



The Bend High Desert Flyer of Chapter 1345

WEBSITE: chapters.eaa.org/eaal345

KBDN AWOS 134.425

August 2021, Vol. 20, #8

Prez Sez

WE NEED YOUR HELP!!!!

Howdy everyone! Well, last month we had an interesting presentation from Brad and Jerry from the High Desert Soaring Club. I really enjoyed the discussion about understanding gliders in the pattern and skills involved in soaring. The first Saturday of each month, they are offering an opportunity for demo flights. Stop in at the hangar Saturday morning, August 7 and give it a whirl.

Attention Young Eagle Pilots: Young Eagle Rallies at (1) Prineville (S39) August 21 pilot briefing 0800, (2) Flying Start for Eagle flights at Bend (KBDN) September 11 pilot briefing 0800, (3) at Sunriver (S21) September 25 pilot briefing 0800.

Gabriella (Ray Scholar) has been enjoying the flying lessons with Mathew Phillips at Bend Aircraft Mechanics. She is preparing for the first solo soon. Check her article later.

Let's all go to the Airshow of the Cascades, Madras, Friday and Saturday, August 27, 28. We will be setting up a tent and table to recruit people to fly at the rallies and talk about (what else?) airplanes and flying.

The flying club is getting ready to begin operations. Please consider joining. Stay tuned.

John (Jack) Watson has decided to donate his Kitfox to the chapter. He had suggested his intentions a while back. Jack has flown many Young Eagles in that airplane and has supported the chapter in many ways. Thank you, Jack! We will work out the details of the donation and we hope we assume use of his hangar which is rented from a private owner. We are planning to move the donated RV-12 to Jack's hangar because Mike needs the space for builder's business projects. Thanks to Mike for letting us store another airplane in the BBA hangar. More info forthcoming.

Fly high and often!

Dale

President, EAA Chapter 1345



EAA Chapter 1345
Meeting Agenda
August 11, 2021
6:30pm

In Person Meeting!
Bend Builders Assist Hangar

6pm burgers!



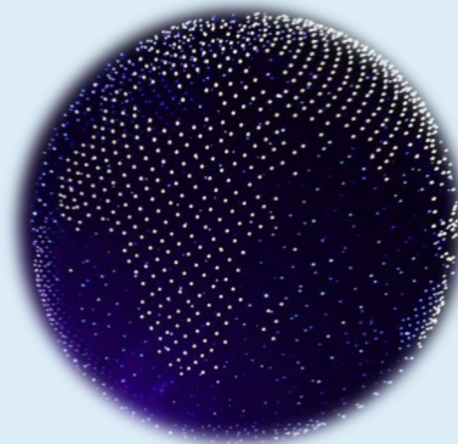
AGENDA

Announcements

- President's updates
- Update on Flying Start

Program

- Plan Airshow of the Cascades booth
- Plan the Flying Start event
- Drones, drones, drones..... Joel Timmerman



Committee Reports and Updates

- Committee updates

Other

- Next meeting: September 8, 2021, 6:30 PM - In person meeting

Meeting Minutes July 14, 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, July 14, 2021 at 6:30 pm and was held in person. Pizza, cookies, and beverages were served.

Attendees

14 people in attendance.

Announcements

- Gabriella started her flight training this week with Bend Aircraft Mechanics. She is the recipient of the EAA Ray Scholarship.
- There was a young Eagles rally on June 26 in Prineville. We had 5 pilots participate from the Bend Chapter.
- The Flying Start event is scheduled on September 11. There will be a maximum of 15 participants. This is for participants 18 years old and older.
- Airshow of the Cascades is August 27th and 28th in Madras. The chapter will set up a table or a tent. We are looking for volunteers to man the booth. We will also advertise the Flying Start event at our booth in Madras.

Feature Presentation:

This month's feature presentation is the High Desert Soaring Club Presented by Brad Stankey, the Soaring club president and Jerry Campbell. Both Individuals are tow and demo pilots for the club.

The Glider is an ASK 21 glider. The old glider joke is the propeller is just there to keep the airplane pilot cool because when it stops turning we see how fast the pilot starts sweating.

The sport is more about soaring than gliding. Soaring is when you try to find lift to keep the sailplane aloft. Weather is a big factor when you want to get lift.

The Bend area is a five or six out of 10 for getting lift. The goal is finding thermals.

A good day soaring in Central Oregon you can get to 15,000 ft. The plane flies at about 60 kts.

Demo flights are the first Saturday of every month.

As far as traffic interdiction gliders do have priority. They are behind Hot air balloons but in front of powered airplanes.

The club owns the aircraft so the members of the club don't pay for the airplane. Also insurance is paid for by the club.

Demo flights are charged by the height of the tow. Cost is \$125 for the 3000 ft tow, \$150 for the 4000 ft and 175 for 5000 ft tow. The Tow plane is a Piper Pawnee. Many of the club members have their own sailplanes.

No Medical is required. It's really stick and rudder flying.

Other Business:

The meeting adjourned.

Respectfully submitted,

Jeff Stolasz, Secretary

Treasurer's Report

Financial: For Period 01/01/2021 to 07/2/2021 (Year to Date)

Total Income	\$940.00
Total Expenses	\$4,139.98
Net Income (Loss)	\$3,199.98
Total Cash on Hand	\$16,821.79

Nathalie Smith, Treasurer



COMMITTEE/GROUP REPORTS

Program Committee

Program for the August meeting:

- Burgers on the grill
- Plan the Airshow of the Cascades booth
- Plan the Flying Start event
- Drone showcase – Joel Timmerman

Fred Berardo, Program Committee Chair/VP



Builders Group

We are in need of the parts from Van's to complete several Service Bulletins for the RV-12 donated from the Pessel's.



We have completed some, but there are some "hefty" ones remaining (replace nose gear leg, nose wheel fork, upper motor mount, etc.).

We can always work on the GlaStar or maybe a Kitfox? There are lots of pending decisions regarding construction and disposition of airplanes. We could use lots of help.

Much of the builders committee work lately has been rather technical so we have lost our momentum as a group. Please consider joining in if you have a chance. We meet 3 to 5 Wednesdays and 9 to noon Saturdays. Qualifications: You must be able to read the plans and follow the directions.

Wanted: left-handed rivet remover (for removing left-handed rivets).

See photos at end of newsletter.

Flying Club

Planes are being finalized. Stay tuned for more details.

Scholarship Committee

For those of you who haven't met me yet, I'm this year's Ray Scholar, Gabriella. I'm a cadet with the Civil Air Patrol, and plan on joining up with the Air Force. Through connections, I was offered this amazing opportunity and I'm incredibly grateful! Chapter 1345 has been amazing and I promise to do my best in my flight training.



On July 13th, I officially started flying! It was a long process, but I was finally able to fly after putting in the work. Being able to actually pilot the aircraft is an experience of joy far greater than I anticipated.

I was able to learn about the takeoff procedure, taxiing, banking and approaching the runway for landing. That was all in one day! My next lessons will surround deep bank turns and stalls, as well as slow flight. Most of what I'm learning is about maneuvering the aircraft properly, and understanding the instruments.

So far I plan to fly around three times a week, and study with the Sporty's course as well as the books given to me by my flight instructor. Hopefully this puts me on track to doing my first solo flight within the near future.



Young Eagles/Eagles

Thanks to the Young Eagles pilots from 1345 that assisted 617 for the first YE rally at S39 since COVID. It was a slow start (competing with the rodeo parade) but well received and safely conducted.

We would encourage all qualified YE pilots in 1345 to participate in the next YE Rallies:

- S39 (Prineville) on August 21 with a pilot brief at 0800...
- S21 (Sunriver) on September 25 with a pilot brief at 0800...



YE credits will be assigned to the pilots. Chapter 617 has already acquired insurance and rally materials, so help your chapter's program and let's get Young Eagles back into the event calendar for Central Oregon!

Thanks,
Chuck Rosenfeld
YE Coordinator, 617

PS.... see you at Madras, and visit the Young Eagles display at the Airshow.

Fly-Out Group

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

Chapter Membership Report

No new updates at this time. If you haven't, please pay your dues!

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**

From Faye Phillips

Faye found this among her father's belongings:

It's Just Too Much!!

Taildragger, I hate your guts!
I have experience, licenses, ratings and such
But to make you go straight is driving me nuts!
With tires 'a-screeching and the controls in my clutch
It's give a little rudder — no, that's too much!

You see, I learned to fly in a tricycle gear
With one up front and two back here.
She was sleek and clean and easy to steer
But this miserable thing with wires and struts
Takes a li'l bit of rudder — easy, that's too much!

It demands your absolute attention on takeoff roll
Or it'll head towards the Jones' as your pour on the coal.
Gotta hang loose, don't over-control
This wicked little plane is just too much
Give 'er more rudder — oops, that's too much!
With a lotta zigzagging and words obscene
I think I've mastered this slippery machine
In fact, I think I'm going to like this thing!
It's not so bad if you have the touch.
Just a li'l bit of rudder — easy, not too much!

I relax for a second and out of the corner of my eye
I suddenly notice with a gasp and a cry
That's my own tail that's swinging by!!
You ground-looping wretch! I hate your guts!
Quick, give 'er the rudder! Great Scott, that's waaay too much!!!

—Dale Roberts, EAA 45230



September 2021

Saturday 4th: The Great Oregon Homebuilt Festival

9:00-12:00 Pancake Breakfast

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

October 2021

Saturday, 2nd: 8:00-10:00 Pancake Breakfast

Saturday, 9th: 10:00 Quarterly OAHS Board Meeting



The new collectible OAHS 2021 Commemorative T-Shirt is now available!



- Various adult sizes available
- Showcases your faithfulness to the mission of preserving the incredible history of aviation in Oregon.
- Just \$25 each



Collectible License Plates

Only a few of these one-of-a kind Oregon Aircraft License Plates remain!

Don't miss your chance to own one of these collectibles.

Just make a donation of at least \$100 and you will receive an Oregon Aviation Centennial License Plate of your own.





This month, we feature Joel Timmerman, EAA 1345 member and drone designer

How did you get started in recreational flying?

I got started in flying before I was born, my dad was a cattle ranch manager and loved to fly, so it's in my DNA. When I was born, we had Cherokee Six where he reportedly removed the back two rows of seats and bolted down my play pen – so off we went on adventures. Mom and dad were stylin' in the late 1960's:



From there I grew up on a 500-acre cattle ranch and hay farm in Powell Butte, working alongside my grandfather and dad, sunup to sundown six days a week, and we'd give thanks on Sunday and go flying. We sold the Six when I was in grade school and dad started to rent airplanes and bum flights from friends and neighbors. He would only rent Mooney's, he used to say "...if it doesn't go 200 then there's no use in renting...". Makes me smile thinking of him.

After the indentured servitude portion of my life was over, I went on a transformative flight in 1986 with my dad in his friend's Falcon 20 jet. Dad's friend flew up from Arizona, picked us up at RDM and

flew us to PDX for dinner at Salty's On The Columbia, then a return flight home after circling around Mount Saint Helen's a couple times. I got to sit in the cockpit and talk with the pilots, and I was hooked for good!

I enrolled in Lane Community College in 1988 to become a professional pilot, I had an airline career on my mind! During the summers I came back to Central Oregon to work on the farm, and I also worked line service for Butler Aircraft at RDM fueling and oiling those old DC-6's and DC-7's as well as all the other General Aviation aircraft. Busy but great times. Cal Butler was still alive then and as a special treat he let me sit in his homebuilt BD-5 that he had put together, I wanted that plane so bad I offered to work the summer for no pay in-exchange for that aircraft, but Cal said it was too dangerous and never made the deal. That plane is now on display at the Evergreen Aviation Museum:



I ran out of money in year-two of the LCC program after accumulating 100 or so flight hours and earning a Private Pilot License. I promptly did what any young, male, aviation enthusiast would do, I enlisted in the Navy as an avionics technician working on Sikorsky SH-60 helicopters. My thought was that the Navy would let me work on aircraft, pay for my college, and I could become a Naval Aviator. Great plan! The execution was just a bit off.

I spent 6-1/2 years of my life *haze gray and under way* deploying to SE Asia and Central and South America in support of anti-submarine and counter narcotics operations with those helicopters. I also started attending Embry-Riddle Aeronautical University to earn a degree in Professional Aeronautics, and I applied to four Officer Commissioning programs with the intention of becoming a Naval Aviator. I was not selected for any of the programs and my enlistment was up in 1998.

I returned to Central Oregon and started supporting a Boeing sub-tier supplier of electronic diodes, I wasn't working around aircraft, pilots, or folks that work on aircraft, something was missing. I switched jobs and started supporting The Lancair Company out at BDN and getting stick time anywhere and any way that I could. I ended up with about 10 hours of dual instruction in the amazing Columbia 350 and 400 aircraft. It's so sad what Cessna ended up doing with that design, but that team and those experiences are so dear to me now.

Along the way I've had the amazing opportunity to support companies that produce things that go into things that fly here in the Pacific NW, and I've accumulated amazing flying experiences bumming rides with friends. I now have around 130 hours Total Time, and I'm highly motivated to become current, and then make progress towards earning a Commercial Pilot's License and CFI/I. I figure that's my aviation path, that's where this aviation DNA is going to lead me after a full career of supporting things that fly, I will become a professional instructor and share my aviation passion with the next generation of aviators. I fully intend to be the old geezer that's always at the airport living out my days.

I've re-enrolled in ERAU and I've got about 14 classes left to earn that degree in aeronautics and I'm searching for a CFI to get me back in the saddle, current, and competent, so I can go fly any time my pocketbook will allow.

My family and I relocated to the Seattle area a few years ago for me to pursue a career in Commercial Aviation manufacturing, but we have recently returned to Central Oregon. I now support unmanned aircraft manufacturing at Volansi. After 30 years supporting manned aircraft I never really thought about unmanned aircraft, but this is an amazing opportunity, and it's right here in Central Oregon. We currently produce 2 models of cargo drones. I'll shamelessly give you a teaser here and hope to bring a static display to the next meeting. We call these the 10- and 20-Series aircraft and we envision selling a cargo delivery service whereby a customer that has a need, contracts with us, then we provide the licensed pilot and mechanic, the certified aircraft, the ground control station, and we ensure all the airspace regulations are complied with. The customer tells us to deliver, and we execute on their behalf.

The 10-Series has a 10' wingspan, weighs 55 lbs fully loaded with 10 lbs of cargo, is all-electric, takes off and lands vertically and is fixed a fixed wing pusher prop for horizontal flight at 75 mph for up to 1 hour on a charge. Our target markets are Mining, Military, and Medical. For Mining, we are demonstrating our technology to companies to show that if there is a \$600,000 dozer that is down for a clogged fuel filter 30 miles from base, just launch the drone! For Military, we are demonstrating our capability to provide *beans-and-bullets* to the front line in 10 lbs increments, 24 hours a day, just launch the drone! For Medical, we are demonstrating our capability to very quickly move temperature and time sensitive medicines and transplant organs from hospital-to-hospital in dense urban environments, just launch the drone!



The 20-Series has a 14' wingspan, weighs over 100 lbs fully loaded and can haul up to 20 lbs of cargo with a 10 lb ISR (Intelligence, Surveillance, and Reconnaissance) package in the nose, it's all-electric for VTOL (Vertical Take Off and Landing) and has a gas pusher prop that can fly at 75 mph for up to 350 miles round trip.



We have recently earned Series B funding for \$50M, we're currently seeking Series C funding, we've earned a \$400M Air Force contract, and in November we started up manufacturing

operations here in Bend on 18th Street, and we now have over 50 employees in Bend and 130 world-wide. We are actively recruiting aerospace experienced professionals via www.flyvoly.com, please send good people that have aviation in their DNA our way! Volansi's vision is that we are reimagining mobility. We see a world free from the limitations imposed by ground infrastructure. Our drones are revolutionizing supply chains for every industry and delivering critical parts, essential supplies and life-saving medicines to regions all around the world that were once inaccessible. We aim to make it possible for anyone to deliver anything, anywhere.

No Pilot.
No Infrastructure.
No Problem.



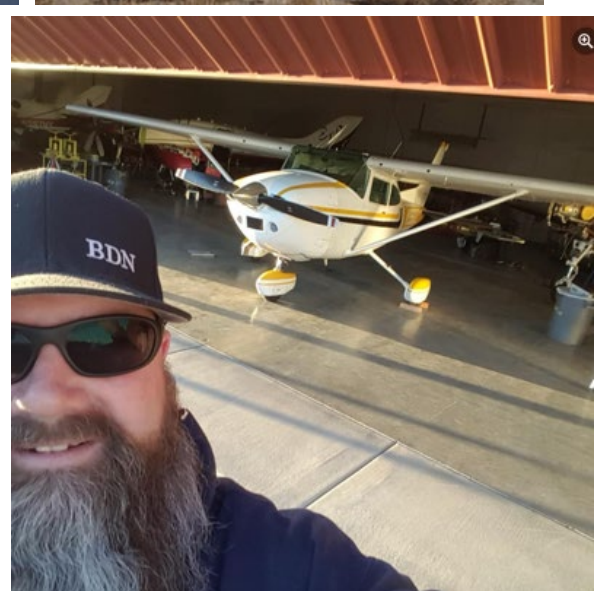
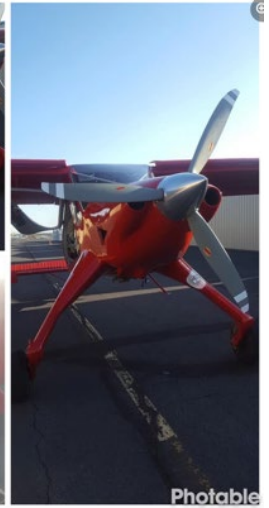
What do you love about flying?

Everything! The 3 dimensions of movement, the freedom, the technology, the adventure, the people. Flying is like a time machine and the people involved with it are some of the most interesting people you will ever talk with!

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

No building, only flying.

That Cherokee Six started it all for me, at LCC I flew Cessna 152s, Piper Warriors and Arrows, and just a few Cessna 206 hours. Since completing my enlistment I've accumulated some time in Lancair Columbia 350's and 400's, a Lancair Legacy, a RANS S-7, a Cessna 182, a Diamond DA-20, a Cessna 172, a Cessna 180, a PZL Wilga-2000, an AutoGyro Calidus, an Evolution Evo weight-shift trike, and a tandem paraglider. Here's a few photos of my aviation adventures:





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

Favorite story and most interesting place is definitely the Hampton Station breakfast flight in 2019. Had the opportunity to fly in a Cessna 180 from S39 to Hampton Station and we were flying nap of the earth along the river, it was just amazing!

What is the most interesting place you have ever landed?

Hampton Station for breakfast in 2019 was my most interesting flight to-date. RDM-S39-Hampton Station-RDM. Got some Cessna 182 and 180 stick time that day and met some amazing folks.

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

Stick with it! It may be expensive, it may take a long time, but stick with it. There are 100's of ways to make a career out of aviation, flying is just 1 of them. But stick with it. If I would have just remained at LCC in the 1980's, and devoted money to flight fees, there's no telling where I'd be today with my goal of flying professionally.

Becoming a pilot is one of the most rewarding endeavors you can pursue as a human – go for it!

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

The aviation comradery, the volunteerism, the flying adventures, and sharing of the aviation passion.

Anything else you want to share with our membership?

Join, volunteer, and share the aviation passion and help build the community larger! Attend as many airshows as you can, same with aviation museums. Attend AirVenture at least once or make it an annual adventure! It's like Disneyland for aviation enthusiasts. Go flying!

From the Desk of the Bend Airport Manager



Bend Municipal Airport

AIRPORT MASTER PLAN UPDATE PUBLIC MEETING



Planning Advisory Committee (PAC) Meeting #5



Thursday, August 12, 2021
2:00pm-4:00pm

The final PAC meeting will be held on August 12, 2021 and will provide the planning team and local stakeholders with an opportunity to discuss the proposed implementation program with recommended strategies and actions for future land use, transportation, and environmental requirements; a 20-year capital improvement program (CIP); and current ALP drawings that graphically depict existing and future conditions at the Bend Municipal Airport.



Due to social distancing measures and the inability to meet in person, this Stakeholder Meeting will be held **via telephone and internet through Zoom**. For online meeting details please visit the project website.

Airport planning work products will be available at:
www.bendoregon.gov/airportmasterplan

For Additional Information Contact:

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Mike Dane, Senior Airport Planner
Century West Engineering
541.322.8962
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EAA National Free Webinars in August

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



Date	Time	Title	Presenter(s)
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8/3/21	7 p.m. CDT	Homebuilt Highlights from AirVenture Homebuilders Webinar Series	Marc Cook
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Kitplanes Magazine's Editor in Chief Marc Cook will cover the important homebuilt news, products, and just plain cool aircraft that caught his eye at AirVenture 2021. Even if you attended AirVenture 2021, put this one on the calendar as you just can't see it all.

8/4/21	7 p.m. CDT	Misfueled with Jet A Qualifies for FAA WINGS and AMT credit.	Mike Busch
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When piston airplanes are fueled with Jet A, bad things can happen. In this webinar, Mike Busch reviews several misfueling accidents and incidents -- including one in 1992 that involved his own Cessna Turbo 310 -- and discusses the lessons he learned about this misunderstood and seldom discussed subject. Through this webinar, you may learn things that could potentially save your life someday. If this happened to Mike, it could certainly happen to you.

8/10/21	7 p.m. CDT	Bugatti 100P: One of a Kind Museum Webinar Series	Bob Havens
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Explore the fascinating history of one of the crown jewels of the EAA collection — the one-of-a-kind purpose-built Bugatti 100P racer. Join us as EAA Aviation Museum docent Bob Havens leads a discussion on the history of the aircraft and how it survived to one day become the museum artifact that it is.

8/11/21	7 p.m. CDT	Runway Directional Control Qualifies for FAA WINGS credit.	Tom Turner
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If you're going to have an incident or accident, most likely it'll happen because you lose directional control during takeoff or landing. Crosswind management is a big part of runway control, but it's only part. Tom Turner from the ABS Air Safety Foundation will explore the elements of loss of directional control on the runway (LODC-R) and the steps you can take not only to maintain control, but to predict and avoid the causes of this very common type of accident or incident.

8/17/21 7 p.m. CDT **Alluring Figures in Aerobatics: What the Rules Say, What Judges Like, and What Pilots Do** DJ Molny
Qualifies for FAA WINGS credit.

Ever wonder what aerobatic judges are really looking for? Want some easy ways to improve your scores? Aimed at newer competitors and pilots who are curious about competition, this webinar provides practical tips about what the rules say, what judges look for, and common mistakes that pilots make.

8/18/21 7 p.m. CDT **How to Become a CFI** Radek Wyrzykowski
Qualifies for FAA WINGS credit.

During his two decades as an aviation educator, Radek Wyrzykowski trained and signed off dozens of successful flight instructor students. Are you thinking about teaching in a light-sport, single-engine, or any other airplane? During this webinar, Radek will share his experience and knowledge about how to be successful if you want to become a certified flight instructor. This webinar is not just about regulations and requirements but about what it takes to be a successful CFI, how to pass your flight instructor practical test on the first try, and succeed after you have your certificate.

8/25/21 7 p.m. CDT **Tundra Tires Rule: Alaska Style** Laura Herrmann
Qualifies for FAA WINGS credit.

Learn what it's like to fly north of the Arctic Circle the day after summer solstice, fly around Denali, the tallest mountain peak in North America, or land on a road, gravel bar, or short gravel strip. Listen as Laura Herrmann describes her Alaskan summer and winter aviation adventures. Enjoy photos and GoPro video of the spectacular Alaskan scenery in Talkeetna and Fairbanks.

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EAA Webinars sponsored by

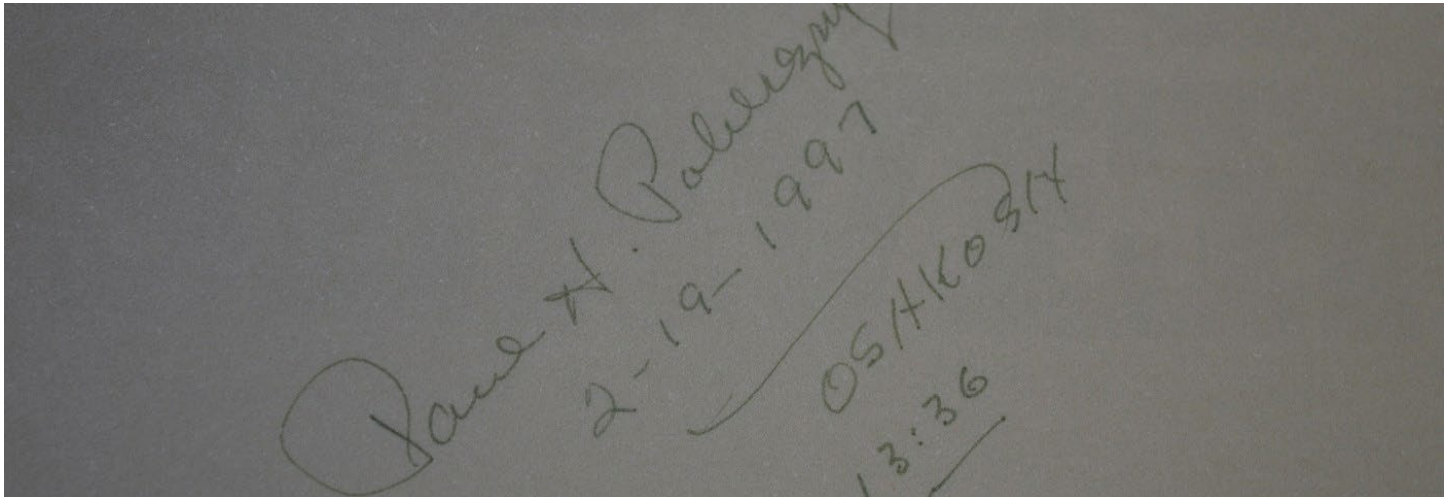


Poberezny Legacy Tour



By: Barbara A. Schmitz

IN [AIRVENTURE](#), [HISTORY](#), [HONORING THE PAST](#), [MEMBER STORIES](#)



Most EAA members know that Paul Poberezny founded EAA. But did you know that when he bought his new brick home in 1988 just down the road from the AirVenture grounds that the house was in such bad repair that the EAA maintenance manager at the time told him to fix it with two sticks of dynamite and start all over? Or that after the renovation was done, he decided the basement was too small so workers had to dig out the new basement area with shovels?



Did you know that Paul was a prolific reader of westerns and aviation books, and that he signed his name, date, and time to most books he finished reading? Or that when his wife, Audrey, went to the hospital to deliver their first child, Bonnie, he offered to pack up her typewriter and bring it along so she could keep up with her EAA correspondence? (She said no.)

You can learn interesting stories about Paul and Audrey, as well as see the 9-acre grounds that they once called home as part of the Poberezny Legacy Tour. Paul renovated the main home, which they moved into in 1991, and built additions and buildings on the property, as well as a pond, memorial garden, and more. The tour includes access to the West Wing, The Annex, and the Memorial Garden and nature area, and visitors will see thousands of personal memorabilia and photos from his time in aviation.

Paul spent a lot of time writing to chapters and EAA members so it's no surprise that he has offices throughout the property. He had a logbook that visitors were asked to sign when they came to see him, but he also signed in every time he entered that office. His favorite office was likely the one built on top of the garage. When that addition was built, the trees were small enough that he could see the north-south runway.

You'll see photos of Paul and Audrey with country singer John Denver, actor Arnold Schwarzenegger, radio host Paul Harvey and many aviation legends. Plus you'll see the iconic *Red One*, Paul's Volkswagen that he drove around the convention grounds during earlier conventions, as well as *Red 3*, son Tom's Volkswagen used for the same purpose.

There's a shelf of failed parts from the various airplanes that he had to do emergency landings in. And his parking area is accentuated with props that once were on Paul's P-64 and damaged after he forgot to put his landing gear down. You'll learn lots of little trivia about the man who started EAA, such as his nicknames because people couldn't pronounce Poberezny, how he finally got his wings, or why all the pine trees that Paul planted on the property were later moved by EAA maintenance.



Tracing History – Following the Oregon and California Trails



BY [EAA](#)

IN [AIRVENTURE](#), [MEMBER STORIES](#), [WHY WE FLY](#).



July 30, 2021 – One of the winners of EAA's Pilot Your Own Adventure Contest, supported by Flight Outfitters. This entry placed second, out of 267 entries received. While all stories have been edited for grammar and style prior to publication, they were judged as submitted, with no editing of any kind. — Ed.

In the pioneer days, St. Joseph, Missouri, defined the frontier. Before the transcontinental railroad and telegraph, it was a natural assembly point for westbound pioneer wagon trains. Reached via steamboat, St. Joseph marked the beginning of the Overland Trail into the vast territories, offering provisions and even a last night of hotel accommodation before months of hardship on the journey to Salt Lake City and beyond, California.

So it was there that I found myself standing in the midday July heat outside the Pony Express National Museum, eastern terminus of the venerated mail service connecting California in 10 days via galloping horse.

Gathering provisions for my own journey west, I had a restored Citabria 7ECA to fly to its new home in California and aimed to experience the route pioneers took, to see the scenery they saw, and hopefully, to glimpse from the air remnants from that time of their journey.

The flight would be low and slow and follow as closely as possible the route of California-bound pioneers, tracking the Oregon Trail up the Platte River and over South Pass in Wyoming, branching southwest to the Great Salt Lake, and crossing the desert westward to join the Humboldt River across Nevada to Donner Pass and thereby into California.

An honest stick-and-rudder flier, the Citabria is a fine aircraft for this journey, offering tremendous all-around visibility and spacious comfort for long periods in the air.

Finishing my errands around town and laden with everything a good camp kitchen would need, I loaded the provisions. Lifting off from St. Joseph, I turned west into Kansas and into an undulating landscape brilliant with sunshine. The road west draped over regular depressions and elevations of corn to the horizon. Overflying Marysville, I joined the Little Blue River northwest and upstream into Nebraska, the farm towns of Fairbury and Hastings passing on the vast flattening level floor below.



Toward evening, the Platte River came into view, a sprawling expanse of sandy brown tones in the softening light, more quicksand than water. I joined the Platte at Fort Kearny, a prominent U.S. Army outpost and way station where pioneers could resupply. Passing west into the setting sun, flashes of lightning blanketed the far horizon. Setting down on a grass strip gracing the shore of Johnson Lake, I prepared camp and a fire as booming thundershowers passed to north.

After breakfast, I flew upstream to Julesburg, an Overland trading post where westward pioneers turned to the North Platte toward Scotts Bluff. The terrain gradually rising, the changing landscape revealed telltale signs of the high country ahead. Distant bluffs and mountains formed the horizon to my left.

The engine was a relaxed thrum, 90 mph indicated. There was no rush on this July day. My window swung full open, I looked straight down, the warm summer air swirling through the cockpit. The river sprawled in braided muddy channels below me. The river basin was alive with wildlife, from deer and waterfowl to birds of prey. A flat and seemingly infinite expanse of prairie extended northeast. It is staggering to contemplate how vast, empty, and beautiful this land remains, much as the pioneers must have encountered it.

General aviation pilots see our country from a unique vantage point. Neither on the surface bound to a road nor miles up in the stratosphere, our type of flying gives us the perspective to see the landscape as a whole, how it integrates together and changes over each horizon.

In a small airplane, we can truly absorb the beauty, the vastness, and even the history of our country. While we often fly with the destination taking primacy, if we make a journey mirroring the route of our forebears, following the land and waterways, moving slowly and with our senses tuned outside the aircraft, flying can be a vivid portal into our history, to witness the past firsthand.

So it felt as I passed Fort Laramie, guarding the confluence of the North Platte and Laramie rivers, and then departed Casper, Wyoming, the morning of my flight over South Pass and the Continental Divide.



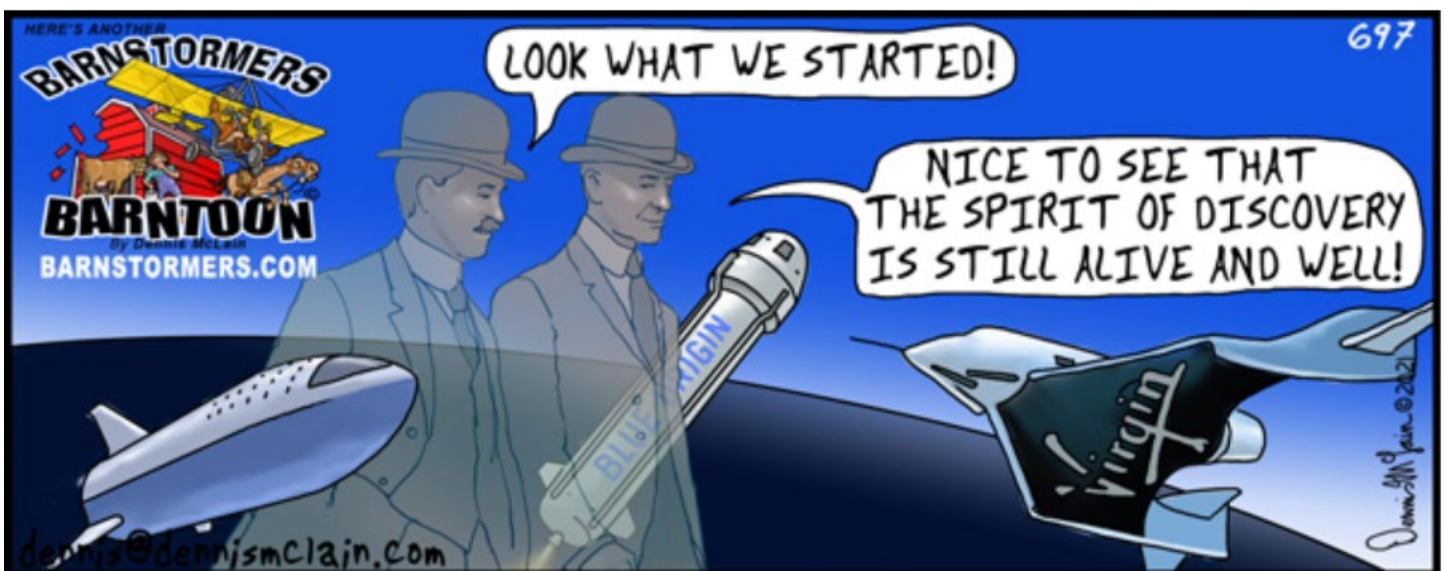
Joining the Sweetwater River and following its shimmering ribbon past Independence Rock and through Devils Gate, I flew over land that seemed scarcely to have changed since 1850. Wagon tracks were clearly visible below me, with their meanderings of people and animals standing out compared to smoothly sweeping motorized paths.

Onward, up the Sweetwater until it is just a trace and then higher still to South Pass. Arid, empty. The terrain and temperature rising, I coaxed my airplane higher to assure myself I'd make it over today. I was in an empty place, not a single soul visible below. Ruins of the occasional stagecoach station lay in a square outline, yard and station-house weathering in the dry desolation.

At the pass, the Wind River Mountains above to my right and dry high country stretching gradually downward farther west, nearly everything was as it must have appeared to the pioneers. As a witness to their journey, my respect grew at each mile. At this moment over lonely desolation, I better understood them and their resolve to journey through an unforgiving land.

Over the next two days, my path took me past Fort Bridger and through Ogden Canyon to the Great Salt Lake. I skirted the north shore and crossed the Great Salt Lake Desert to join the headwaters of the Humboldt River, following it across Nevada to Carson Sink and the base of Donner Pass. Waiting for a break in the weather through a night of storms over the Sierras, I slipped over Donner Pass in the early morning calm and down into California's Central Valley, Sacramento, and the Bay Area.

Living history through flight was a rewarding experience in ways I couldn't imagine. It was like discovering a window into the beauty of our country and our legacy in this amazing land. Left wanting to explore more, I'm already researching the next journey.



Samson Flying Car Updates



Prop On and Spinning!

We brought the prototype out of the hangar to a safe place to test the prop and engine together. The testing was using a new Sterna propeller (designed to spin in the reverse direction than earlier props from Sterna Propeller), *and* the first time we used the 3-cylinder to power the prop. For this reason, we handled the testing with more care than if we had been running the engine and propeller for weeks, as we had with the V4 engine. The result was that the sound of the motor, the throttle response, and the perceivable vibration level all were drastically improved.

This video shows the engine being taken up to just 3,500 rpm. Sean Bliss (at the controls), Sam Bousfield (by the pilot side) and David Nobles (approaching from the front) all felt the same decrease in noise and vibration. This was very nice to see! At the nose of the vehicle is John Vaughn, who was our Safety Officer for the test. Off to the right of the prototype, Samson engineer Tanner Vaughn is ready for fire suppression, should the need arise.

We had a few things to tweak based on that first test. We are done with the tweaks, and are back at testing the engine and prop today. The first operation will be to find out what total cooling requirement we will have, and then set up that cooling solution as a flight ready assembly.

To receive the Samson Motors email newsletter, you can also call at (855) 772-6766 or check out the website: Samson Motors www.samsonsky.com



Fly Out to Cottage Grove, Oregon on July 21, 2021

Contributed by Gary Miller

No smoke, blue sky, and little wind, so four planes headed to Cottage Grove State Airport (61S). Four planes made a staggered start, one started in Lakeview, before Bend, then 61S. Another joined us from Salem (SLE).

A hot day, but little wind, and very smooth over the hills, to the airport just south of Eugene. Our path from Bend went right between Mt. Bachelor and Broken Top, then on to 61S just south of the massive Blue River burn. Under our flight path the forest almost looked normal.

The first three airplanes of people headed to the well air conditioned Sol. Azteca restaurant just south of the field. The meal was good, but the waiter could not understand why the pilots passed on the good selection of "Mexican" beer.

When we managed to stagger back to our feet, at near gross weight, we

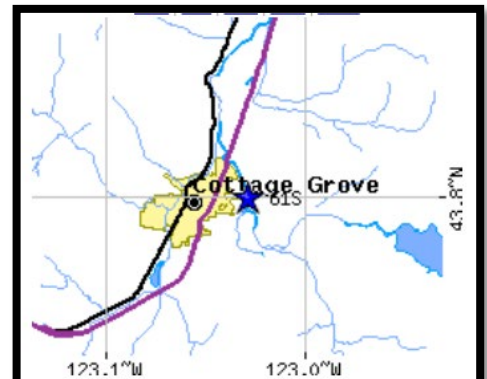


headed to the Oregon Aviation Historical Society based on the field. And joined you with our late arrival from Bend.

The museum is small, but has an extensive collection of artifacts from Bernards Field, the old Beaverton Airport that closed in 1969. Highlights included: a real rotary, not radial, engine. The airframe of a "geodesic" frame airplane, many Swede Ralston artifacts, and more. Mostly pre-WWII experimental aircraft.

As always, our time there ended too soon, and we all winged our way home to end a day of good flying, good friendship, and learned a bit about a little known corner of Oregon aviation history. For you arm chair tourists, the Museum produced a wonderful series of videos on Bernards Field:

<https://www.youtube.com/channel/UC6V105EyFMel5joiWGwoNAw>



Road maps at: [MapQuest](#) [Bing](#) [Google](#)

Aerial photo

WARNING: Photo may not be current or correct



Sectional chart



Airport distance calculator

From [KBDN](#)- Bend Municipal Airport
To 61S- Cottage Grove State Airport

81.0 nautical miles WSW

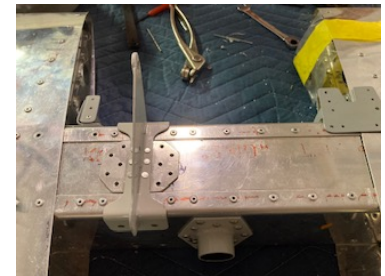
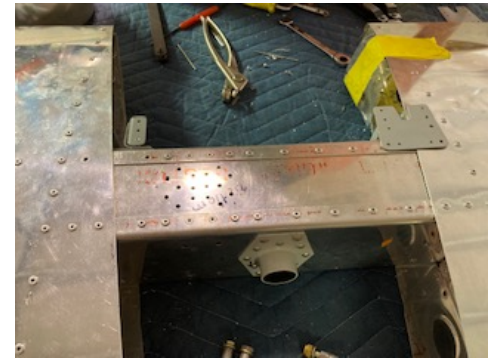
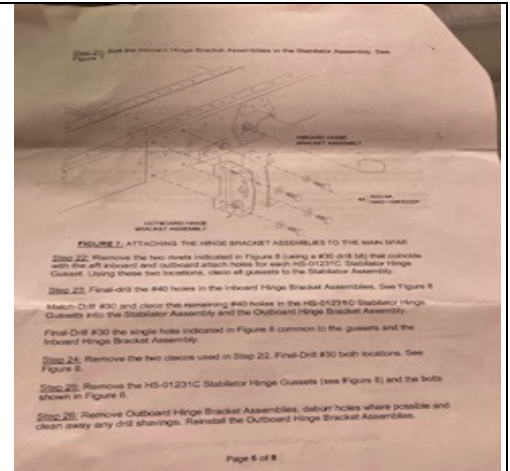
Initial true course: 258

Builder's Group

RV12 Project

RV12

Most work this month has been on the service bulletins. Making good progress!



Glastar Project

GlaStar★



Starting the Glastar builders young! Dale's two grandsons, Mark and Matthew, visiting from Montana!

Why the August newsletter was a little late! Our two grandsons are with us for a week or so, and they are keeping us very, very busy!!



COVID 19 Updates

Newest COVID-19 modeling report shows sharply higher increases in daily cases and hospitalizations

Today, OHA released its [latest COVID-19 forecast](#), which projects sharply higher COVID-19 associated hospitalizations and daily cases through Aug. 17.

According to the model, the effective reproduction rate, meaning the expected number of secondary cases that a single case generates, was estimated at 1.58 through July 14, which is more than double the 0.74 reported through mid-June.

If transmission remains at the same level over the next two weeks, daily cases would continue to rapidly increase to 390 cases per 100,000 people. That's an estimated 1,170 daily cases and 95 new hospitalizations per day.

At that same level of transmission, over the next two weeks, daily cases would continue to rapidly increase to 390 cases per 100,000 people, or an estimated 1,170 daily cases and 95 new hospitalizations per day. Also, according to the report, even if the Delta variant grew to comprise 95% of new cases, the adoption of protective measures such as wearing masks and avoiding large gatherings, would curb the projected increase in hospitalizations and daily cases.

"Today's modeling report, although sobering, confirms the importance of protecting ourselves and others by getting vaccinated against COVID-19," Dr. Dean Sidelinger, State Public Health Officer and Epidemiologist, said. "By vaccinating more people, we can more quickly drive down hospitalizations and new cases."



BEAT THE HEAT

DRESS LIGHT

Wear loose-fitting clothing



LEARN

Stay informed and learn how to prevent, recognize and treat heat-related illnesses

STAY COOL

Stay somewhere with air-conditioning



EAT LIGHT

Avoid hot foods and heavy meals

STAY SAFE

Never leave infants, pets or children in parked cars



STAY HYDRATED

Stay hydrated but avoid alcohol and liquids with large amounts of sugar



COOL DOWN

Take a cool shower or bath



USE SUNSCREEN

Use sunscreen with SPF 15+ when going outside



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Enjoy these lazy, hazy, crazy days of summer!

