAL AIRPORT

## Bend Municipal Airport News

### **BEND AIR TRAFFIC CONTROL TOWER**

In a 2019 survey, Bend Municipal Airport (BDN) stakeholders identified an air traffic control tower (ATCT) as the most important facility improvement. In 2020, BDN was formally accepted into the Federal Contract Tower Program. BDN was given five years from date of acceptance to design, construct and pass an operational readiness inspection. I am planning to make application to Connect Oregon for a \$7.5M grant for this project. Your continued support is needed. You can help to have this project underway within two years by providing a letter of support that will be included with this application. I would be more than happy to help you write your support letter, all you need to do is email or text me with your contact information with ATCT LETTER OF SUPPORT as the subject. Mobile 541-647-0828 or email [trwilliams@bendoregon.gov](mailto:trwilliams@bendoregon.gov).

For more information on why Bend Airport is overdue for an air traffic control tower please click on the following link, [AIR TRAFFIC CONTROL TOWER](#)

*(See story from KTVZ and video following this article)*

### **HANGAR CONSTRUCTION UPDATE**

Another question in the 2019 survey (mentioned above) asked: *"What landside facility improvements would improve your overall experience at the Bend Municipal Airport?"* An overwhelming response was hangars.

Aero Facilities (the red and gray hangar complex on the east side of the airport) is currently working on a 10-tee hangar building, completion slated for late winter. Six of the ten hangars are pre-sold, and the four remaining hangars are oversized tees at 1,500 square feet each. Aero Facilities is also preparing to build another four-pack building of 60X60 custom box hangars, for fall of 2022 completion. There are building sites available for 80x80 and 100x100 hangars as well. For more information, call Gwil Evans at 541-408-2630.

At least fifteen other proposed personal use hangars are in various stages of planning. Hopefully most of these will be under construction and/or built within the next 12 months on both the east and west sides of the airport. All developments are experiencing protracted delays due to supply chain issues. Updates will be provided as more information becomes available.

Thanks for reading and please fly safe,

Tracy

Tracy Williams, AAE  
Bend Municipal Airport Manager  
[trwilliams@bendoregon.gov](mailto:trwilliams@bendoregon.gov)  
(541) 693-2168

**Stay in the loop on what's going on at the Airport: [www.bendoregon.gov/airport](http://www.bendoregon.gov/airport)**

# 'Long overdue': Bend Municipal Airport seeking grant funds for air traffic control tower

By [Noah Chast](#)

September 16, 2021 5:31 PM

Published [September 16, 2021](#) on KTVZ (<https://ktvz.com/news/bend/2021/09/16/long-overdue-bend-municipal-airport-seeking-grant-funds-for-air-traffic-control-tower/>)



<https://youtu.be/fSHcsp5ruPk>

The third-busiest airport in Oregon is preparing for an upgrade, in the form of an 80- to 100-foot-tall air traffic control tower.

Tracy Williams, manager of the Bend Municipal Airport, said the tower is needed. "Out of the top five busiest airports in the state of Oregon, Bend is the only one without an air traffic control tower, and it's long overdue," she said Thursday. She said in October of last year, the airport was accepted as a candidate for the FAA Contract Tower (FCT) program, and was given a five-year window to build a tower. (Through the FCT program, the air traffic controllers are privately contracted and not FAA employees). The \$7.5 million project would be funded by the city of Bend, along with state and federal grants.

The airport is issuing a request for a consultant on Sept. 22 and will submit an application for the grant through the Central Oregon Area Commission on Transportation (COACT) by Sept. 29. Williams said approval should be announced in the spring of 2022, and construction will begin shortly after. "Two years from October of last year, so within, hopefully a year, a year and a half from now," Williams said.

Williams says the airport is growing, with 120,000 annual operations in 2018, 160,000 at present and as many as 180,000 expected by 2030. "The No. 1 priority with our airport users is to have an air traffic control tower," she said.

Pilot Andrew Semanskee flew into Bend for the first time Thursday, and said there is a lot more pressure on a pilot when landing without a tower. "Looking for that person, hoping you don't hit them. Being really diligent on the radios, talking, making sure everybody's looking out for one another," Semanskee said. He said with a tower, it adds a sense of structure. "With the tower, you have kind of a mediator between pilots to give you that separation that you want and keep everybody safe, vs. here, it can be a free-for-all, at times," Semanskee said.



## Rolls Royce Electric Plane

Rolls-Royce's "Spirit of Innovation" all-electric aircraft took off on its maiden flight on 15 September 2021, at 13:56 UTC (14:56 BST), from the UK Ministry of Defence's Boscombe Down site. The flight lasted for approximately 15 minutes. According to Rolls-Royce, "Spirit of Innovation" is propelled by a powerful 400kW (500+hp) electric powertrain with "the most power-dense battery pack ever assembled for an aircraft." The aircraft is designed to reach speeds of 480+ kmh(300+ mph) and Rolls-Royce is targeting a world record attempt.

*Credit: Rolls-Royce*

<https://youtu.be/o-rfAifj6cc>





# Flight Training Bill Clears Legislative Hurdle

## [From EAA](#)

**September 24, 2021** – A bipartisan amendment that would reverse the FAA’s recent policy on flight training has been accepted into the House version of the National Defense Authorization Act (NDAA). The amendment, which encompasses the Certainty for General Aviation Pilots Act of 2021, would negate the FAA’s recent policy that requires virtually all training in experimental, limited, and primary categories to be conducted under a letter of deviation authority (LODA) or an exemption.

The NDAA is defense funding bill with a high likelihood of passage, so it is an excellent vehicle for limited and targeted legislative language such as this flight training policy. Representatives Sam Graves (R-Missouri) and Kai Kahele (D-Hawaii) introduced the successful amendment with support from AOPA, EAA, and other associations. Focus now shifts to the Senate, where a similar amendment will help ensure that the final legislation contains the GA flight training language.

In June, the FAA confirmed that a court ruling that confirmed their interpretation of FAR 91.315 meant that no training for compensation or hire could be done in limited, experimental, and primary category aircraft without a LODA or exemption. This broke with decades of precedent and even applies to an aircraft owner receiving instruction in their own aircraft. While the FAA quickly rolled out a streamlined LODA and exemption system to accommodate this new policy, it is unnecessary, contrary to safety, and has resulted in headaches and confusion for countless pilots and CFIs. While FAA Administrator Steve Dickson announced the FAA’s intent to change the rule so that the policy would return to its previous state, the rulemaking process is a years-long ordeal. Legislation is by far the faster route to achieve this needed change.

To urge your senators to support this bill, you can use EAA’s tool by clicking the below link.



Or use this link: [https://ujoin.co/campaigns/1447/actions/public/1628535638?action\\_id=1518](https://ujoin.co/campaigns/1447/actions/public/1628535638?action_id=1518)

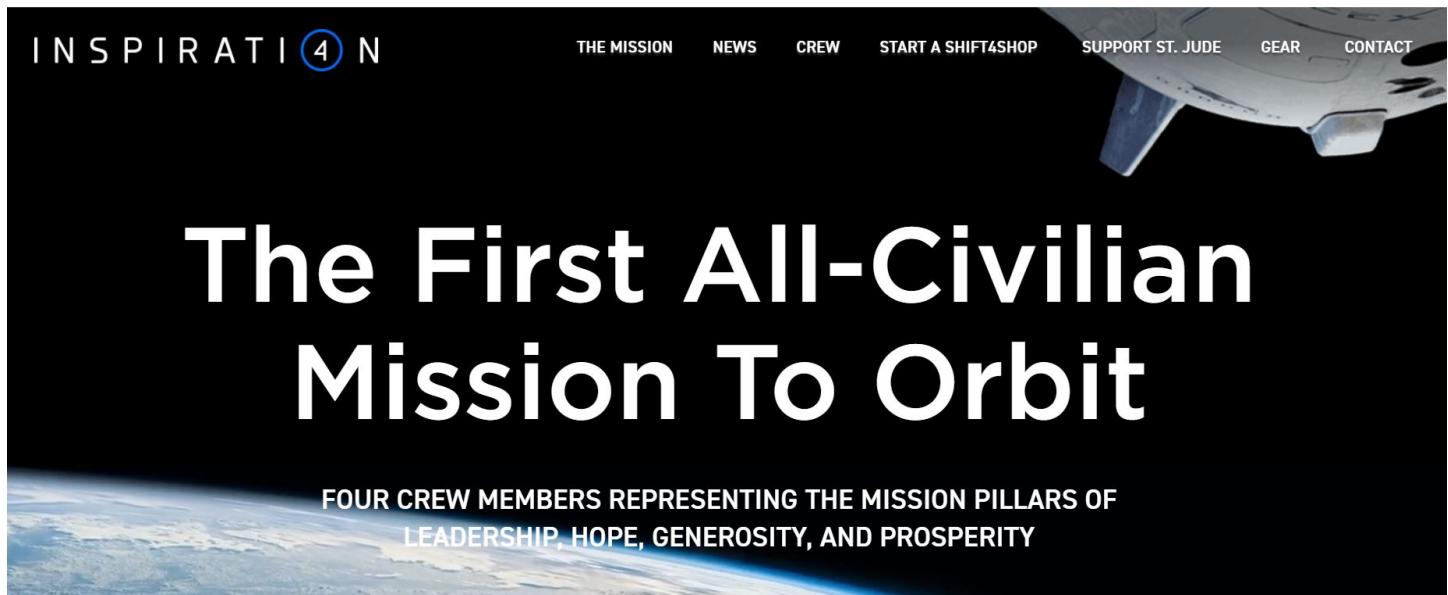




## Inspiration 4 – First Civilian Space Mission

Inspiration 4: Mission Accomplished.

The all-civilian SpaceX mission commanded by Jared Isaacman, EAA Lifetime 876775, came to a successful conclusion with the splashdown of the crew's Dragon capsule on Saturday, September 18. Learn more on the website below! (or use this link: <https://inspiration4.com/> )



## ELECTRONIC POWERHOUSE FOR WORLD CLASS FLIGHT TRAINING SIMULATOR

Samson Sky in Prineville has been working on a tool to more easily and quickly train new pilots to take advantage of the Samson Flying Car, the Switchblade.

The Switchblade Training Simulator has a 180 degree visual immersion and surround sound, where you will find yourself in an actual Switchblade cockpit while you practice different flight scenarios to master the art and science of flying, all while safely on the ground. This will be much less expensive than flight time with an instructor, but very worthwhile! It will effectively compliment instructor time. The advanced simulator program has flight training modules to allow a student pilot to load in the next gradient of lesson, and the student will take them one at a time until proficiency is expanded. It is expected that your actual flight hour requirement should be reduced as a result, and we will seek registration of our flight sim with the FAA to count towards your required flight hours for the Private Pilot Certificate.



The brains of this beast is in the high-powered computer shown above. This is not your everyday desktop, and is one of the most sophisticated computers available to gamers and advanced computer users. The enhanced abilities of this computer create graphic images so realistic that people who have been standing behind the student pilot in the enclosed flight sim have nearly fallen over when the pilot goes through sudden maneuvers! For more information, visit the website at: <https://www.samsonsky.com/update-september-7-2021/>

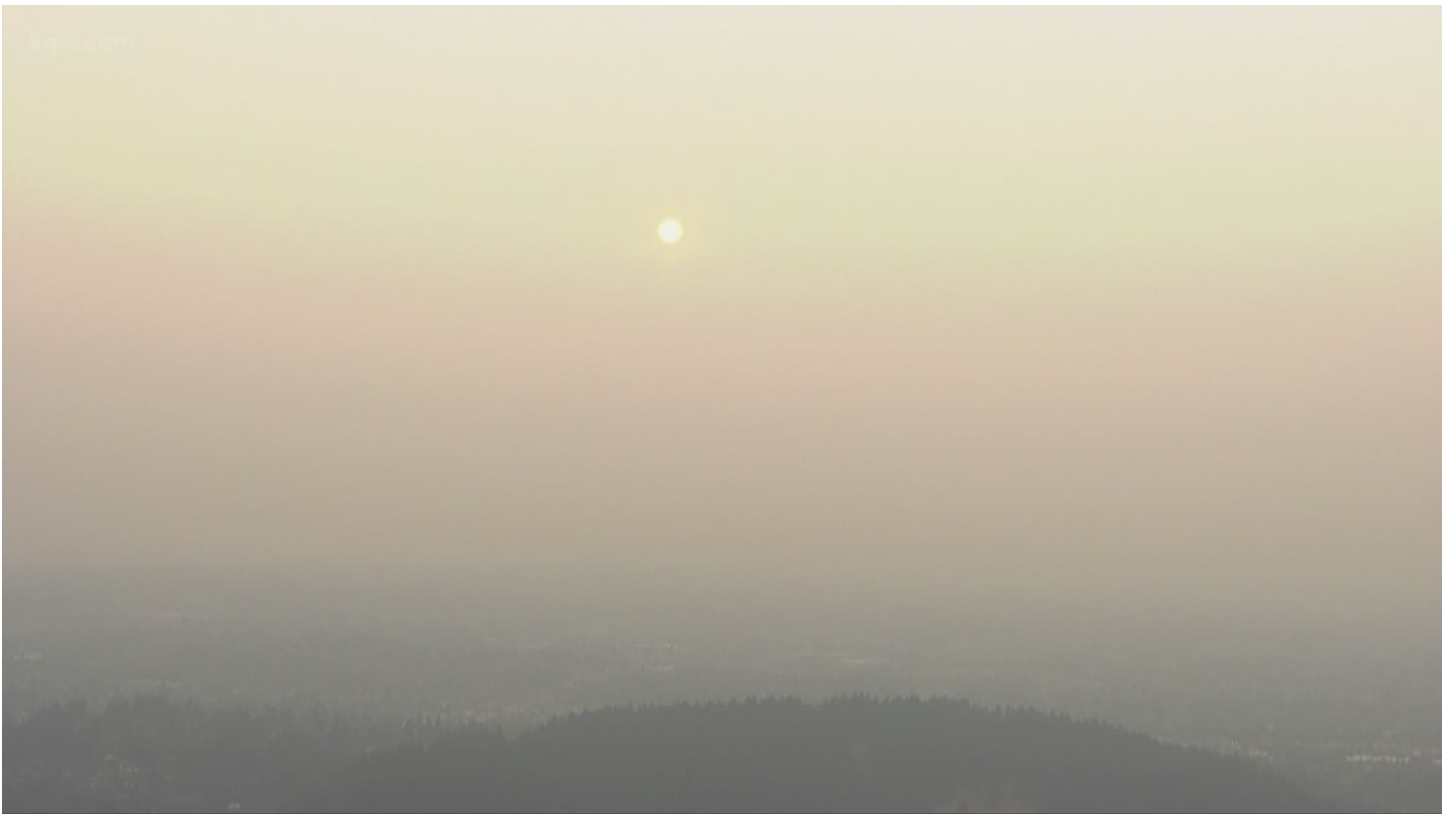
## ***Fly Out (Drive Out) to CJs at the Airport, Bend, Oregon on September 18, 2021***

*Contributed by Gary Miller*

The monthly CO-OPA Fly-out turned into Drive-out to CJ's at the Airport. As forecast, the weather was nasty, and got worse, after our 9am gathering for breakfast. I'm not sure how to describe it. Maybe smaze (smoke and haze), or smain (smoke and rain). Either way, the result was ugly.

Ar least we had a nice breakfast, being happy we were not flying and wishing we were on the ground. The forecast was for the weather to improve, but as blue sky appeared, so did gusty winds. Followed by repeated bouts of smaze. All in all, a good to stay on the ground.....

RGDS,  
GARY



## Builder's Group



Waiting, waiting, waiting! Parts are ordered from Van's in Aurora, but not here yet!



Cleaning out hangar, minor repairs, clean-up, oil analysis, tool organization, getting it ready to sell.....



Tricky fiberglass work.....



**The Builder's Group meets on the following days/times each week:**

**Wednesdays, 3-5pm**

**Saturdays, 9-noon**

email Dale for details: [daleanderson779@gmail.com](mailto:daleanderson779@gmail.com)

## COVID 19 Updates

### Is a COVID-19 vaccine booster recommended for me?

You should if you received **PFIZER** and:



65+



Long-term  
care facility  
resident



50-64, with  
underlying  
medical  
conditions

You may if you received **PFIZER**,  
are 18-64 years old and:



Underlying  
medical  
conditions



Increased  
exposure and  
transmission  
risk\*

\*because of where you work or live, including teachers, grocery store employees, health care workers and people living in congregate care settings

Not at this time:

✗ **MODERNA**

Booster doses are **not currently recommended** for the Moderna or Johnson & Johnson COVID-19 vaccines at this time. **This may change in October or November.**

✗ **JOHNSON & JOHNSON**

**Note:** It is recommended that **social determinants of vulnerability** be included in the assessment of medical conditions that qualify individuals for booster doses.

To learn more and to find booster doses, visit  
<https://govstatus.egov.com/or-oha-booster-covid-19-vaccine>.



### Vaccination gives us hope the pandemic will end

But in the meantime, we need to continue safety measures to keep the virus from spreading:

- Wear a mask
- Physically distance from others
- Wash your hands
- Avoid gatherings
- Stay home when you're sick



For more information visit  
[healthoregon.org/coronavirus](https://healthoregon.org/coronavirus) or call 211



## 2021 CHAPTER BOARD

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

**Happy Halloween!**





# Nominations Committee and Process

The Nominations Committee is now accepting nominations for the following positions:

- Vice President
- Treasurer
- Webmaster
- Newsletter Editor

Each position is a 2-year term.

You can learn more about each position in the chapter bylaws at this link: [https://chapters.eaa.org/-/media/Chapters/Chapter-Folders/EAA1345/Files/EAA\\_Chapter\\_1345\\_Bylaws\\_12-22-14.ashx?la=en](https://chapters.eaa.org/-/media/Chapters/Chapter-Folders/EAA1345/Files/EAA_Chapter_1345_Bylaws_12-22-14.ashx?la=en)

If you are interested, please contact any of the Nomination Committee members at the following emails:

Lynn Anderson: [dalelynnanderson@gmail.com](mailto:dalelynnanderson@gmail.com)

Faye Phillips: [fayephil@gmail.com](mailto:fayephil@gmail.com)

Chris Wallace: [bentpropeller@gmail.com](mailto:bentpropeller@gmail.com)

At the October meeting, we will solicit further nominations.

At the November meeting, we will present the slate of candidates and take any last nominations from the floor.

After the November meeting, paid members will receive an electronic anonymous ballot link via email for the vote.

Elected officers will be inducted at the December meeting, to begin their terms in January, 2022.

