



High Desert Flyers

Chapter 1345 Bend, Oregon

Our Monthly Newsletter for March, 2022

MEETING AGENDA CHAPTER 1345

March 9, 2022
6:30 PM

In person meeting at Bend Builders Assist Hangar
There will be no online Zoom meeting

Announcements:

- President's Welcome and Updates
- Our chapter is evolving. In order to “be all we can be”, we need members to step up and volunteer to help with program direction, Ray Scholarship, newsletter publication, and various committee support. If you enjoy being part of this club, please consider helping us to keep it afloat.
- OK folks, it's already March and we have several members that have not paid their 2022 dues. Please consider payment at the next meeting, cash or check. You can also mail your payment to our mailbox at High Desert Flyers PO Box 6732, Bend, OR 97706 Thank You!

Program:

- Jay Bunning, chief instructor at Leading Edge, will have a presentation on helicopter training in Bend. He'll talk about their students, the school, and how they operate in the BDN traffic pattern. Bring your questions!

Committee Reports and Updates:

- Committee Updates below

Let's Eat!:

- As always, fresh BBQ hamburgers and hot dogs will be cooked and served by Mike Robertson. A donation of \$5.00 is greatly appreciated. "Dinner service" begins at 6 PM. Drinks also available.

Out and about:

- Oregon Pilot Association members are usually on-site to answer questions about the monthly fly-outs. Read about Gary and the gang in the February Fly-Out Group adventure below.

Around the Pattern:

- This month's commentary from our local BDN airport manager Tracy Williams answers your questions regarding the future of BDN airport, improvements and/or construction, and current operations. See her report below.

Next Meeting:

- **Wednesday, April 13, 2022 6:30 PM**

Secretary's Report

EAA Chapter 1345 Monthly meeting minutes
February 9, 2022

Mike kicked us off at 6:40PM.

This month's guest speaker was Tracy Williams, Bend Airport Manager. Tracy went through her background as an airport executive for the last 32 years spanning the US Armed Forces, California, Nevada, Tennessee, Bend Oregon.

Tracy covered the following topics:

- Airport master plan – Now completed
- Capital improvements
- 2022 – Obstruction Removal (trees) As a result of the trees straight in GPS approaches have been prohibited
- Pavement Conditions RWY 16/34 summer/Fall, LED signage upgrades,
- Temporary airport closure
- 2023 – New Hangers opening by private development – Jet Hanger. Studies ongoing
- 2024 – ATCT planning/construction, \$7.5M project
- Roundabout at Powell butte and Butler market for airport entrance
- 2025 – ATCT – Operational Readiness inspection, MITL on Taxiways A & B
- 2026 – HOA/FBO development/FBO development, fuel services operational
- 2027 – Pavement west ramp rehab
- Fly Friendly Program

Bend is the third busiest airport in Oregon but the only one of the top 5 without an air traffic control tower.

Tracy showed some screenshots that local residents sent her of unauthorized, erratic, and annoying traffic patterns by some pilots. Note that there are apps to track you and your flight. Please pay attention to the pattern procedures.

Also discussed:

- Airport Web cams – Pending but there are legal issues
- Wildlife Hazards
- Questions, and comments

Tracy reiterated, please close your flight plan so she doesn't have to come to the airport in the middle of the night to check on your aircraft.

This month's meeting attendees took turns doing personnel introductions.

Flying club update:

Tom Wright gave us an update on the flying club. There is an airplane identified, a Cessna 172/M. The flying club formation paperwork has been filed with the State. The club bylaws are written. Paperwork has been filed with the Federal Government in November filing as a

nonprofit 501(c) 7. If the application is approved we should have the green light to operate by the next meeting. Soon Tom will be in a position to have a meeting for all interested parties.

Steve did a website update

Meeting adjourned at 8:02

Respectfully submitted,
Jeff Stolasz
EAA Chapter 1345 Chapter Secretary

Treasurer's Report

- I'm currently traveling out of town and do not have access to our account. Will post details when I return. Don't worry, we're still solvent!

Faye Phillips, Treasurer

COMMITTEE/GROUP REPORTS

Program Committee

- This month's program is scheduled for Jay Bunning, chief instructor at Leading Edge Aviation center. His presentation will be on helicopter training in Bend. He'll talk about their students, the school, and how they operate in the BDN traffic pattern. Should be very interesting.

Chris Wallace, Program Committee Chair/VP

Builders Group

- Terry has agreed to finishing the RV12 asap in order to prepare it for sale.
- Mike Robertson will soon put the Kit Fox for sale on Barnstormers. Still working on a decision about disposition of the Glastar.

Terry Riessen, Builder's Group

Scholarship Committee

- Our two Ray Scholarship award recipients Gabriella Favia and Preston Garibay continue on their flight training journey. Congratulations on their progress thus far. It looks like they had another busy month and you can read about their progress in their own words below:

Gabriella:

This week I got to do something I didn't expect to do until after I got my private pilots; I got to have a passenger! My dad joined me on a frigid morning to meet my flight instructor after the two were talking about some future plans for me over the phone. After greeting each other in person, my flight instructor asked my dad if he'd like to fly with us. I got to explain the preflight to my dad, and reviewed weight and balance to make sure we were good to take off. My dad accompanied me in the back seat as we did maneuvers and flew into Redmond for some practice communicating with the tower. It was a nice experience to have someone else in the plane, especially since it helps you get accustomed to the weight differences you face with more passengers.



Preston:

First solo in the books! I flew out to Sunriver made three laps around the pattern with my instructor then he told me to do a full stop on the next one and take him to the ramp. When he got out I was pretty nervous but also really excited. I taxied out to the end of the runway and just sat there for a second I took a deep breath made my call and took off. When I got off the ground I was surprised with how the plane feels different when my instructor is not there. My first landings were not the best that I have ever done but my last one was almost perfect. Soloing was awesome and it was a huge confidence builder for me, I cannot wait to do it again. Over the next couple of weeks, I will be doing similar solo flights at Sunriver and Prineville to build my confidence. Then I will start working toward my first solo cross country. As of now I am at about 30 hours. After every flight, I fall more and more in love with aviation and I can't wait to get back in the air.



Chapter Membership Report

- If you have not yet paid your 2022 club dues **PLEASE** submit a check to me via our club postal address or you may pay with a check or cash at the monthly meeting.
- **DUES:** \$25 for individual membership \$40 for family membership.

Make checks out to: EAA Chapter 1345

Mail to: PO Box 6732 Bend, OR 97706

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

Young Eagles/Eagles

- We continue to plan for outings this spring and summer. More up-to-date info will be coming soon as we lock-in the dates and expected member support. A tentative day for the first event is likely on June 18 and a second sometime in August. Don't forget, we need volunteers to help in making this a success. Please help out!

Miles Lundgren, Young Eagles/Eagles Coordinator

Fly-Out Group

The CO-OPA Fly-out for January had been planned for Hood River, Jernstedt Airport (4S2). But fog that lingered until the afternoon nixed that. But we got lucky for February, well not so lucky as we expected.

Five airplanes, from Bend, Prineville and Cline Falls made the trip, joining up in the air. Pilots Gary Miller, Forrest Seal, John Foster, Joel Haynes, and Ken Fayal made the trip. With two passengers.

The forecast was good, partly cloudy, high temperatures around 50, and winds around 10 knots. Oh, by the way, gusts to 23 knots from the West.

We are received a practical demonstration of the gust effects crossing over the ridge into the Hood River valley, at different points. There was more than a little chop. No complaints of sudden altitudes shifts, or potential loss of control, but we all got beat around enough to keep our seat belts tight, and a firm grip on the yoke. Luckily the wind was mostly right down runway 25, so landings not a real problem.

Shaken, but not stirred, and safely on the ground, we headed to The Twin Peaks Cafe. It is just West of the airport boundary, and a pleasant walk. Food was a bit slow in coming, the new normal, but worth the wait. The delay gave us plenty of time to discuss the things that pilots discuss while bloviating.

Heading on the way back, all the pilots headed East towards The Dalles, to avoid the wind over the ridges. Once past the ridges, it was a nice flight back up the Deschutes River Valley

to Bend.

All in all, a good day was had by all. And we'll know better the next time the 4S2 forecast is for gusts 23 knots.

RGDS
GARY

Around The Pattern...by Tracy Williams

First, thank you EAA, for the warm welcome opportunity to present the State of the Bend Airport Address at your February meeting. While the food was great, the company was even better!

Second, during the Q&A I promised to follow up with an answer a great question: "Why Can't we get a grass strip for gliders at the Bend Airport?"

A grass landing strip for gliders at the Bend Airport (BDN) was previously considered, but not depicted on the 2013 nor the 2022 airport layout plan. The area historically advocated for by proponents of a grass runway for gliders would be between Runway 16/34 and Taxiway Bravo. Although the addition of a grass landing strip is a desirable amenity for glider operators, it is not a good fit based on existing conditions nor forecast of future activity.

The reason is not enough land available for safe separation to allow for simultaneous operations on the existing paved runway and a proposed grass runway. This means that glider landings on a new grass strip would shut down Runway 16/34 during glider operations.

For perspective, North Plains Gliderport, Oregon (1OR4) operates on a 2,000 ft long x 200 ft wide turf Runway 9/27 for its 8 based gliders. At BDN there is less than 1,000 feet between each taxiway connector, so at least two taxiway connectors would need to be demolished to construct a grass landing strip between Runway 16/34 and Taxiway Bravo.

Because millions of dollars were spent to construct these connectors at BDN, the City would likely be required to reimburse the federal government for these funds. In the highly-congested environment at BDN, the FAA is not likely to view such a proposal favorably and is not being pursued.

Thanks for reading and fly safe,
Tracy Williams, A.A.E. Bend Municipal Airport Manager

Flying Club

- See comments in meeting minutes above.

Tom Wright