

# The Bend High Desert Flyer of Chapter 1345 

WEBSITE: chapters.eaa.org/eaa1345
KBDN AWOS 134.425
August 2020, Vol. 19, \#8

## Prez Sez

## Just remember, once you're over the hill you begin to pick up speed."

Charles Schulz, cartoonist
Yep, I know I'm over the hill because I have been going fast from one Doctor's appointment to another. The pandemic put off my usual medical check-up, just as all of my medical conditions became more pronounced. The intent now is to get control of all my medical conditions. Want to see my scars? I had carpal tunnel surgery in June, cataract surgery in July, and saw a doctor yesterday for hearing aids, then another for high PSA, and another doctor to prep for knee replacement surgery. After all is taken care of, I will be renewing my Basic Med with my regular doctor. It has been interesting visiting all sorts of medical facilities and being subjected to MRI's, EMG's, blood tests, etc. I have gotten comfortable wearing a mask because every office required one, especially during surgery. Every facility had a check-in by phone procedure as well. Well, enough about what I've been up to, and yes, I have been flying, but not as much as I would like.

It sure looks as though Central Oregon is not "out of the woods" yet. Meeting online is going to stick around for a bit yet. And then the rent goes up. My personal feeling is that the hangars at the Bend Airport are over-priced for the conditions of the hangars, taxi ways, maintenance services, utilities available, pilot services, and other options. Raising the rent, especially during a pandemic, and to much higher levels, is like saying - "suck it up, or get out!" Unfortunately, many of us may be forced to leave. Watch for more from OPA and the crew of people working to do something about the rent issues and other fees. The city is demanding more money from the already expensive airport.



Minutes of the chapter meeting held on Wednesday, July 8, 2020, on Google Meet.

Google Meet

Meetings are usually held on the second Wednesday of each month.

## CALL TO ORDER

The meeting began at 6:30 PM.
Six members met at the hangar and social distanced while meeting Ten participated via Google Meet webcast. Dale opened the meeting, welcomed us and turned the meeting over to our guest speaker, Richard Mayes of the Recreational Aviation Foundation (RAF).


## GUEST SPEAKER

The RAF, which has been active for 17 years, has 9,000 members in all 50 states and in a few other companies. Everyone is a volunteer, except one paid person who takes care of the website, etc. Their mission is to keep small runways active and available to the public. They arrange work parties to go out to these runways and maintain them. Richard Mayes gave an interesting presentation on the RAF. Several of our members want to get involved and help with work parties.

BUILDER'S GROUP AND FLYING CLUB


Builders group meets Wednesday afternoons, 3-5 PM and Saturdays 9 -noon. There is a plan to create a Flying Club out of the Builders group and using the Glastar in the club. They are planning a meeting soon to see what can be worked out and what it would entail.

## PROGRAMS

Kim would like to schedule Mike Rhodes to do a show-and-tell at a meeting in the next couple of months. And he will ask Tracy Williams to do a "State of the Airport" address. Kim made a brief announcement about an email from Gina from the Airport Manager's office. The city had an appraisal done on the market values of tie downs, hangars and other storage. There will be some significant price increases for most, if not all. Next Thursday at the OPA meeting, the appraisal will be the main topic. The OPA will be gathering input from people who have issues with the appraisal. Gary Miller will be sending out info about the upcoming meeting in a few days. It would be good to hear from Tracy and also to get an update on the Airport Master Plan. The FAA hasn't gotten back to us on the issues that needed to be resolved. Kim wants to have the Samson Switchblade Flying Car to present to us, but they are not ready yet. Kim thinks they are about ready to test fly the car. We would like to do a late summer campout, 1-2 nighter, COVID-19 permitting, of course.

## FLY-OUTS

Pacific City Airport - fly out 18th. Limited parking. If you want to spend the night, camp out on the airport and join the work party on the 19th. Fly-out THIS Saturday, 11 July 2020, to Eugene. Kim is making a presentation to a flight student at Lane Aviation Academy. Presentation is 11:30 AM

The meeting ended at 8:00 PM. Our next meeting will use Google Meet due to spike in COVID-19 cases.

## Treasurer's Report

## For Period 01/01/2020 to 07/27/2020 (Year to Date)

| Total Income | $\$ 11,082.99$ |
| :--- | ---: |
| Total Expenses | $\$ 8,229.92$ |
| Net Income (Loss) | $\$ 2,853.07$ |
| Total Cash on Hand | $\$ 16,287.35$ |



## Nathalie Smith, Treasurer

## COMMITTEE/GROUP REPORTS

## Program Committee

Did you know you can get a tailwheel endorsement in a Super Decathlon here at the Bend Airport? Spin endorsement? Aerobatic training? Formation training? Back country? Heck, just have them take you up for a WILD ride! Yep you can, because there's a new flight training
 company located in the offices of the red Gibson Air Service hangar. Maybe you saw the recent KTVZ video, featuring Ryan Neil, one of the partners in Specialized Aero Works. https://ktvz.com/videos/local-videos/2020/07/23/bend-airport-businesses-object-to-rent-hike/ Specialized Aero Works will be our featured presentation at our August $12^{\text {th }}$ meeting. They'll give you the rundown on why their training makes better, safer pilots. And if you participate in the meeting at the airport, we'll try to have the Super Decathlon on-hand. Come check it out!

## Fly-In Movie and Campout! August 8, 2020

Did you know a new Top Gun movie is being made? Well maybe it's time for you to see the original Top Gun again! And you can do it under the stars, on Saturday, August $8^{\text {th }}$. Load up your plane with your camping gear and some easy-cooking food, fly the gorgeous 187 nm route to the extreme NE corner of Oregon, and pick your spot at the Enterprise Muni Airport, 8S4.Paved, Avgas. You'll get a spot in the camping area, complete with portable toilets. Water available. A food truck will be on hand for dinner, or cook your own.

If you want to take-off from Bend relatively early, join me for a driving tour of the area in one of the crew cars that l'll arrange for. Or arrive in the late afternoon. There's lots of things to do and we can splinter into a couple groups and go different ways. I was there a month ago and took the swiss-made gondola up 3,750 to the top of $8,150 \mathrm{ft}$. high Mt. Howard. https://wallowalaketramway.com/

Or rent a kayak in nearby Wallowa Lake!


Or go to the new aviation museum!
Organizers assure me it will be COVID-safe. Space limited. RSVP will be required. Text me, or drop me a line right away if you're interested. l'll be arranging a web conference with the organizers, and following that we'll make a plan. kmuinch@hotmail.com 541-848-3600

Kim Muinch, Program Committee Chair


## Builders Group

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

## Flying Club

A few members are now investigating the paperwork to start the flying club, using the national EAA guidelines. See article in this newsletter from Alan Smith and Jeff Stolaz

## Scholarship Committee

Samuel Conklin was awarded the EAA Ray Scholarship. See Sam's report later in the newsletter.

## Young Eagles

No report this month.

## Fly-Out Group

Fly-out this month went to Pacific City - see report and photos later in the newsletter.

Out and About.... Members Mike and Ken have breakfast in Crescent Lake!


## Chapter Membership Report

The year grinds on, in spite of COVID getting in our way. However, we've been getting 2-3 new members and prospective members a month, many new to the area. Hey! If you're one of them, join us at our August $12^{\text {th }}$ meeting, via Google Meet webcast (see meeting link in the agenda), which I'll be "Broadcasting" from the shade of the Bend Builders Assist hangar, outside on the perimeter of the wide taxi lane. Or join us there - bring your dinner and beverage if you'd like. Outside, socially-distanced. We might ask you to introduce yourself, but we won't put you on the spot.

Don't forget to pay your dues!!


Send Kim your dues to this address:

Kim Muinch, C/O EAA Chapter 1345
20926 Clearview Ct., Bend, OR 97702
Make your check out to EAA Chapter 1345. You can find the membership form here:
https://chapters.eaa.org/-/media/Chapters/Chapter-Folders/EAA1345/Files/EAA-1345-MembershipForm.ashx?la=en

## Cancelled!!!

## Annual Hood River Fly-In at WAAAM 2020:

Postponed until September 11-12, 2021

## Air Show of the Cascades in Madras 2020:

It was a difficult decision, but with the challenges associated with COVID-19 restrictions, the Airshow Board has made the decision to cancel the 2020 Airshow. The 20th Anniversary celebration will take place August 27-28, 2021. We hope you have a safe summer and look forward to seeing everyone in 2021!


## Ray Scholarship Update

It is the final stretch!! I have completed all of my knowledge and aeronautical requirements and the oral and check ride hurdle is on my horizon. I was impressed with the exceptional amount of information I am responsible and when it was all put into perspective, I was definitely taken aback. I've had some great experiences prepping for my oral and some flying leading up to the check ride! l've been able to fly and experience different aircraft, such as the C150, C172, and Piper Cherokee. Planning for my oral I've been able to go really in depth into the systems of the aircraft, as well as enormous leaps in learning regarding the lovely regulations of the FAA. That being said, these only scratch the surface of the information I am required to know but I am enjoying every bit of the study!
Along with my surprise at how much I must know, I was stunned at the fee that an FAA check pilot comes with. My father gave me some astute reasoning, and said, "A check pilot is certifying, with their experience, that you are capable enough, smart enough, and safe enough to fly and carry passengers in an airplane anywhere in the country! That is a huge responsibility and a license to fly is not given lightly! So think of the cost as an investment towards your safety as a pilot."

Samuel Conklin, Ray Scholarship recipient



This month, we feature Faye Phillips, chapter co-secretary

## How did you get started in recreational flying?

I was introduced to flying by my dad when I was a teenager. I took lessons, but didn't solo. It had always been my desire to finish my lessons and earn my Private. Life happens, and time goes by. One day years later, I was able to complete my lessons. My son Matthew was probably 5 at that time. He went with me to many of my lessons and rode in the back seat. Soon after earning my Private, the economy tanked and I couldn't
 afford to stay current. Once again, several years went by. Matthew became a teenager. With a title help from EAA and CAP, Matthew became a pilot. I just HAD to get current again! My plan is to stay current from here on out. And I have no excuse, now that we have our own airplane and Matthew is a CFI.

## What do you love about flying?

What's not to love about flying? There is something special about being able to leave the earth and fly around in the sky. I feel closer to God. In Ezekiel 3:22, God said, "arise, go forth into the plain (plane), and I will there talk with thee", so I thought it was an order! Flying gives me freedom, a chance to get away from it all and the opportunity to enjoy the beauty of creation from a perspective most people never experience. It is also neat to be able to hop in the airplane and be at the coast in an hour. And I'm loving the fly-outs to the interesting airports we fly to and the nice people we meet.


Last year, I listed and sold Mike \& Connie McGraw's Bend home. In the process, I learned that they wanted to sell their Cherokee. After discussion with my husband and son, we bought Mike McGraw's Cherokee 180 from him last November. We just love that airplane! It is fun to fly and nice looking, too. I doubt I'll ever build an airplane just because of lack of time, money and patience.

My dad in Denver is building a KR-2, so he is the builder in
 our family. It would be good to be able to build my own airplane, but I just don't see it happening. In the back of my mind, I've been thinking recently about building a gyrocopter, thinking it might be easier and less expensive than an airplane. . . but if that happens, it will be some time from now.

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

Matthew volunteers with Pilots N Paws, a non-for-profit organization that transports pets to new homes. I got to
 go with him on a flight to retrieve two dogs from Sacramento International. Nice long flight and a rewarding experience. While flying back from Sacramento on the dog mission, we were just north of Sacramento. Capitol Center directed us on a heading that would put us flying directly into an active TFR. The TFR showed on our screen as a big bright red circle, which we were not to enter. Matthew advised Center, who was very busy. He came back with a very hurried "don't worry about it". This is the only time we have ever been directed to fly directly into an active TFR.

Another interesting story: When Matthew and I flew up to Vancouver to sign paperwork with Mike McGraw, Matthew noticed the analog clock was not working and said the clock battery must be dead. I said, "No, watch this" as I proceeded to wind the 8-day clock and set it. He looked at me doubtfully and said, "I don't think that is going to work." A little later, he was amazed to see the clock was still working! When we met up with Mike, I relayed the story and told him that I told Matthew "do no ask" how I knew how to set the 8-day clock. Mike told him that he and I knew about that because "we are old." For those who are unfamiliar with older technology, an 8-day clock is a wind-up clock built into the instrument panel, and, when wound up, will keep time for about 8 days. It was handy for people who flew about once a
 week; they could just wind the clock every time they flew and it would still be working by the next time. If you didn't get it wound within the 8 days, you could always reset it and wind it back up. You never had to worry about dead batteries, and it even worked if you had full electrical failure.

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

The most interesting place that I "never" landed would probably be Pacific City. We flew in there July 18th, and I chickened out and had Matthew do the landing. It is a short and narrow runway, just a few blocks from the beach, and right in town. It was fun flying out over the ocean before departing.

The most interesting place l've actually landed would probably be Prospect State Airport,
 another small airport. There are so many quaint little airports that I haven't been to yet, and am looking forward to seeing as many as I can. So, the best answer to the question would be "the last airport l've been to, and/or the next one l'm going to".

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

My advice to anyone wanting to fly and/or build is: Do it! Don't let anything get in your way. Set your goal, figure out the steps needed
 to make it happen, put a date to your goals (especially, each step). Find some support. Join EAA and other aviator groups. Not only will they encourage you to keep working on your goals; there is a wealth of knowledge in each individual chapter, and everyone is willing to help out others.

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

The most rewarding aspect of EAA membership? Friends, camaraderie, help and advice, good stories, incredible adventures, etc. If it hadn't have been for EAA, I would not have experienced a flight in an RV-4 with Tom Phy, a flight to Eugene in a B-17, and I would never have had the opportunity to fly (right seat) the Ford Tri-Motor and log 0.3 hour as Second-in-Command (SIC).

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

When not flying, I earn a living helping people with one of the largest financial decisions they ever make (buying/selling a home). I'm always eager to discuss the local housing market and happy to provide detailed information on values (general to the area or specific to your home). I enjoy occasional minivacations with my husband in the other type of RV (motorhome). I'm working toward my IFR and Commercial ratings, as well as G1000 certification and getting qualified to fly the Cessna T-206 which will help me in my volunteer flying with Civil Air Patrol. I look forward to more fly-outs to fun and fascinating airports and getting to spend time with fellow aviators.

Use this link to register: https://www.eaa.org/eaa/news-and-publications/eaa-webinars
8/4/20 7 p.m. CDT Which RV is Right for Me? Greg Hughes HOMEBUILDERS WEBINAR SERIES Greg Hughes of Van's Aircraft will discuss the kit offerings from Van's and things to think about before making the purchase decision.

Mike Busch
Qualifies for FAA WINGS and AMT credit.

Sticking and stuck exhaust valves are a frequent problem in piston aircraft engines. In early stages, it manifests itself as roughness after engine start (so-called "morning sickness"), and it can progress into something much more serious and a significant cause of power-loss incidents and accidents. Conventional wisdom says that it's caused by carbonized oil buildup due to excessive heat. In this webinar, Mike Busch explains that the real culprit is lead, not carbon, and it's actually insufficient heat that's the problem. Proper powerplant management techniques can minimize this problem, and Mike shows you how.

8/11/20 12 p.m. CDT Chapter Chat: Applying for Charitable Status - Filing the Patti Arthur 1023EZ

Patti Arthur will walk you through the simplified IRS 1023EZ application. By becoming an IRS recognized charity under IRC section 501(c)(3), donations to the chapter are deductible by the donor.

Floyd and Alan L. Farkas

The EAA Legal Advisory Council will give you a practical overview of how to buy or sell an aircraft without getting snagged by legal issues. This webinar will address contracts, inspections, insurance, product liability, negligence, titles, registration, and international transactions. There will be a Q\&A session at the end of the talk.

Curious about the air show life? Join Grant and Brittany Nielsen as they talk about their journey as GN Airshows. Learn about becoming an air show performer and the lifestyle around air shows, air show announcing, and all of the nitty-gritty details.

Do you know what's in your airplane's pilot's operating handbook $(\mathrm{POH})$ ? Do you even have a POH? Maybe you have an owner's manual instead. What's the difference? Mike Bauer will discuss why you need a POH, what it contains, how to use it, and what to do if you don't have one.

In September 1942, the leaders of the USAAF knew they desperately needed more pilots and decided to finally give women pilots a chance. In the beginning, they were uncertain whether women could fly military planes, but the women quickly proved themselves as effective pilots. Historian Katherine Sharp Landdeck, author of The Women With Silver Wings: The Inspiring True Story of the Women Airforce Service Pilots of World War II, shares the story of how women got started flying for the USAAF and their successful experiment in the cockpit.

## Ready for a Flying Club?

## Submitted by Alan Smith and Jeff Stolasz, chapter members

If you are interested in benefiting from a flying club, NOW is the time to get actively involved! In principle, a flying club is a non-profit organization that allows its members to fly a wide variety of aircraft, at lower than typical rental costs. Members pay a monthly membership fee, that covers hangar space and insurance, then pay a relatively low hourly
 fee for actual flying time. Here is a good resource for learning more: https://www.eaa.org/eaa/pilots/flying-club

EAA Chapter 1345 may be receiving the donation of one or two planes over the next few weeks or months. Ownership of aircraft is of no real benefit the Chapter! "The Chapter" is not allowed to operate the airplane, but would need to pay for a hangar, and maybe insurance. Since the Chapter can't make use of a plane, it will need to "dispose" of the aircraft in some way that benefits the Chapter. There are two reasonable paths forward for donated aircraft. They could be sold, on the open market, or they could be transferred to a member-based flying club (sold, leased or donated). The EAA Chapter is a 501 (c)(3) which means it is for the benefit of the community. The Flying club would be a 501 (c)(7) which, while still being non-profit and tax exempt, is for the benefit of the members and therefore donations to it are not tax deductible.

One significant obstacle to transitioning donated aircraft to a flying club is the absence of a flying club! Ideally, a Chapter-associated flying club would already be well established and ready to benefit from a new plane. A flying club would already have its name on a waiting list for a hangar, would already have active members and an active board. A flying club would be a separate entity from the EAA Chapter, associated, and mutually supportive, but a separate "governing body".

The EAA offers a lot of support and guidance for establishing and operating a flying club. There are step-by-step instructions and template documents. It will just take three to five people to establish a board of directors, and some members! Our Chapter is fairly small, so it may be that flying club members would come from the larger flying community, people who are renting planes today.

If our Chapter receives the donation of one or two aircraft, and we have no flying club, then the planes will be sold on the open market, and this opportunity to start a flying club will be lost. The need, at this time, is for one or two people to get the paperwork moving and to build a small Board. The board will get in on the ground floor and set the direction for the club. All of this work can be done via phone and email, so now is a good time to make it happen. If you want to fly, and you have bandwidth and organizational skills, consider getting this going.


Our first flying club organizational meeting will be August 12 at 7:30 pm, immediately following the regular EAA Chapter meeting at the Bend Builder's assist hangar. You can also use the Google Meet link to join remotely.

# Outrageous Rent and Fees Increase at the Bend Airport! 

Submitted by Kim Muinch, EAA Chapter 1345 VP

What? How much? When? Why?
Join the Google Meet webcast, or come out to the Bend Builders Assist hangar at 6:30 this coming Monday, August $3^{\text {rd }}$. Have a look at the meeting flyer, which was placed under every hangar door, and on every tied-down airplane last weekend. Click below for all the details, and forward it on to your airport buddies.

Do you know what a QR code is? You've surely seen one. It's a weird-looking computer-generated square scribbly image. QR stands for quick response. It enables you to use your smart phone's camera to access information that is "On the web" that you can get to without having to search for it. Just open your camera app like you're going to take a picture, and just let the camera "See" the QR code. With any luck a message will pop up asking you if you want to proceed to look at what's behind the code. Try this one - It's the flyer for the August 3 rd "All Hands" meeting.
https://www.dropbox.com/s/fnrlf3a84oasn6n/All\ Hands\ Meeting\ Flyer\ 803.pdf?dl=0


## Samson Flying Sports Car Progress

Samson Sky of Prineville, Oregon, continues to make progress on the flying sports car! In its July newsletter, the following work was reported:

- Engine success!
- Final engine install
- Pilot controls
- Back on the runway


Visit the Samson Sky EAA AirVenture virtual booth and share it with your friends.
http://www.expocadweb.com/20eaa/ec/forms/attendee/vbooth5.aspx?exhibitorld=13773\&fbclid=lwAR0gP 3nhG 7knI2D81TX-PaChINLTIMkNmUTUDANu5zADVCXM8KyhqJ1gCk

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/


## After 110 Years of Aviation, Navy Gets Its First Black Female Fighter Pilot

From Military News (https://www.military.com/daily-news/2020/07/10/after-110-years-of-aviation-navy-get-its-first-black-female-fighter-pilot.html)


Lt. j.g. Madeline Swegle is the first known Black woman to have been certified for the TACAIR mission. (U.S. Navy)

10 Jul 2020
Military.com by Oriana Pawlyk
The U.S. Navy has its first Black female tactical jet pilot. Lt. j.g. Madeline Swegle recently completed the service's Tactical Air (Strike) training program in the T-45C Goshawk, the Navy announced Friday. The milestone makes Swegle, a Naval Academy graduate, the first known Black woman who has been certified for the TACAIR mission, and she could go on to fly fighters such as the F/A-18E/F Super Hornet, EA-18G Growler or F-35C Joint Strike Fighter. Swegle will receive her Wings of Gold later this month. HOOYAH!" According to the Navy, Swegle, of Burke, Virginia, is assigned to the Redhawks of Training Squadron (VT) 21 at the Texas base.

There have been pioneers. The late Rosemary Mariner became one of the first eight women in the Navy selected to fly military aircraft in 1973. She was certified to fly the A-4C and the A-7E Corsair II, and became the first woman to fly a tactical fighter jet the following year, the service said. Meanwhile, Brenda Robinson became the first African American female graduate from the Navy's Aviation Officer Candidate School, earning her wings in 1980, according to the nonprofit organization Women in Aviation. She was the first Black woman certified for C-1A carrier onboard delivery carrier landings the following year, the group said.

Despite early strides, women have still faced barriers. For example, the Pentagon did not lift a decades-long policy that prohibited women from flying in combat until 1993. Shortly thereafter, Martha McSally, now a Republican senator from Arizona, became the Air Force's first female pilot to fly in combat in 1995. In 1999, Shawna Rochelle Kimbrell became the first female African American fighter pilot for the Air Force, flying the F-16 Fighting Falcon. Kimbrell, now a lieutenant colonel, flew combat missions in Operation Northern Watch over northern Iraq in 2001.

There was another history-making military achievement this week. A female Army National Guard soldier graduated from the grueling Special Forces Qualification Course (Q Course) Thursday, making her the first woman to join the Green Berets.

## Mom, Dad, Grandma, Grandpa. .... I'm Bored!

Fun Summer Aviation Activities for the Dog Days of Summer
Visit the EAA website for fun summer aviation activities you can do with the kids or grandkids! https://www.aviore.org/


## Fly-Out to Pacific City, July 18, 2020

A few masked flyers joined many masked visitors of Pacific City OR. The slightly small runway is the perfect size for the town. You can learn more about the Pacific City Airport here.

## Submitted by Alan Smith







## Thistrit Building Progress on the Glastar Project



Work on the seat pans


Work on the floorboards


Work on seat tracks and seat components that will be added after cutting and fitting


Cable work on the wings

# Wear Your Mask.... It is the law and it's just plain smart! 

## Best Types of Masks



© 0.2 sec .

Homemade face mask


Off-the-shelf cone style mask (non N95 mask)

(). 0.2 sec .

0.97 sec .

Average distance traveled by airborne droplets. (in inches)

Uncovered

| Bandana (Elastic T-shirt material) |
| :--- | :--- |
| Folded handkerchief (Cotton) |
| Off-the-shelf cone style mask (Unknown) |
| Stitched mask (Quilting cotton)*  <br> 0 25 50 75 100 |

*Researchers found that, of the masks they studied, a stitched, double-layered cotton mask was most effective in preventing droplets from being emitted forward. Most of the escape was from the gap between the nose and mask. Droplets traveled further out of the cone mask and also escaped from the top edge.
Source: Siddhartha Verma, Manhar Dhanak and John Frankenfield of Florida Atlantic University Alberto Cervantes/THE WALL STREET JOURNAL

## When attending EAA Chapter 1345 events, please wear an effective mask to protect those around you.

## 2020 CHAPTER BOARD

| President | Dale Anderson 607-591-1714 <br> daleanderson779@gmail.com <br> Term: Jan. 2019- Dec. 2020 | Vice-President | Kim Muinch 541-848-3600 <br> kmuinch@hotmail.com <br> Term: Jan. 2019- Dec. 2020 |
| :---: | :---: | :---: | :---: |
| Secretary | Faye Phillips 541-480-2945 <br> fayephil@gmail.com <br> Term: Jan. 2019- Dec. 2020 | Co-Secretary | Jeff Stolasz <br> 713-471-6350 <br> jstolasz@yahoo.com <br> Term: Jan. 2020- Dec. 2021 |
| Treasurer | Nathalie Smith <br> n.smith@bendbroadband.com <br> Term: Jan. 2020- Dec. 2021 | Newsletter Editor | Lynn Anderson <br> dalelynnanderson@gmail.com <br> Term: Jan. 2020- Dec. 2021 |
| Webmaster | Alan Smith 360-485-2370 <br> a.smith@bendbroadband.com <br> Term: Jan. 2020- Dec. 2021 | Membership | Kim Muinch 541-848-3600 <br> kmuinch@hotmail.com <br> Term: Jan. 2019- Dec. 2020 |
| Young Eagles and Eagles Coordinator | Mike Wissing $541-419-7352$ <br> oregonwissing@yahoo.com <br> Term: Jan. 2019- Dec. 2020 |  | High Desert Flyers <br> Chapter 1345 Bend, Oregon |

## Happy Dog Days of Summer!



