



# The Bend High Desert Flyer of Chapter 1345

WEBSITE: [chapters.eaa.org/ea1345](http://chapters.eaa.org/ea1345)

KBDN AWOS 134.425

November 2020, Vol. 19, #11

## Prez Sez

Lots of action this month:

First, congratulations to Mike W., Mike R., & Mike H. at Bend Builder's Assist for surviving Covid-19. I talked with all of them today and they are all doing well. We wish everyone could survive this epidemic.

The election of officers for the chapter – please follow the instructions for voting later in this issue. And then there is the national election – good luck to your favorite candidates and God bless America. May we move ahead.

Our meeting is on Veterans Day - If we could meet in person, we should have all vets stand and be recognized. I salute you. When Tom Phy was alive, the chapter had a float in the Bend Veterans Day parade. We had a Young Eagle (Ben) riding flying a BD-5 on a trailer. It was cool. Let's plan for the next possibility.

(Editor's note: Dale is a veteran, too, so hats off to Dale!)

The Airport Master Plan process is getting back into action with a meeting on Nov. 5. It had been stalled waiting for a response from the FAA. Stay tuned for more info on that as it develops.

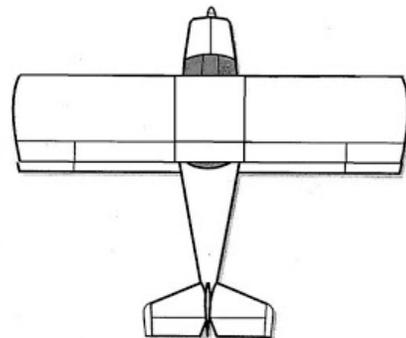
Thanks to Kim and Fred for sharing the fly-out to Lakeview last month with Sam Conklin (Ray Scholar). He really enjoyed getting some Grumman time in his logbook.

I'm really looking forward to the history of aviation in Oregon with our guests for the meeting Wednesday (via Zoom) and the fly-out to Cottage Grove on Saturday.

Just a reminder, the November meeting is all on Zoom. NO IN PERSON MEETING!!

Fly Safe,  
Dale

President, EAA Chapter 1345



**EAA CHAPTER 1345  
MEETING AGENDA  
NOVEMBER 11, 2020  
MONTHLY MEETING AT 6:30PM VIA ZOOM ONLY  
(NO IN PERSON MEETING THIS MONTH)**



**Join Zoom Meeting**



Join Zoom Meeting

<https://us02web.zoom.us/j/84135052828?pwd=bTUvY2phZEIL09PSS9HYUQwRzgxZ09>

Meeting ID: 841 3505 2828    Passcode: 312957

**President's Opening Remarks**

- President updates, Airport Master Plan
- Honoring our Veterans
- Discussion on December holiday meeting ideas

**Old and New Business**

- Zenith donation update (Alan and Nathalie)
- Nominating committee report (Lynn)
- Update on Friends of Bend Airport (Kim)

**Guest Speakers**

- Janice Scanlon and Mark Baxter
- Oregon Aviation Historical Society (with us via Zoom)

**Committee Reports**

- Program
- Builders
- Scholarship
- Fly-outs
- Flying Club
- Young Eagles/Eagles



**Other**

**Next Meeting: December 9, 2020, 6:30 PM (will be via Zoom again)**

# Meeting Minutes October 2020



The minutes of the regularly scheduled monthly meeting of the EAA Chapter 1345. The meeting took place on the second Wednesday of the month, Oct 14, 2020 at 6:30 PM and was held at the Bend Builders Assist, 63030 Powell Butte Rd, Bend, OR 97701 and via Zoom.

## PRESIDENT UPDATE

The meeting got started at 6:30 with a few awards presentations. John (Jack) Watson received the Wright Brothers Award for 50 years of safe flying flying. Congratulations, Jack! An honor well-deserved! Samuel Conklin, Ray Scholarship winner, has been awarded a Lightspeed Headset from Lightspeed. Samuel Conklin was not present, and the headset will be presented to him at a later time.

## NOMINATION COMMITTEE

Lynn Anderson, nominating committee chair, (committee members are Lynn Anderson, Jeff Stolasz and Nathalie Smith) spoke about the current nominations for the officers who are being voted in at the end of this year:

- President position is open; Dale Anderson will run again
- Membership: Faye Phillips
- Young Eagles Coordinator: Mike Wissing
- Eagles Coordinator is open; Mike Wissing volunteered to fill if no one else steps up.

## YOUNG EAGLES OPTIONS

Dale Anderson presented information from EAA about how to continue YE programs during the COVID pandemic. Instead of big rally, hold smaller groups of 10 or less YE, a workshop teaching about airplanes and how they work, how to build them, etc., followed by a YE flight. We are getting later in the year, with cold weather approaching, so we will be focusing on Spring.

## FLYING CLUB

Tom Wright talked about the flying club. The club will be partnering with OPA and learning from others who have formed flying clubs before. Tom is committed to getting the flying club up and running, and acquiring an airplane for the club.

## PROGRAM

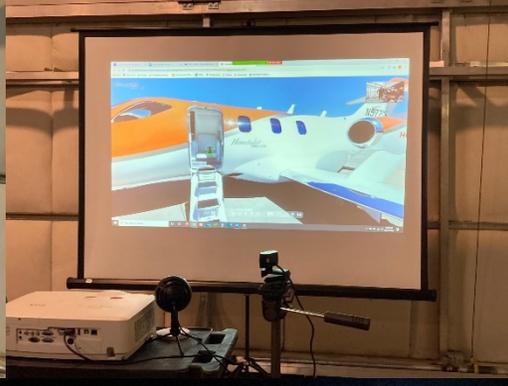
Kim Muinch reported that OPA Meets here the third Tuesday of the month; this month's meeting will be tomorrow night. All are invited to attend. A fly-out is planned for this Saturday, weather permitting. The tentative plan is to fly to Cottage Grove, but that is dependent upon weather. A final decision on destination will be made at tomorrow night's meeting. We were informed that Mike Bond's wife Ann told Gary Miller that Mike Bond is in hospice and not doing well. Please keep Mike and Ann in your thoughts and prayers. Faye updated everyone on Mike McGraw. He has his medical back and just needs to do his flight review, which he plans to do with Matthew Phillips, CFI.

## GUEST SPEAKER

David James, this month's guest speaker, presented a video of the HondaJet Elite, told us about the jet and answered questions. Tour of the Honda Jet Elite. David had the Honda Jet parked outside and he took us for a tour of the inside. Everyone enjoyed the tour and we thank David much for the opportunity. After the tour, members drifted off, some going home while others hung out and visited. Kim and assistants put tables and chairs away and we were all finished by 8:00 PM.

**Faye Phillips, Co-Secretary**

# Photos from the Meeting



# Treasurer's Report

Financial: For Period 01/01/2020 to 10/26/2020 (Year to Date)

Total Income	\$11,107.99
Total Expenses	\$ 9,839.31
Net Income (Loss)	\$ 1,268.68
Total Cash on Hand	\$14,703.08



**Nathalie Smith, Treasurer**

## COMMITTEE/GROUP REPORTS

### Program Committee

Did you know that .....

- The Oregon Dept. of Aviation (ODA) owns and operates 28 airports?
- The ODA was the very first state aviation department to be established in the U.S.! What year do you think that was?
- Did you know that experimental/amateur aviation and aircraft were illegal in the US until 1952? Why was that??
- Did you know that airplanes in Oregon were required to have license plates?

Oregon has a very long-standing aviation history, and quite a lot of the stories, a few antique aircraft and many artifacts have been preserved. Where are they, you ask?

Well, you'll find out if you attend our November chapter get-together.

We'll have Janice Scanlon and Mark Baxter from the Oregon Aviation Historical Society with us via Zoom to show-and-tell all things Oregon aviation history – the people, planes, places and more. They'll also tell us how we can go see all this history – COVID-safely.

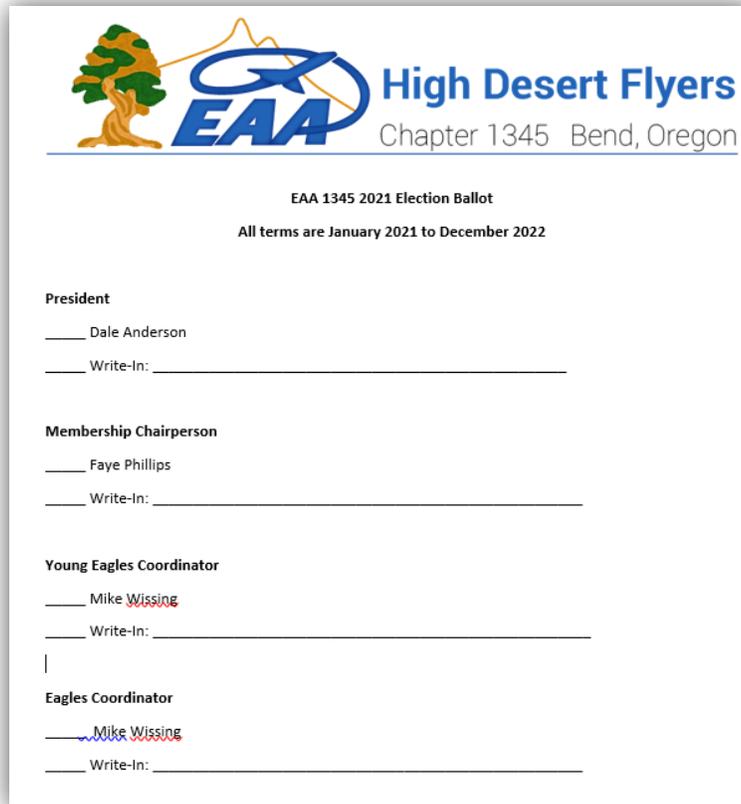
Sounds like a good reason for a flyout, huh?

**Kim Muinch, Program Committee Chair**



## Nominating Committee

The Nominating Committee, comprised of Lynn Anderson (chair), Nathalie Smith, and Jeff Stolasz, has compiled the following slate for the upcoming elections. Each term is for two years (January 2021 to December 2022).



 **High Desert Flyers**  
Chapter 1345 Bend, Oregon

EAA 1345 2021 Election Ballot  
All terms are January 2021 to December 2022

**President**  
 Dale Anderson  
 Write-In: \_\_\_\_\_

**Membership Chairperson**  
 Faye Phillips  
 Write-In: \_\_\_\_\_

**Young Eagles Coordinator**  
 Mike Wissing  
 Write-In: \_\_\_\_\_

**Eagles Coordinator**  
 Mike Wissing  
 Write-In: \_\_\_\_\_

As stated in our chapter bylaws, the Nominating Committee will be doing the following:

- Elections will take place immediately following the November meeting with an online ballot (due to the pandemic) being sent to all dues-paying members.
- When you receive the ballot via email, please complete it within the week.
- Voting will close on November 19, 2020 at the end of the day.
- Results of the election will be emailed to all members and announced in the December newsletter.

## Builders Group

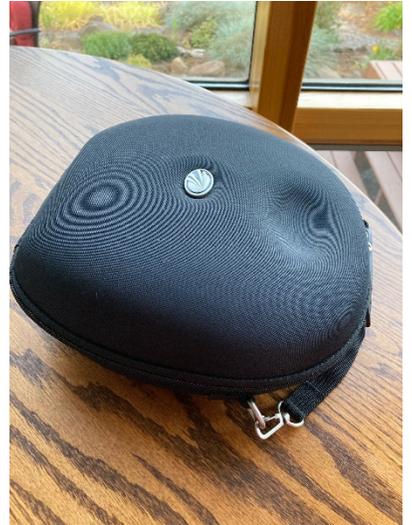
The Builders Group has been meeting on Wednesday afternoons and Saturday mornings. We have resumed progress on the Glstar. When we meet as a group, we have been wearing masks, social distancing, and keeping hangar door open to keep everyone safe. See photos at the end of the newsletter. Feel free to join us!

## Flying Club

No report at this time; will report at the monthly meeting.

## Scholarship Committee

**Samuel Conklin**, Ray Scholarship recipient, is the recipient of Lightspeed Zulu 3 headset. Lightspeed, a strong supporter of the Ray Aviation Scholarship, awards all scholarship recipients with the high end headsets as they complete important milestones in pursuit of their private pilot's license.



## Young Eagles/Eagles

No report at this time due to pandemic.



## Fly-Out Group

One fly-out this month to Lakeview! See article later in the newsletter!

## Chapter Membership Report

It's just about time for each of us to renew our chapter membership, and here's a limited-time incentive to get more from your membership by committing a little early!

The EAA 2021 World of Flight calendar is hot-off-the-press, and you can save the \$7.99 shipping cost, support the chapter's "Build the Glastar" fund, and renew your membership (Or join) - all in one shot!

Here's the deal – Send an e-mail to the chapter to say you want a calendar. [highdesertflyers1345@gmail.com](mailto:highdesertflyers1345@gmail.com)

Deadline is Friday, Nov. 13<sup>th</sup>. But do it now. We are **not** ordering extra calendars.

We'll include you in the chapter discounted group order, and you'll save the \$7.99 shipping cost. Your cost will be \$12.99, and a portion of that goes to the chapter's "Build the Glastar" fund. We'll add it to your membership dues invoice.

Holiday shopping starts shortly – buy a gift for yourself that you can enjoy every single month of next year.

Please pay your dues!

Checks can be made out to EAA Chapter 1345 and mailed to:

**Kim Muinch, 20926 Clearview Ct., Bend, OR 97702**





*This month, we feature Kim Muinch, EAA 1345 chapter VP*

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

I was first exposed to flying at a very early age, probably about 5 or 6. My father bought my older brother a ride in a Piper Tri Pacer at the Van Nuys Airport for his birthday. I later learned it was an excuse for my father to take a ride. I got to sit on my father's lap in the right front seat. My father had been a Navy dive bomber pilot in "The War". When I was age 12, he got his civilian <private> license and he took me to an airshow at the Lancaster, CA Airport. Boy was I impressed!

My father joined a flying club and during my adolescent years we went flying every Sunday, and took a 2 week flying vacation every summer.

He had been a flight instructor for a short time in the Navy, and by the time I was 15 I had received quite a few hours of "Unofficial" flight instruction. When I turned 15 ½ he signed me up for lessons at Gunnell Aviation at the Santa Monica Airport. I soloed at age 16, in a Cessna 150, got my private at age 17, and my commercial at age 18. I eventually got my instrument rating and even a helicopter add-on rating!

I have never stopped flying in 51 years, and my aim is to fly as long as I am able.



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

I like to explore and see new things. An airplane expands the possibilities. I made a 54-hour, two week excursion to Alaska, and all across the continental U.S several times. I also like the challenge of precision flying, and instrument flight is very satisfying to me. It requires precision and multi-tasking.

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

I really wanted to build a BD-5 when I was 18. I bought the plans. But I knew I didn't have the money, and I knew I couldn't allocate the time to it, with college in front of me. I was aiming to fly in the Navy, but by the time I got my degree, the Viet Nam war had ended, and the military flight schools had shut down.

I bought my first airplane, a Grumman Cheetah when I was 36, after I had an established self-employed career, where I could use it in my business. And I did use it a lot, covering all of Southern California. When I was 41, we purchased a second home in Bend, and I sold the Cheetah and bought a V-tail Bonanza to make the 750+ mile flight between Camarillo, CA and Bend. We made a dozen or more 4-hour non-stop trips to Bend annually for many years.



I retired when I turned 60 and we moved to Bend full-time. I changed planes again, to the present 2-seat Grumman Yankee that I keep at the Bend Airport. Although I have over 4,500 hours of flight time, my long cross-country flights are few now, and most of my flying is to visit our daughters in the Portland area. I still maintain my instrument currency though. I cannot see myself not owning a plane. Believe it or not – at age 68 I am considering getting my CFI rating!

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

My favorite flying experience was training for and flying into Oskosh in a 110-plane formation of Bonanzas, known as Bonanzas to Oshkosh. I went to a formation flying clinic at the Lancaster Airport, and was trained to fly in formation by air force pilots from nearby Edwards AFB. The formation flight was from Rockford, IL, to Oshkosh. We took off and landed in flights of 3, and it was surreal flying in that huge formation. We had our own camping area and it was fun to be at Oshkosh for a whole week. I did that twice.



***What is the most interesting place you have ever landed?***

The Airport-In-The Sky airport on the top of Catalina Island. Sheer cliffs on both ends of the runway. And the runway is uphill the first half, and downhill the second half. I always enjoyed “thrilling” <scaring> the more adventurous people I met through the years that wanted to go for a ride with me. Oh - they had a buffalo herd surrounding the airport, and they served buffalo burgers at the patio café. I believe nothing has changed there, and I recommend you give it a try!



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

If you have the time and funds to build a plane, do it. My experience in EAA has taught me how much joy there is in building. An experimental airplane is a much better value than a factory-produced, old-technology plane.

If you aspire to learn to fly – save up your money, take your written exam before you take your first lesson, and take a month off of whatever you're doing and get your private license in a month!

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

I enjoy the social aspects of making new friends, and sharing time with them, on fly-outs and on chapter "Projects". I also like "giving back" to the aviation community from which I've received so much.

***Anything else you want to share with our membership?***

Yes. The Bend Airport is going through a tumultuous period of poor stewardship by the city staff. It has been a "Good" airport, but it has been recently slipping backwards towards "Fair". For some, even some of our own members - it has taken the joy out of flying. That concerns me deeply, and although I will continue to be active in our chapter, I am going to shift much of my focus to working with other concerned airport users to move the airport towards "Great". Please join me!



# High Desert Flyer John "Jack" Watson Receives the Prestigious FAA Wright Brothers Master Pilot Award

Jack Watson, long-time member of EAA Chapter 1345, has received the FAA Wright Brothers Master Pilot Award. Jack was presented with his plaque at the October Chapter 1345 meeting.

The Wright Brothers **Master Pilot Award** is the most prestigious award the FAA issues to pilots certified under Title 14 of the Code of Federal Regulations (14 CFR) part 61. This award is named after the Wright Brothers, the first US pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots".

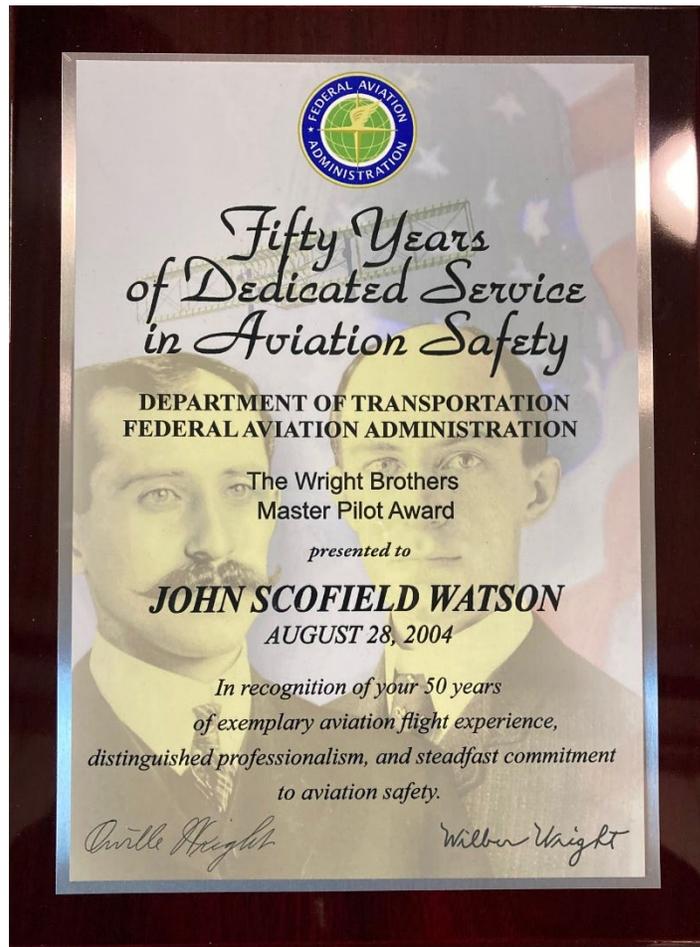
To be eligible for this award, Jack needed to show evidence of the following criteria:

- Hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) pilot certificate.
- Have 50 or more years of civil and military flying experience.
- Up to 20 years of the required 50 years may be U.S. military experience.
- The effective start date for the 50 years is the date of the nominee's first solo flight or military equivalent.
- The 50 years may be computed consecutively or non-consecutively.
- Be a U.S. citizen.

If you would like to see who else is on the Wright Brothers Master Pilot Award Honor Roll, you can check the list here:

<https://www.faasafety.gov/content/masterpilot/RecipientList.aspx>

*Congratulations Jack!!*



# FROM THE DESK OF THE BEND AIRPORT MANAGER REGARDING THE HELICOPTER OPERATIONS AREA (HOA)

Submitted by Tracy Williams

This article addresses Airport tenants' request for information on the funding of the Bend Municipal Airport Helicopter Operations Area (HOA) and the timeline for moving helicopters to the HOA to fulfil the primary intent of the new landing area which was to separate fixed-wing and helicopter operations to improve safety by reducing conflicts, especially runway crossing maneuvers.

Completed in December 2017, it is one of the largest helicopter-specific facilities in the West. Construction of the HOA was completed with funding from multiple funding sources composed of three Federal Aviation Administration grants, two ConnectOregon grants, and a share of City of Bend funding, as shown below:

## Funding Sources and Approximate Costs of Improvements

	Total Cost*	Federal Share*	State Share*	City Share*
Bend HOA and Utility Improvements	\$7,754,000	\$6,978,000	\$698,000	\$78,000
Bend West Apron and Sewer Improvements	\$2,028,000	\$1,620,000	\$162,000	\$246,000
Combined HOA Program	\$9,782,000	\$8,598,000	\$860,000	\$324,000
% of Total by Funding Source		88%	9%	3%

\* All figures shown are approximate

The applications for all federal and state funding included letters of support and commitments to use the HOA by Leading Edge Aviation. In those letters the company divulged that they set aside \$1.3 for capital investment in office and hangars at the HOA when construction was complete.

The Bend Municipal Airport is a city-owned parcel in Deschutes County. Therefore the Deschutes County Development Code applies to all development. After completion of the HOA, the City and Leading Edge learned that the County Development Code had not been updated to accommodate construction of Leading Edge offices and hangars in a reasonable or timely manner. I identified this as an issue. Changes to the Deschutes County Development Code are underway now.

Prior to March 2020, Leading Edge Aviation and the City of Bend were finalizing lease agreements in anticipation of the changes to the County Development Code for construction. On or about March 14, 2020 Governor Brown enacted strict closure orders for dozens of businesses and schools across Oregon. Central Oregon Community College and Leading Edge Aviation were impacted by these closures.

Conversations continue between the City and Leading Edge Aviation in light of economic changing economic conditions. We will continue to look for alternative ways to keep fixed-wing and rotor-wing aircraft separated while finalizing development and construction plans for offices and hangars at the HOA.

Thanks for reading,  
Tracy Williams, A.A.E.  
Bend Airport Manager



# ***A Challenge to Members to Share the Gift of EAA***

*Submitted by David Leiting, EAA Lifetime 579157  
Vice President of EAA Chapter 252  
EAA Membership Development Manager*

The past 10 months have flipped the world upside down for many of us, but they have also allowed us to spend more time focusing on our families and our passions. For all of us, the shared passion is aviation. It is what brought us together, and has been the one constant we can look to when the days get rough.

The flying club I am a member of shut down operations for 90 days as we evaluated how we could safely operate amongst the COVID-19 pandemic. It pained me to stay out of the cockpit for more than three months. This was the first time since I passed my private pilot check ride that I was out of my 90-day currency! Additionally, my local EAA chapter put all of our events on hold. Although we were able to conduct virtual gatherings and board meetings, it wasn't the same as our usual in-person events.

This lack of aviation activity caused me to reflect on my passion for aviation, and remind myself how easy it is to take for granted the aviation opportunities afforded by EAA. Like many of you, much of what I use to fuel my passion for aviation has come from EAA. EAA AirVenture Oshkosh, my Young Eagles flight, the relationships built through my local chapters, and the educational opportunities. Without EAA, I am not quite sure where I would find myself on my aviation journey.

One of the great pillars of EAA is the opportunity to give back, and pass the torch to future members. Perhaps you have given a Young Eagles flight that led to a career aviator, or lent a helping hand to a friend building their own aircraft. There is also a great chance that you have benefited from the generosity of a fellow EAAer. It is the lifeblood of our organization!



We all remember our mentor who introduced us to aviation and are forever grateful for the gift they gave us. That mentor may still be a close friend of yours within your EAA chapter. EAA is now asking you to join us in helping to preserve the legacy of EAA Founder Paul Poberezny, and of all our past and current members, by gifting an EAA membership to someone you feel will continue to carry on EAA's mission within The Spirit of Aviation.

It is EAA members such as yourself that can bring aboard the next generation of members. Your involvement in your local chapter is even a greater reason to introduce them to EAA. Chapter members are the most engaged and passionate members you'll find within EAA. There is no better group than a local chapter to welcome a newcomer to EAA.

**Once you identify whom you'd like to sponsor, simply visit [www.EAA.org/Legacy](http://www.EAA.org/Legacy) to register EAA's newest member.** After you gift this membership, invite the individual to your chapter, and show them the opportunities and community that exist in their own backyard. By gifting a membership and becoming a Legacy sponsor, you will receive a Legacy sponsor pin and patch.

EAA cannot thank you enough for your continued support of the organization, and especially of your local chapter. Chapters are the lifeblood of EAA, and without them the impact of EAA would be fraction of what it is today. Enjoy your holiday season, and we hope to see you in Oshkosh this July!

# EAA National Free Webinars in November

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

11/3/20 7 p.m. CST **Van's RV-14** Greg Hughes and Rob Heap  
**HOMEBUILDERS WEBINAR SERIES**

*Van's Aircraft engineer Rob Heap and community director Greg Hughes will discuss the company's latest aircraft design, the RV-14. Van's recently released a powerplant upgrade for the RV-14, the Lycoming IO-390-EXP119. Rob and Greg will discuss the process the company and its partners went through in designing and developing the new installation package in order to provide the maximum possible performance out of the new engine option.*

11/4/20 7 p.m. CST **Your Engine's Lifeblood** Mike Busch  
**Qualifies for FAA WINGS and AMT credit.**

*There's a lot more to piston engine oil than you might think. The lubrication requirements of slow-turning direct-drive Continentals and Lycomings are quite modest, but aircraft engine oil needs to do lots more than lubricate. We also depend on it to clean, cool, seal, and protect against corrosion. It takes a complex package of additives to do all this. In this webinar, Mike Busch offers a guided tour of the complexities of aircraft engine oil, and offers recommendations on selecting the best oil for your engine.*

11/10/20 7 p.m. CST **The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!** Mike Heuer and Lorrie Penner

*IAC historian Mike Heuer and IAC magazine editor Lorrie Penner will take you on a ride 50 years in the making. Find out how the IAC got its start, how it has evolved through today, and where they see themselves 50 years from now. Hear stories that you may have heard before and a few you may have never known.*

11/11/20 7 p.m. CST **True or Magnetic?** Prof. H. Paul Shuch  
**Qualifies for FAA WINGS credit.**

*Pilots are frequently confused by compass corrections. Is East always Least? Is West really best? Why are runway headings referenced as magnetic, but METAR and TAF winds reported as true? What's the difference between a course and a heading? When do you use which? Get your bearings with this webinar, which qualifies for FAA WINGS credit.*

11/18/20

7 p.m. CST

**Cockpit Power Management**

Phil Lightstone

*What's in your flight bag? The amount of power-hungry portable devices seems to have multiplied like rabbits. An average pilot might have an iPhone, iPad, ADS-B IN receiver, transceiver, personal locating device, backup GPS, tablet cooling fan, flashlights, wearable oximeter, and the list goes on and on. With different USB connectors, how does a pilot keep these power-hungry devices charged during flight, so that they can rely upon them during an emergency, without melting down the aircraft's electrical system? Aviation journalist Phil Lightstone, will provide the facts about the technologies, cutting through the jargon, and three-letter acronyms to help you make an informed decision. Phil will also discuss the future of aircraft battery tech including Lithium batteries for the aircraft.*

[View Webinar Video Archives](#)



EAA Webinars sponsored by



## ***FAA Introduces Further Relief Through SFAR Extension***

On October 1, the FAA published a second extension of Special Federal Aviation Regulation (SFAR) 118, a collection of rule modifications that provide some relief to pilots from training, checking, and currency requirements during the COVID-19 pandemic.

Of most relevance to the personal aviation community, the FAA once again provided a rolling extension for medical certificates, though the agency reduced the grace period to two months from the previous three (except in Alaska). Those pilots operating in Alaska received a three-month extension, in recognition of the sparse availability of AMEs in some parts of the state. Under the amended SFAR, individuals with medicals expiring between October and January will have an additional two months of eligibility to fly.



EAA pushed for this relief, given the ongoing difficulties with scheduling AMEs as well as the specialists and tests required to maintain medical certificates with certain conditions.

Students whose knowledge test validity expires between October and January also receive a two-month extension, a limited continuation of similar relief in prior iterations of the SFAR. While the flight training industry has been recovering well, the FAA acknowledges that many lapses in training schedules have occurred throughout the pandemic and is providing flexibility to those affected.

Flight review grace periods for commercial pilots and private pilots in limited circumstances (such as medical relief flights or flights for essential supplies in remote areas) were given continued extensions, again on a two-month basis for reviews expiring between October and January. Instrument currency grace periods were not extended.

While the SFAR remains intended for temporary relief, EAA will continue to advocate for additional extensions as needed, as well as working to ensure the FAA is able to perform its essential functions during this time.

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## ***Samson Flying Sports Car Progress Update***



Learn more at the blog here: <https://www.samsonsky.com/updates/>

Do you know someone (or more than one person) who would be interested in getting these Switchblade updates? We hope you will forward this eNewsletter to them so they can check it out. As mentioned before, no emails are shared for any reason, and a person can sign up for the monthly newsletter at any time by going to our website: <http://www.samsonsky.com/newsletter/>

# ***Fly-out to Lakeview, Oregon on October 17, 2020***

I'm guessing that six planes headed from KBDN to KLKV. Perfect weather and smooth air, except for a few bumps near Summer Lake. About 1/2 the planes at 7,500 and half at 9,500. Summer Lake, and Lake Abert, which millenia ago used to be one big lake, where just salt flats with a few puddles. One pilot reported a wisp of smoke near Paisley, no noticeable fire damage.

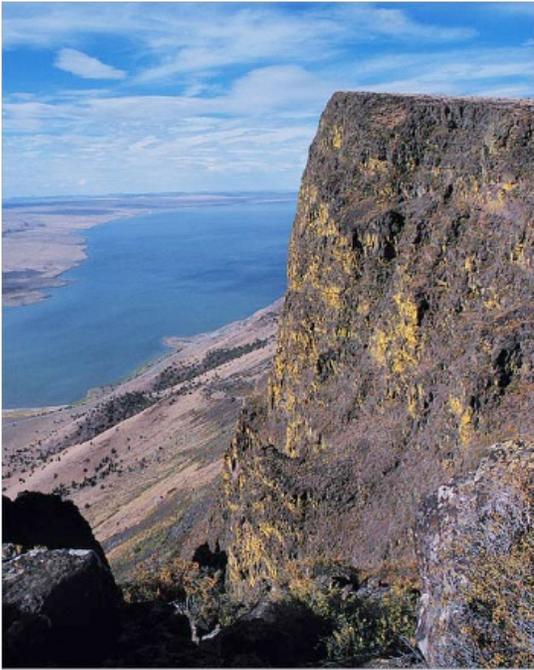
## **Airport distance calculator**

From [KBDN](#)-Bend Municipal Airport  
To [KLKV](#)-Lake County Airport

**121.2 nautical miles SSE**  
Initial true course: 163

Upon landing at KLKV, half of us took a crew car into town, and ate lunch at the Tall Town Cafe and bakery which the FBO recommended. Brunch was outside, in the shade, on a nice patio. Service, and the food, were wonderful. The other half stayed at the airport for their brunch.





After brunch we drove the crew car all the way up and down on Highway 395 through town, noting the cliffs east of town used for hang gliding. We found out the name Tall Town comes from the fact (?) that Lakeview is the tallest town (4802 feet by one source) in Oregon. For reference, Santiam Pass is at 4812 feet.

Afterwards we broke up. Some heading straight home, one plane over Crater Lake, and one over Chiloquin. Don Wilfong and I headed direct to Chiloquin, following the course of the mostly dry Sprague River. The Chiloquin airport, and nearby Motel, were spared the fire. Pink stripes just north showed the results of airtanker drops. I have never seen fire damage quite like this. East to West strips of total sterilization, just black and white remaining. Alternating with strips of singed trees. I can imagine no cause for the effect except arson.

And, as always, a good time was had by all.

Submitted by Gary Miller  
Photos by Fred Berardo



# **GLASTAR** Building Progress on the Glastar Project



Assembling the landing gear (hard on drill bits!)

If you want to join in the fun building on the Glastar, we meet Wednesdays around 3pm and Saturdays around 9am

## COVID 19 Updates

The CDC has updated its guidance on “close contact” as of October 21, 2020:

### Close Contact

Someone who was within 6 feet of an infected person for a cumulative total of **15 minutes** or more over a 24-hour period\* starting from 2 days before illness onset (or, for asymptomatic patients, 2 days prior to test specimen collection) until the time the patient is isolated.

*\* Individual exposures added together over a 24-hour period (e.g., three 5-minute exposures for a total of 15 minutes). Data are limited, making it difficult to precisely define “close contact;” however, 15 cumulative minutes of exposure at a distance of 6 feet or less can be used as an operational definition for contact investigation.*

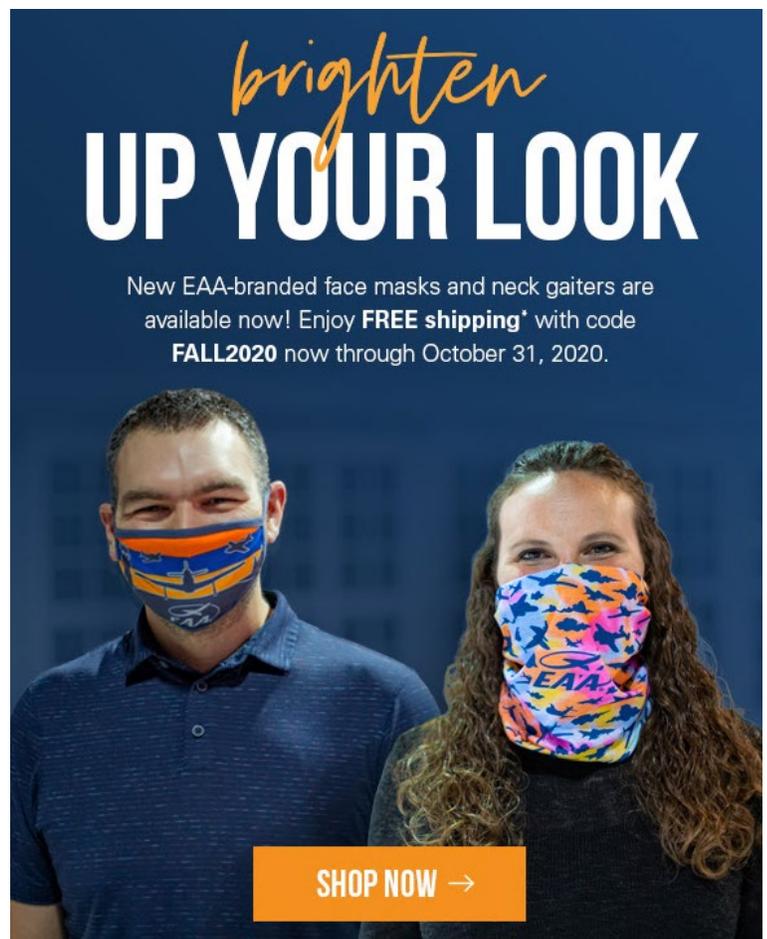
*Factors to consider when defining close contact include proximity (closer distance likely increases exposure risk), the duration of exposure (longer exposure time likely increases exposure risk), whether the infected individual has symptoms (the period around onset of symptoms is associated with the highest levels of viral shedding), if the infected person was likely to generate respiratory aerosols (e.g., was coughing, singing, shouting), and other environmental factors (crowding, adequacy of ventilation, whether exposure was indoors or outdoors).*

*Because the general public has not received training on proper selection and use of respiratory PPE, such as an N95, the determination of close contact should generally be made irrespective of whether the contact was wearing respiratory PPE. At this time, differential determination of close contact for those using fabric face coverings is not recommended. (<https://www.cdc.gov/coronavirus/2019-ncov/php/contact-tracing/contact-tracing-plan/appendix.html#contact>)*

Because the weather is cooler and it is dark much earlier, we cannot leave the hangar door open or be outside for meetings.

We will return to ZOOM-only meetings for November and, if needed, beyond.

*Treat others as if you have COVID-19;  
act as if you have COVID-19;  
don't be a silent spreader*



*brighten*  
**UP YOUR LOOK**

New EAA-branded face masks and neck gaiters are available now! Enjoy **FREE shipping\*** with code **FALL2020** now through October 31, 2020.

**SHOP NOW →**

The advertisement features a dark blue background. At the top, the word "brighten" is written in a light orange, cursive font. Below it, the phrase "UP YOUR LOOK" is displayed in large, bold, white, sans-serif capital letters. Underneath this, a line of white text provides information about new EAA-branded face masks and neck gaiters, including a promotion for free shipping with the code FALL2020. At the bottom of the ad, there is an orange button with the text "SHOP NOW" and a right-pointing arrow. The background of the ad shows a man and a woman wearing colorful, patterned face masks and neck gaiters. The man's mask has a blue and orange pattern, while the woman's mask has a vibrant, multi-colored pattern.

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*"Can you teach me how to fly? I'd like to take a vacation every year around Thanksgiving."*