



The Bend High Desert Flyer of Chapter 1345

WEBSITE: chapters.eaa.org/ea1345

KBDN AWOS 134.425

December 2021, Vol. 20, #12

Prez Sez

Well, it's disappointing that we didn't get enough RSVP's to hold our December meeting at Worthy Brewing. They have very good food and some great meeting rooms, but we needed at the very least 40 people (for sure) to break even. We did manage to get about 20. Maybe next year, more "post-COVID."

OK, let's make the most of it. We are going to meet in the usual location – Bend Builders Assist hangar. The tentative agenda is as follows:

- Potluck: Bring something to eat and share - there a sign-up sheet at this link:
<https://www.signupgenius.com/go/60B084BA4A72BA57-eaahigh>
More below under the Agenda
- Bring something aviation-related to give a way or sell cheap; we may auction off more valuable items. Tis the season for giving! We do have some donated items to give away.
- Bring friends, family, spouse, partner, anyone interested in coming!
- Wear an ugly sweater! We will have a contest and prizes! More below in Agenda.

Here's the plan for the evening:

- 5:30 – 6:30 Social hour and appetizers (time to set up the food, give aways, and socialize)
- 6:00 – 6:30 Recognition of past officers and installation of new officers.
- 6:30 – 7:30 Eat ; Year in Review slide show
- 7:30 – The Ugliest Sweater Contest – count the votes for the ugly, uglier, and ugliest sweaters
- 7:45 – Shop the give aways for something you always wanted
- 8:00 – Auction for more valuable items

Party on and Happy Holidays!



Reminder!!!!

For Sale: Kitfox Series 7, low hours, ready to fly; check the Craigslist ad under Aviation.

Just listed on December 2! Would make a great Christmas present for someone on your list!

Fly high and often!

Dale

President, EAA Chapter 1345



Sign up for your potluck contribution at this link:

<https://www.signupgenius.com/go/60B084BA4A72BA57-eaahigh>

It is BYOB on the beverages!



Bend Builders Assist Hangar

December 8, 2021

5:30pm



EAA Chapter 1345 Meeting Agenda

December 8, 2021
5:30pm



In Person Meeting & Holiday Potluck Gathering Bend Builders Assist Hangar

5:30 – 6:30

Social hour and appetizers (time to set up the food, give aways, and socialize)

6:00 – 6:30

Recognition of past officers and installation of new officers

6:30 – 7:30

Eat; Year in Review slide show

Sign up for your potluck contribution at this link:

<https://www.signupgenius.com/go/60B084BA4A72BA57-eaahigh>

Bring your own beverage

7:30

The Ugliest Sweater Contest – count the votes for the ugly, uglier, and ugliest sweaters (winner gets free EAA chapter dues for 2022!!!)

7:45

Shop the give aways for something you always wanted

8:00

Auction for more valuable items



(Just a warning! Dale is a past winner of ugly sweater contests! The competition will be steep!)



Meeting Minutes November 10, 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, October 13, 2021 at 6:30 pm and was held in person and on Zoom. Burgers and beverages were served.

Attendees

17 people in attendance in person; one person in attendance on Zoom.

Food

Mike Robertson prepared salmon, turkey, beef, or chicken burgers on the grill with side salads. Lynn brought a birthday cake for Dale and we all sang him HAPPY BIRTHDAY!!



Minutes

Holiday Meeting in December

We discussed having the holiday gathering on December 8 at Worthy Brewing using their Hop Mahal room. Everyone present agreed it was a good idea. Lynn will send out an RSVP to get the number of people and choices of entrees. We need a minimum of 40 for it to be affordable.

T-Shirts

All paid members get a t-shirt. Talk to Dale.

Airport Shutdown

The airport will be shutdown for 9 days, then 3 additional days somewhere in August to October, 2022 for runway repaving. People discussed alternate airports for the time Bend is closed, such as Sunriver, Prineville, and Redmond. Questions were raised about whether the runways would be renumbered from 34, 16 to 35, 17 due to changes in magnetic north when the runway work is done. No one recalls that being discussed in the open zoom meeting with the airport manager.

Ray Scholar

Gabriella Favia gave an update on her flying lesson progress. She is doing cross-countries, and has flown into several area airports. She has a new instructor now, which she enjoys.

Preston Garibay, the other Ray Scholar, is on a family trip in Mexico right now.



Kitfox

Most of the tweaks and updates are completed now and the plane will be listed for sale for \$90,000. It was agreed we would list it first (for free) on Craigslist and Facebook to see if any local pilots have an interest. Then it will get listed on Barnstormers.

Nominations Committee

Lynn Anderson, chair of the committee, presented the slate of officer candidates and asked for any nominations from the floor.

Vice President, Chris Wallace; Treasurer, Faye Phillips; Webmaster, Steve Gette; Newsletter Editor, Lynn Anderson.

There were no additional nominations from the floor. The committee will send out a Survey Monkey ballot for the vote to all paid members by email. Please vote by November 19.

Program

Mike Wissing gave an overview of mountain flying. He will be giving a workshop in the spring to all interested members.

Builders Group

Terry Riessen reported that the group is making slow progress. Waiting on RV parts for the RV12 and working on several service bulletins, where some things need to be undone. The Glastar work has also been slow. Currently working on the doors. There is a potential buyer for the Glastar as is, and the chapter needs to decide if it wants to keep working on the plane or sell it to the buyer. The Kitfox tweaks are done. Terry has been bringing in new guests each week to learn about building airplanes and learn about our chapter.

Other Business

Henry Graham brought up the idea of doing another large special event like the Tri-Motor or B-17. We will think about this and talk about it more at a future meeting.

Meeting adjourned at 7:40pm.

Respectfully submitted,

Lynn Anderson for Jeff Stolasz, Secretary



Treasurer's Report

Financial: For Period 01/01/2021 to 11/15/2021 (Year to Date)

| | |
|--------------------|--------------|
| Total Income | \$9,124.00 |
| Total Expenses | \$12,505.53 |
| Net Income (Loss) | (\$3,381.53) |
| Total Cash on Hand | \$16,640.40 |

Nathalie Smith, Treasurer



COMMITTEE/GROUP REPORTS

Program Committee

Program for the December meeting:

- Holiday Gathering!
- Potluck, Ugly Sweater Contest, Holiday Auction/Give Aways
- Recognition of officers, awards for 2021
- Year in Review slide show

Fred Berardo, Program Committee Chair/VP



Builders Group

This month we worked on updating the weight and balance for the Kitfox, some minor work on the Glastar, and continued working on the RV12 service bulletins. Slow month overall!

Dale Anderson, Builder's Group



Flying Club

We've continued to make progress with the flying club. We have insurance lined up, so I think we'll be ready in early 2022.

Thomas Wright, Flying Club President wright.thomas@yahoo.com. 717-724-7139

Scholarship Committee

Gabriella Favia and Preston Garibay each provide a report!



Gabriella Favia

This past month has been a big change for me in flying. My previous flight instructor decided to move on to other things, so I was passed on to a new CFI. The teaching styles of the two are entirely different! At first it felt a bit overwhelming, since I wasn't sure how to adjust to the change. Now, I'm really grateful that I get to have two entirely different perspectives on flying. It helps me learn so much more, and better assess the habits I have. As the weather gets colder, I'm curious to see the differences in flight performance, and how pilots deal with snow and ice.

In spring of this year, I was offered the Ray Flight scholarship through the High Desert Flyers. I was so excited to have an opportunity like this, and started my flight lessons this summer. Since then, I have begun collecting hours and building my VFR skills. I started out learning basic maneuvers, and then moved towards takeoffs and landings, radio communications, cross country flights and ground calculations. Every bit of work I've been able to put into this has been entirely worth it.

I now sit at 30.2 hours of flight time and around 120 takeoffs and landings. I'm very proud of myself looking at those numbers, though I'm aware that it isn't a lot. I've come very far since I first sat down in the left seat, and the air is somewhere that feels safe and welcoming now. Looking into the new year, I'm excited to start collecting solo hours and bettering my radio communication skills. If possible, I also want to look into getting tail wheel hours on my own time! I want to thank Chapter 1345 for the insane amount of support and kindness you all have given me along this journey. Have a good holiday season, and a happy new year!

Submitted by Gabriella Favia



Preston Garibay

My November report/2021 year in review will be pretty short since all of my scheduled flights have been canceled due to weather. I also just received the award in mid-October. I am hopeful that I will be able to fly this month. I have used the time I wasn't flying to work on my ground school. Hopefully, I will be ready to take my written test in a couple of months. At the beginning of the year, or even four months ago, I could only dream of getting my pilot's license, but now I am actually on my way to getting it. I was able to use my EAA membership to visit the museum of flight in Seattle.

Submitted by Preston Garibay



Chapter Membership Report

Don't forget, you get a free EAA High Desert Flyers t-shirt if you are a paid member! Watch for your yearly dues renewal/billing in early January for the 2022 year. For membership form to join EAA Chapter 1345, visit this link: <https://chapters.eaa.org/ea1345/-/media/D03B97422F57403F8E9C0B1BBA44BE5D.ashx>

Best,
Faye Phillips, Membership Chair, EAA Chapter 1345
(C) 541-480-2945
fayephil@gmail.com



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!

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

Young Eagles/Eagles

No report this month



Fly-Out Group

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

Nomination Committee

Results of the election are in! Our new officers are VP Chris Wallace, Treasurer Faye Phillips, Webmaster Steve Gette, and Newsletter Editor Lynn Anderson. Thanks to all who voted!



This month, we feature Miles Lundgren, EAA 1345 member

How did you get started in recreational flying?

I had a college professor at Cal Poly who owned a Mooney and was a pilot. At the end of the quarter, he told the class that if anyone wanted to come on a flight, to let him know! I took him up the offer and had a great time practicing commercial pilot maneuvers at sunset over Avila Beach. After that, I was hooked. I took a discovery flight, loved it, and got my private pilot license flying a Cessna 150 at San Luis Obispo Airport.

What do you love about flying?

I love the convenience and the challenge of flying, but for me the most special part is the views from the air! You can see some views that are only really accessible from general aviation. Of course there are amazing views when you go hiking or fly in an airliner, but nothing beats the view out of a slow and low general aviation aircraft. Some of my favorite views have been Mt. Shasta, the Golden Gate Bridge, Mt. Saint Helens, and Crater Lake. I also love taking and sharing photos of these amazing views.



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

I own a Piper Comanche 180 that I bought just a few months ago. It is my second plane that I have owned. My first plane was a Piper Cherokee 140 that I bought in New Mexico and flew back to California. The Comanche offers some advantages which I have been enjoying quite a lot like room for 4 people, greater speed, IFR avionics, and a "complex" flying experience which I find even more engaging and fun. The Comanche has taken me to some amazing places in the short time I've had it. My friends were amazed that I was able to make it out to Joseph, Oregon in around 90 minutes when it takes almost 7 hours to drive there. I think I will own the



Comanche for a very long time to come. I have not built an airplane yet but one of my aviation dreams is to build a Vans RV10 or similar aircraft one day.



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

On my brother's first ever flight in a plane with me, we flew from San Luis Obispo to Bend. It was a long and slow flight with appreciable headwinds aloft so naturally we were equipped with inflight snacks and refreshments. The funny and memorable moment came as we were directly above the Oroville Dam (we were both curious to see the damaged spillway from the air). He reached for a peach in juice cup that he had pilfered from the Holiday Inn breakfast buffet that morning and opened up the film top. Unfortunately the air pressure difference at 8,500 feet meant he got peach juice all over himself! Luckily he didn't get it in the plane. We both had a good laugh but after that incident I have a list of approved inflight snacks that I bring along...



What is the most interesting place you have ever landed?

I had a great time landing at Friday Harbor in the San Juan Islands last summer. The whole day was a very special day of flying with perfect weather. I took off from Boeing Field in Seattle on one of their VFR departures, getting an amazing view of the Space Needle and downtown. We flew up to Bellingham with a quick detour to the heavily glaciated and beautiful Cascade volcano Mt. Baker. After a quick stop at KBLI we had a short hop to the Friday Harbor

Airport, with amazing views of the San Juans. There are a ton of other cool airports in that area that I want to return to next summer. After that I had a nice trip all the way back to Bend. All in all it was a terrific day of flying (around 7 hours) and it goes to show how capable even a modest plane like a Cherokee 140 can be.



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

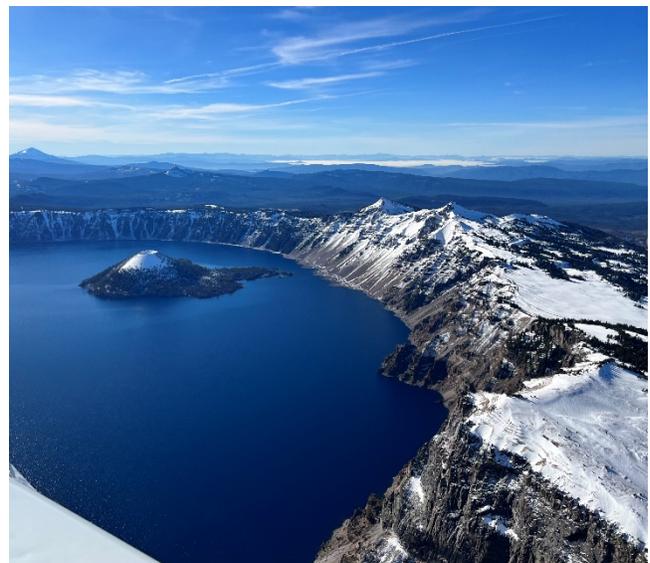
Meet as many people as you can. The most helpful advice I received is that pilots love to talk about planes (some would say they never shut up) and are quite often willing to show you their planes or even take you for a ride! The relationships you build wandering around a ramp or past people's hangars can open new doors and build friendships that will take you far. So don't be a stranger!

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

I love learning about the different types of flying going on at the Bend Airport. I already got a lot of useful information talking to some people from the local soaring community who came to our meeting. Now I know the safe and courteous way to share the pattern with gliders. I also like just meeting new people who are passionate about aviation and hearing interesting stories from people's aviation lives. High Desert Flyers have been very welcoming to me and I hope to be a member for years to come! Thanks everyone!

Anything else you want to share with our membership?

I love to fly with people! If you ever want to split gas in the Comanche and go somewhere fun or trade safety pilot time, please let me know. I fly as often as I can and still have a lot to learn about flying in our beautiful local area. I can't wait to come to more events, meet more people and have more fun with our EAA chapter!





EAA National Free Webinars in December

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



| Date | Time | Title | Presenter(s) |
|---|------------|---|---------------|
| 12/1/21 | 7 p.m. CST | Prop Overhauls Qualifies for FAA WINGS and AMT credit. | Mike Busch |
| <p><i>Most props have a TBO of 2000-2400 hours and 60-72 months, whichever comes first. You'd have to average more than 400 hours/year for the hours to come first. For most of us, the months come first. For a typical GA airplane that flies 100 hours a year, the prop may come due for overhaul in less than 500 hours. Do we have to overhaul our props that often? Does it even make sense to do that? Mike Busch deconstructs these TBOs and offers specific money and downtime saving recommendations.</i></p> | | | |
| 12/2/21 | 7 p.m. CST | EAA Ray Aviation Scholarship – 2022 Update | Chris Gauger |
| <p><i>Since its introduction in 2019, the Ray Aviation Scholarship has helped hundreds of young people become pilots, thanks to the generous support of the Ray Foundation and the hard work of the EAA chapters who administer the program. Join Christopher Gauger from the EAA Chapters staff as he provides an overview of the program as it moves into 2022.</i></p> | | | |
| 12/7/21 | 7 p.m. CDT | Homebuilt Biplane Roundup Homebuilders Webinar Series | Budd Davisson |
| <p><i>Trying to decide which homebuilt biplane to buy or build? This is the webinar for you. Budd Davisson has flown them all and will share his insights into each one. Budd is a regular contributor to Sport Aviation, forum speaker at AirVenture, and transition training instructor for Pitts Specials.</i></p> | | | |
| 12/8/21 | 7 p.m. CST | The Truth About Stalls Qualifies for FAA WINGS credit. | Tom Turner |
| <p><i>A lot of what we know, and what we teach and evaluate about stalls, doesn't mesh with the actual Loss of Control Inflight (LOC-I) accident record. Join Tom Turner from the American Bonanza Society Air Safety Foundation to investigate what we can learn from the NTSB record that will help us train and practice to avoid real-world stall scenarios.</i></p> | | | |

12/14/21 7 p.m. CST **The History of EAA's B-25 Museum Webinar Series** Chris Henry and Ben Page

EAA's B-25 Berlin Express has led an incredible life. Originally built for war, this aircraft soldiered on to become an executive aircraft, transport, movie star, and eventually flying museum piece. Join Chris Henry and Ben Page from the EAA Aviation Museum as they discuss the history of this incredible aircraft.

12/15/21 7 p.m. CST **Flying Clubs – Growing Participation in Aviation** Timm Bogenhagen

EAA's initiative to support the formation of flying clubs by the members of EAA's chapter network continues to grow, and Timm Bogenhagen from the EAA will help you learn the ins and outs of forming a separate nonprofit flying club at your local airport!

1/5/22 7 p.m. CST **Balky Alternator Qualifies for FAA WINGS and AMT credit.** Mike Busch

Maintenance expert Mike Busch describes how he dealt with an intermittent alternator failure on his airplane, how he was able to troubleshoot the problem and then resolve it quickly and economically. Mike's tale offers some lessons that apply to a wide range of intermittent aircraft problems, and demonstrates why aircraft owners may be in a much better position to troubleshoot such problems than their mechanics.

EAA Webinars sponsored by



[View Webinar Video Archives](#)

From the Oregon Aviation Historical Association:

Plan Ahead for 2022 Events at OAHS!

**For more fun,
be sure to see
these
upcoming
events at
OAHS!**



**Mark your calendar for
Saturday, April 9, 2022!**

**Attend the OAHS Annual
Membership Meeting and
remember to vote for
your OAHS Board
Representatives.**

MAY 2022

Saturday, 5th: Pancake breakfast- First open Saturday!
(Free Admission for children under 12 years) \$6 each--"All-You-Can Eat"

JUNE 2022

Saturday, 4th: 8:00-12:00, Pancake Breakfast
(Free Admission for children under 12 years) \$6 each--"All-You-Can Eat"

Saturday, 25th: 10:00-4:00 Ninth Annual Wings & Wheels Event (Begun 2013)

An annual celebration of all wheeled modes of transportation! Vintage Aircraft, Automobiles, Motorcycles, Bicycles and More will grace the Cottage Grove Airport for an entire day of Family Fun!
\$5.00 Admission (Free Admission for children 12 years and younger) --Lunch served

JULY 2022

Saturday, July 2nd: 8:00-12:00 Pancake Breakfast
(Free Admission for children under 12 years) \$6 each--"All-You-Can Eat"

AUGUST 2022

Aug 6: 44th Annual Jim Wright Memorial Stearman Fly-In & Pancake Breakfast (Begun 1978)

10:00-4:00, Living History in Action! Join us as we welcome Stearman pilots from all over the west coast for the 44th Annual gathering of these WWII trainer biplanes! Throughout this event we will be honoring the life and memory of local aviator Jim Wright -- a long-time supporter of OAHS and an advocate for experimental aviation.

SEPTEMBER 2022

Saturday 3: The Great Oregon Homebuilt Festival & Pancake Breakfast

(Free Admission for children under 12 years) \$6 each--"All-You-Can Eat"

10:00-4:00, Participation & attendance for this event is **FREE** and we welcome any and all experimental aircraft to join us for this fun celebration of all things homebuilt!!



Thoughts on Maintenance

By Mike Rhodes, EAA Chapter 1345 member

Hard to believe my RV-9A has been flying 12 years now. Maintenance wise it has been pretty flawless. During last month's Conditional Inspection I removed the wheels and added a 3rd party retrofit jackscrew to the axel mount to make jacking up the wheel easy. This required removing the entire brake assembly from the axel.

Two unexpected things happened. After about 10 min of hanging freely, the brake puck migrated out of the assembly and puked brake fluid all over the floor as it gravity drained! So be sure to ty-wrap over that puck so it doesn't come out on you!

The second thing, in moving the brake line around to remove the axle nuts, the brake line itself started weeping brake fluid through a worn thin spot on the tubing! What had happened was where the line came out from under strut fairing, it had been rubbing on the edge of the fiberglass fairing. It was obviously imminent of failing and just the minor movement of the tubing caused it to break through the wall. Wow, this could have been really bad!

My fix was to replace the tube with new, added a piece of tygon tubing over the AI tubing for chafing barrier and adjusted the tube routing so it doesn't contact the fairing.

Moral of the story is, time takes its toll... look at things with a critical, suspicious eye when you do those inspections.



All Plugged Up

By Mike Rhodes, EAA Chapter 1345 member

It's been about 6 months since I got my Citabria and was able to arrange an Owner Assist Annual Inspection at my hangar last week. I had taken everything apart on the plane, including pulling spark plugs, drained the oil, inspected / cleaned the oil screen etc. The A&P asked if I had done a resistance test on the spark plugs. I had to admit I didn't have a tester and wasn't familiar with the test. I always kind of figured if the plug tips weren't too oblong, they gapped and cleaned up OK and the engine passed a mag check, they were good to go.

The A&P pointed out if the resistance is too high on the plugs it puts an undue stress on the mags. He checked some of the plugs and said the resistance was too high and I should replace them. I thought wow. He recommended using Tempest plugs over Champion as his experience is they are less expensive and seem to be more durable.

Sooo..... I ordered my own spark plug tester from Aircraft Spruce, which arrived a couple days ago. I proceeded to check all 8 plugs and every one failed the resistance test... WOW! Just to make sure the tester was working right, I tested a new plug and it got a green light. VERY interesting!!

Moral of the story.... invest the \$140 in a plug tester and get plugged up!



TEMPEST AT5K RESISTANCE TESTER

★★★★★ 6 Reviews | 3 Answered Questions

\$139.95/Each

Part# C
MFR M
✓ In
Expect

Quantity

1

Add to Cart

[Add to Wishlist](#)

Summer Flying in Oregon

By John Moeckel, EAA Chapter 1345 member

It may be winter in Central Oregon, but it is always good to plan ahead to summer! At the end of this newsletter, John Moeckel shares a story he published in the Piper Flyer. Enjoy and dream about summer!



Out and About

Submitted by Tom Wright, EAA Chapter member

Up and around Mt Jefferson Monday. Highest I've been in the Cessna. Wee bit chilly up there. Coffee and a donut got me home.

Due to the high pressure dome on Monday, the winds a lot at FL140 were negligible. I trimmed the plane and it was very calm.



Fly Out to Burns Airport, Burns, Oregon on November 19, 2021

Contributed by Gary Miller

Five planes flew to Burns Municipal Airport (KBNO) for the CO-OPA monthly Fly-out. Perfect weather, clear, smooth, not too cold.

In Burns we took two crew cars (keys on the hook) into town to R.J.s for lunch. They warned us it would take 45 minutes to get food, but it took 90 minutes. Which gave us a lot of time for the usual pilot chatter and coffee.

Gary E. Miller with Don Wilfong in a T210, Fred Berardo in his Grumman, Miles Lundgren in his new (to him) Cherokee with two friends.

RGDS
GARY

Sectional chart



Airport distance calculator

From [KBDN](#)-Bend Municipal Airport
To KBNO-Burns Municipal Airport

101.7 nautical miles ESE
Initial true course: 106

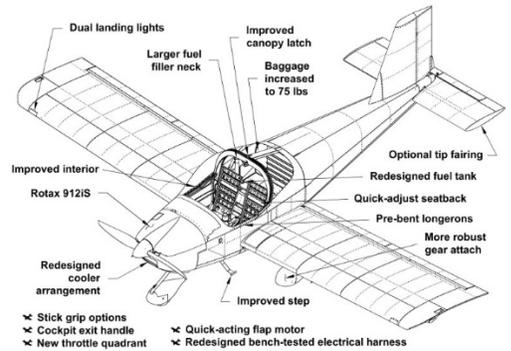




Builder's Group



More work on the service bulletins

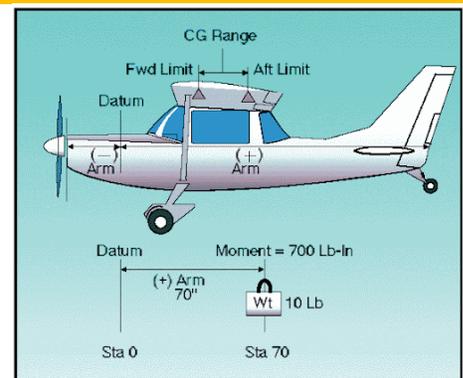


Weight and balance recalculated and updated

Fuel analysis done

Ready to sell!!!

Now listed on Craigslist Bend under Aviation



Continue with minor work

Will probably sell the Glastar unfinished to a motivated buyer! More at the meeting.

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



If you do gather with others, take steps to protect everyone:

- Talk with guests ahead of time about the precautions everyone should be taking.
- Limit the number of people who get together.
- Wear a mask with multiple layers that completely covers your nose and mouth.
- Keep six feet between people who don't live together.
- Gather and eat outside. If you must be inside, open window to improve ventilation.
- Have guests bring their own food rather than sharing dishes and utensils.
- Frequently clean and disinfect items and surfaces touched by multiple people.

Omicron: What to know about this new variant

1 Viruses like SARS-CoV-2, the virus that causes COVID-19, **mutate or change constantly.**

2 All over the world, **scientists are studying** the Omicron variant.

3 **We know how to protect ourselves and others** against infection: Get vaccinated (and if you're eligible, a booster), wear a mask in indoor public settings or outdoor crowded settings, keep physical distance and wash hands frequently.

4 **Oregon Health Authority** is monitoring Omicron closely.

5 As we learn more, **we will share information** on how you can best protect yourself and keep your loved ones and your community safe.



2021 CHAPTER BOARD

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

Happy Holidays!



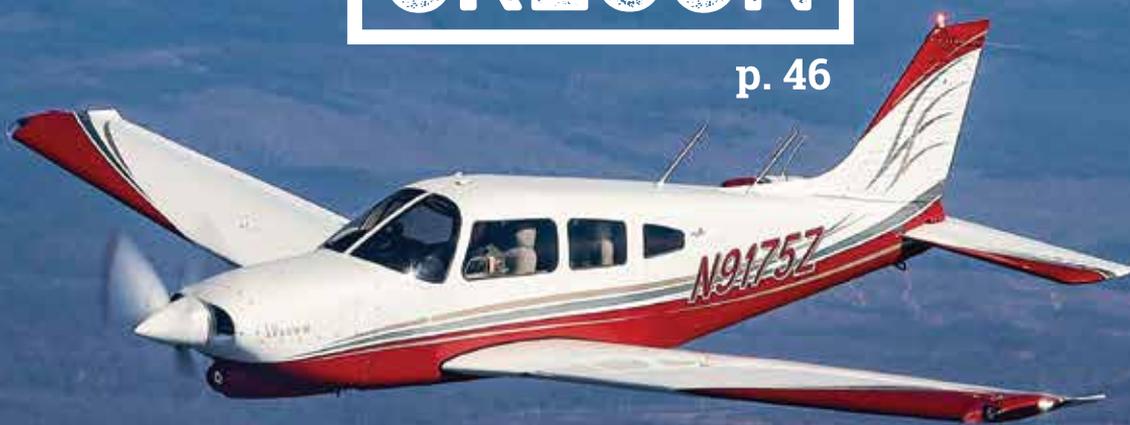
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SUMMER FLYING IN OREGON

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Gives Back**
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**Comanche
Landing Gear,
Part 5**
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SUMMER FLYING IN OREGON



JOHN MOECKEL shares his favorite flights across Oregon's varied landscapes.



It's summer, and I once again flew my plane back to Bend, Oregon, from Venice, Florida. It was another easy three-day trip: seven hours the first day, six hours the second, and just over four hours the day I arrived.

I spent the first night in Abilene, Texas, and the second in Cedar City, Utah, having been in the clouds for no more than 10 minutes the entire trip. One day earlier or later, and the trip would have had a lot of IFR and probably moments of sheer terror.

Utah and Nevada always resemble a moonscape to me; nothing but mountains, valleys and an occasional town or farm. When you hit the "Nearest Airport" button on your iPad, it just says "Are you kidding me?"

I always make sure I have my survival kit packed in case I need it, and I also always fly either IFR or use flight following, so someone always knows where I am. My new Garmin GFC 500 autopilot did most of the flying.

Flying in Central Oregon

I fly out of Bend Municipal Airport (KBDN), where I rent a hangar each summer. I am very fortunate to have a friend who knew of one I could rent. It is a new, upscale, 60-by-70-foot hangar, and the owner has a helicopter, so there is plenty of room. I feel like I'm in a rich-and-famous hangar!

We have been very lucky in the Bend area in years past, as there are normally very few smoky days. This year, there have been a significant number of fires throughout the state and other nearby states. As the summer wears on, there have been more smoky days. Other areas of Oregon, such as Klamath Falls, have had a very smoky summer, due to too many dry lightning storms and careless campers, a lot of very dry fuel, along with extreme drought conditions.

Flying in Central Oregon during the summer is normally beautiful, with vast stretches of clear blue skies punctuated with occasional fluffy white clouds. To the west are the Cascade Mountains, including the Three Sisters, Mount Bachelor,

Mount Jefferson, and Mount Washington, to name a few. Almost 100 miles to the north, Mount Hood is visible most of the time. All are snowcapped all year, although this year's hot temperatures are causing the snow to disappear faster than normal. To the east there are other peaks, the most notable of which are the Strawberry Mountains.

There is one commercial airport in Central Oregon, Redmond Municipal Airport (KRDM), about 20 minutes north of Bend in the town of Redmond. There are smaller airports nearby in Prineville (Prineville Airport, S39), Sunriver (Sunriver Airport, S21), and Madras (Madras Municipal Airport, S33), and a few other fun ones I'll discuss later. All have instrument approaches, so it is easy to stay IFR current.

The air here is very busy. There is extensive flight training, including lots of overseas flight students who are also learning English; helicopter training; sailplanes; and commercial aircraft all dot the valley-like area here. Keeping your eyes outside—with an occasional look at ADS-B—keeps metal from banging into metal.

My home field

Bend Municipal Airport is a very busy uncontrolled field. I wouldn't be surprised if we get a tower within the next five years. We have a new airport manager, Tracy Williams. She has been a breath of fresh air and is doing a wonderful job for our ever-growing airport. *(The airport has recently been accepted as a candidate for the FAA Contract Tower program. The City of Bend expects approval for the tower in the spring of 2022, with construction beginning shortly thereafter. —Ed.)*

There is a restaurant, CJ's, which is under new ownership in the terminal building. The restaurant has changed hands a few times, and the new incarnation is promising. I have had great lunches there several times. I haven't had breakfast there yet; however, it is on my bucket list.

There are a several aircraft services in Central Oregon that make it easy to keep flying recreationally. At Bend Airport, Steve Hansen owns Bend Aircraft. They are maintenance pros, and fix the problems

that inadvertently show up each summer on my airplane. I recently had a valve and lifter issue on cylinder No. 5; they fixed it and my plane was back in the air a week later, despite their huge workload.

Last summer, I didn't fly my plane out due to COVID-19. One of their flight instructors checked me out in one of their nicely equipped 172s, and I was able to stay current flying many of their 172s throughout the summer.

Leading Edge Aviation is my preferred avionics shop in Bend. They have a very knowledgeable staff. Chris Gonzales, Avionics Shop Manager, and Kelli Carson, Maintenance Administrator, are fantastic to work with. My new Garmin GFC 500 autopilot had a roll servo problem. It was covered under warranty, and I was aloft again in a very reasonable timeframe.

Leading Edge also offers helicopter flight training and is a leader in that training in the Pacific Northwest. They offer mountain flying training, including meteorology, terrain, and developing the pilot skills required to operate safely in mountainous conditions. Since the Cascade Mountains are nearby, they can offer real-world applications of ridgeline, pinnacle, confined area, and high density altitude operations. If you want to become a helicopter pilot in a mountainous area, this is the place to do it.

Other Bend-based aviation businesses are: Epic Aircraft, Electronics International (flight instruments, for which I have several in my plane), Bend Builders Assist owned by Mike Robertson (helping build experimentals, mostly Vans RVs), and Mountain High Oxygen Systems.

Oregon airports

Oregon has 28 state-owned public airports, and I've been to quite a few of them. Many Oregon airports are located in remote locations in the mountains or on the coast, and are a challenge as they have short/narrow runways. Be ready to execute a go-around! Here are a few of my favorites.

Cottage Grove State Airport (61S)

This airport, on the west side of the Cascade Mountains, sports a 3,166 by 60-foot runway tucked between some pretty

Flying in Central Oregon during the summer is normally beautiful, with vast stretches of clear blue skies punctuated with occasional fluffy white clouds.





Kathy Murch



big hills. It's a fun town to explore and have lunch, and there's a courtesy car to take you there.

Buster Keaton's masterpiece (and one of the greatest silent movies of all time) was filmed in the Cottage Grove area in the summer of 1926. "The General" is a Civil War tale; the fictionalized account of an attempted hijacking by Union spies of a Confederate train called *The General* in 1862. There is a mural of Buster on the side of a business downtown. Close by is Buster's Main Street Cafe and Bottle Shoppe, which offers 541 flavors of soft drinks, 50 of which are root beer. I think I got a little carried away and bought about six six-packs of root beer; not one bottle the same.

Editor's note: If you are visiting Cottage Grove, stop in at The Oregon Aviation Historical Society. You can taxi up and park next to the museum. It houses several restored aircraft from aviation's Golden Age. The museum is open from 10 a.m. to 4 p.m. Tuesday through Friday.

OREGON CIVIL AIR PATROL

The Civil Air Patrol's busiest search-and-rescue season occurs during the summer, when more people are out enjoying beautiful Central Oregon. Civil Air Patrol (CAP) volunteers are always elated when they can reunite lost explorers, safe and sound, with their loved ones.

The Central Oregon High Desert Composite Squadron has 17 cadets ages 12 to 18, and 26 senior members over the age of 18. The aircraft they fly on their missions is a six-seat Cessna 206.

The Squadron's missions morph as needs change. They have been tasked by government organizations to fly over areas devastated by wildfire (after the firefighting airplanes are done with their jobs, of course!) and take photos to help them assess the extent of damage and plan how best to respond.

One of their more enjoyable missions is helping the Air National Guard (ANG) pilots train for Homeland Security missions. The CAP pilots get to play the part of an aircraft in a no-fly zone (TFR). The ANG pilots locate them and escort them out of the area. This keeps the ANG pilots razor-sharp for the eventuality of a real invader.

For more information about the Civil Air Patrol, go to gocivilairpatrol.com (national website) or go to <https://orwg.cap.gov/squadrons/high-desert-composite-squadron> for the Central Oregon Squadron. The local Bend, Oregon, contact is Faye Phillips (faye.phillips@orwgcap.org).



Crater Lake-Klamath Regional Airport (KLMT)

The flight from Bend to Crater Lake-Klamath Regional Airport provides views of many mountains, including the Paulina Mountains. Flying over those mountains above 10,000 feet gives you the view of two very large, blue lakes located in Newberry Caldera, and huge lava flows. Sometimes, you might think you see dinosaurs walking around down there, as it really looks that prehistoric. Another sight is Crater Lake; we'll talk about it later in this article.

One of the reasons to fly to this airport is the restaurant in the terminal building. They have the best blueberry pancakes on the planet. Complement the blueberry pancakes with eggs, bacon, a cup of maple syrup, and then make an appointment with your cardiologist!

In addition, KLMT is a joint civilian/military airport with an Air National Guard wing, operating F-15s. During breakfast there's often an impromptu F-15 airshow with the jets landing and taking off. It does sometimes make coming into and leaving the airport a challenge. You



might get an overwhelming feeling that you are in their gunsights. When taxiing in or leaving the airport, make sure you do not taxi into the military ramp. They will make you stop and get out of your plane, with M16s trained on you. This happened to a friend of mine several years ago at night!

Madras Municipal Airport (S33)

At Madras Airport every Sunday morning, a large group of pilots shows up for coffee and doughnuts. Over breakfast, we have solved all the aviation problems that exist; however, those ideas never leave the airport. Go figure?

Madras Airport has much more to offer than just coffee and banter. Each late August they have an airshow called "Airshow of the Cascades." It is a fairly large airshow and fly-in, including many performers like a Boeing B-17 Flying Fortress, North American P-51 Mustang, the Golden Knights Skydiving Team, and many other aircraft. Several vendors also attend. It is quite an event and well-planned!

The Erickson Aircraft Collection is located on the field and has a B-17, P-51, Consolidated PBV Catalina, Vought F4U Corsair, Lockheed P-38 Lightning, North American P-47 Thunderbolt, North American B-25 Mitchell, Douglas A-26 Invader, Messerschmitt Bf 109, North American F6F Hellcat, and many other vintage aircraft. And almost all of them fly. They also offer rides in several of their planes. It is quite an experience to visit the facility.

Editor's note: Call or email the Collection to find out when they plan to be flying. They typically fly at least one day a week, and often make trips to surrounding airports.

There is also a skydiving operation on the field called Skydive Awesome! They offer tandem jumps and have skydivers from all over the world jump there. The staff there are extremely qualified and have thousands of jumps and over 35 years of combined experience. The mountain views while skydiving are mesmerizing. Just don't forget to pull that ripcord.

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Crater Lake.

Oregon, is another one of my favorite airports to fly into. It is located very close to the Columbia River, tucked amongst big hills. Mount Hood—snow-covered all year—is not very far away and stands out impressively. The Western Antique Aeroplane & Automobile Museum (WAAAM) is located on the field, and has a very large collection of airplanes, automobiles, snowmobiles, and other unique items. Most all still operate and are used most weekends.

Each September, there is a fly-in fundraiser for the museum. Hundreds of airplanes fly in to airplane camp. My favorite thing to do is walk over to the west side of the field, to a very little restaurant, and have the biggest, juiciest cheeseburger on the planet! You have to put several napkins under both elbows to catch the grease running down your arms. It's kind of mainlining straight through to your arteries. Just make another appointment with your cardiologist soon thereafter. Yum!

Christmas Valley Airport (62S)

This is another great destination airport for breakfast. It is about 58 nm southeast of Bend, in the high desert, also known as the Oregon Outback. There are no services at the airport; however, there are hangars there. You have to walk about a mile to town to the Farmhouse Café, which has a great blueberry pancake breakfast. As you are walking, inevitably a pickup truck will speed by, turn around, and ask where you are headed. We say the restaurant. They then say, "Hop in, because nobody walks in Christmas Valley." Great hospitality!

Eastern Oregon airports

There are so many neat airports in Eastern Oregon, many tucked away in the mountains. If you want to explore those airports, go and shoot practice instrument approaches, then go into their towns. My pilot friend, Richard Oberdofer, who understands mountain flying, acted as my safety pilot when I last flew out there. After shooting these approaches into several of those airports, it made me a better mountain flyer, and gave me more confidence in that environment. The majority of my flying experience is in non-mountainous areas like Florida. There's a major difference!

Field trips around Oregon

Every airport in Oregon delivers a delightful feast for the senses at your chosen destination. There are coastal towns, mountain towns, wine regions, and more. Here are a few of my other favorites:

The Oregon Coast is probably one the most beautiful coastlines on the planet. Of course, the coastline is rugged, and the airports have narrow/short runways. I don't know if it's the beauty that takes your breath away or the actual landings; take your pick. There are always lots of low clouds and it can be very windy at times. One of my favorites is Newport Municipal Airport (KONP). Its longest runway is 5,398 feet long. That's respectable, but be ready to do a go around. It's a short hop into town, and Newport is a town that is fun to explore.

Editor's note: A more extensive look at flying on the Oregon Coast can be found in "Oregon Coast: Choose Your Adventure,"



by Scott Kinney, which appeared in the September 2018 issue of Piper Flyer.

From Bend, I can fly about 96 miles over the Cascade Mountains to go to Salem Municipal Airport (KSLE), also called McNary Field, in the state capitol. Despite the short distance, the flight feels like it is kind of straight up and straight down. Bend is at 3,500 feet msl, so I ascend to 11,500 feet for a short time, then drop down to 200 feet msl at Salem. It's great to have a turbocharged airplane out here!

While visiting that airport, you should have lunch at the Flight Deck Restaurant and lounge on the field. The restaurant has one of the best \$100 airport hamburgers in the state. It is probably wise to skip the lounge if you are the pilot. If you are a wine connoisseur, Salem is a hop, skip or jump to Oregon's Wine Country. Plan to spend the night if you taste too much!

Another one of my favorite places to go is the Garmin avionics center at the Salem airport, where they have an invitation-only open house each summer (except for 2020 and 2021 because of COVID-19). Wayne McGhee, Garmin's Regional Sales Manager, first walked in the front door of the facility in January 1987, when the facility was operated by Apollo, a manufacturer of LORAN systems. Apollo was owned by United Parcel Service and was also called UPS Aviation Technologies, or UPSAT. Garmin acquired UPSAT in 2003, and literally tripled the size of the facility. This facility is where most of Garmin's retrofit products are developed.

Garmin also opened a call center at this facility. If you have a non-aviation Garmin product and call for help, it may be one of those product specialists you'll talk to. Most of this facility is dedicated to developing aviation products, which takes many engineering disciplines.

About 75 nm south of Bend is Crater Lake and Crater Lake National Park. It is the deepest lake in the U.S. at 1,949 feet and is one of the most pristine lakes on earth. It is fed only by rainwater and snow-melt. The deep blue hue is mesmerizing. If you drive there, be prepared to spend at least a day driving around the lake and exploring all the overlooks and hiking trails. The road is 33 miles around the lake. *Do not*, I repeat, *do not* get too close to the

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RESOURCES

OREGON AIRPORTS

Bend Municipal Airport (KBDN)

bendoregon.gov/government/departments/economic-development/bend-airport

Christmas Valley Airport (62S)

airnav.com/airport/62s

Cottage Grove State Airport (61S)

oregon.gov/aviation/Airports/Pages/AIRPORTS/61S.aspx

Crater Lake-Klamath Regional Airport (KLMT)

klamathfalls.city/155/Airport

Ken Jernstedt Airfield (4S2)

portofhoodriver.com/airport/

Madras Municipal Airport (S33)

airnav.com/airport/s33

Newport Municipal Airport (KONP)

newportoregon.gov/dept/onp/

Salem Municipal Airport (KSLE)

cityofsalem.net/airport

BEND AIRPORT BUSINESSES

Bend Aircraft

bendaircraft.com

Leading Edge Aviation

flyleadingedge.com

ATTRACTIONS

Buster's Main Street Café

bustersmsc.com

Crater Lake National Park

nps.gov/crla/index.htm

Erickson Aircraft Collection

ericksoncollection.com

Oregon Aviation Historical Society

oregonaviation.org

Skydive Awesome!

skydiveawesome.com

Western Antique Aeroplane and Automobile Museum (WAAAM)

waaamuseum.org

edges of the overlooks. There are no guardrails and it is 1,000 feet straight down. If you survived the fall, you would probably drown in the lake. That could ruin your whole weekend.

The best place for lunch in the park is the Crater Lake Lodge. Students from all over the world wait on you, and the view from the lodge is spectacular. They also have the History of Crater Lake Museum, which is very interesting.

Flying over the lake is spellbinding. The view from 12,500 feet gives you the best overall view, and a panoramic view of the Cascade Mountains. Wizard Island is the most prominent feature in the lake itself.

Flight organizations in Oregon

There is a robust Young Eagles program here in Central Oregon. Sponsored by the Experimental Aircraft Association, we take young people between ages 8 and 17 for their first airplane ride. This is done with the hope they will someday earn their pilot certificate, and maybe fly commercially.

Over the last 25 years, more than 2 million youngsters have participated in the program. Recently, I took up a Young Eagle, age 10, and she said she had never ridden in an airplane or even touched one. I exclaimed, "Well, young lady, you're getting ready to do both!" She was so excited to touch the plane, and especially to fly in it.

The Eagle program is another EAA mentoring program designed to support interest in aviation for adults aged 18 and older. Basically, you take them up to demonstrate all aspects of earning their pilot certificate. You become their advocate and stay with them as they take their flying lessons from a CFI. I'm mentoring Shyla Monen, who works the front desk at Leading Edge Aviation, and is very gung-ho about flying! Her enthusiasm and energy toward flying is inspirational, and it is fun to see her hone her skills.

My thanks go out to Dale Anderson, President of EAA Chapter 1345, here in Bend and Chuck Rosenfeld, retired Army Major General, who is the lead

coordinator of the Young Eagles program in this area.

Oregon weather

Crazy Oregon weather! Flight weather forecasting in Central Oregon, near to the mountains, is at times not very accurate. Conditions can quickly become very turbulent and downright scary. Beware of the flying forecast and watch the cloud formations.

Lenticular clouds indicate great instability in that layer of the atmosphere, and form in areas of mountain waves. Like ocean waves, these waves of air bouncing over the mountains are anything but stable. It makes sense that it would be a rough ride. Better to stay on the ground while watching their beauty.

Over and out

I have only touched on a few of the many flying adventures that await you in Oregon. It's always sad to say goodbye to summer flying out here. However, we are not winter people. We get 300 days of sunshine here in Central Oregon, and 300 days of sunshine back in Florida each year. That is roughly 600 days a year! It's a great life and we really enjoy both places.

I would like to thank Judy Heck for her mentoring and helping me articulate this article. I would also like to thank my friends Evan Julber for flying his Beechcraft A-36 Bonanza while Kathy Murch took air-to-air pictures of my plane. Great job! A big thank you also goes out to Paul Hollowell for flying his Turbo Cessna 182 and to Paul Bertorelli for taking the air-to-air pictures for my article about my Turbo Arrow, "An Arrow Like No Other," in the March 2021 edition of *Piper Flyer*.

Happy, safe flying, and do explore Oregon summer flying, but please don't tell anybody about how nice the Bend, Oregon, area is; we need to keep it a secret!

John Moeckel started in aviation as a skydiver when he was 17 and made 89 jumps. He earned his private license in 1976, and later multi-engine commercial, instrument ratings. He has accumulated over 3,000 hours and has owned six different piston single-engine airplanes. He is checked out in Cirrus and Columbia aircraft. Send questions and comments to editor@piperflyer.org.

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