



The Bend High Desert Flyer of Chapter 1345

WEBSITE: chapters.eaa.org/ea1345

KBDN AWOS 134.425

March 2021, Vol. 20, #3

Prez Sez

One year ago, we had our last in person meeting (actually a first hybrid). Let's keep on keeping safe until we're all in the clear. I had my second Pfizer shot on 2/17. I encourage everyone to schedule their vaccine as soon as feasible.

I'm often asked "where do you like to fly that Sonex"? Well, I always plan to fly **only** when the wind is relatively light (the Sonex is very light and it's a taildragger). I definitely don't like cross wind landings. So, I tend to fly early mornings when the wind is generally light. And, I don't go very far (my bladder won't let me). I tend to fly around in lots of circles. My typical flight lately is around the buttes and lakes of the Newberry Crater south of the airport. I also enjoy hiking those buttes. A favorite is Lava Top (see pic). A typical view lately is the clouds harassing the western slopes of the Cascades. That often spills over to give us some weather as well.

I haven't received word on the Ray Scholarship as yet. And, we don't have any specific events planned for this summer yet. Please contribute your thoughts on things for our chapter to do. Thank you to Fred for stepping-up for the VP position. "You're the man! man"

The hangar (BBA) has gotten very busy with RV-10, RV-14's, RV-12, RV-8, RV-7, and a Sling (in a pear tree). Stop by and check out the action when you can.

Fly Safe,

Dale

President, EAA Chapter 1345





EAA Chapter 1345

Meeting agenda

March 10, 2021

MONTHLY meeting at 6:30pm VIA ZOOM ONLY

(no in person meeting this month)



Zoom Meeting



Join Zoom Meeting

<https://us02web.zoom.us/j/89752813569?pwd=NHRwek9uaVR0aVgxaklrZmtCS0luUT09>

Meeting ID: 897 5281 3569

Passcode: 004873

AGENDA

Announcements

- President's updates

Program

- Meet and Greet with new airport restaurant owners - Cecee



Committee Reports and Updates

- Committee updates
- Future projects

Other

- Next Meeting: April 14, 2021, 6:30 PM
- (will likely meet via Zoom again)



Meeting Minutes February 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, February 10, 2021 at 6:30 pm and was held via Zoom.



Attendees

There were 18 people in attendance on the Zoom meeting.

Announcements

- Fred Berardo accepted the position as Chapter Vice President. Congratulations Fred!
- Governor's proclamation that Feb 11th is the 100th Anniversary of Oregon's Dept. of Aviation.
- Cottage Grove – They have 6 vintage airplanes at the museum, and we've asked them to consider flying them to Bend for a show off.
- Aurora Airport wants to extend the runway by 1000 feet but a group of real estate agents is trying to block it. Dale will try to keep us updated on that. (see article in newsletter)
- This month, there is a chapter leadership webinar series run by EAA on their website so people can check that out.

Program

Video:

Dale showed a Backyard Bend video featuring Tracy Williams and the Bend Airport.

Main speaker: Tracy Williams

Tracy talked about the airport master plan, which is an airport land use planning document for the next 10 to 20 years and preserves long term options out to 50 years. For the short term the focus will be on the ATC and perimeter fencing. The improvement focus areas are as a result of a user survey in 2019. Also under consideration is perhaps a second runway if the airport continues to grow.

Tracy would like to see the airport be a hub of economic activity. There is an advisory committee meeting this Thursday if you would like to be part of the decision-making process. There will be 5 alternatives presented for the long term plan. The alternatives will begin to be narrowed down at the meeting. Tracy would like stakeholders to be engaged in this process.

Tracy reported that CJ's airport café is now open. They will be open daily from 8:20 to 2:30pm. The Pickled Pig shut down at the start of Covid and their lease is expiring and will not reopen.

One area of airport interest is aircraft storage. Ten hangars opened in November. It is difficult for the city to approve developments due to county codes. Effective March 31, there will be reduced restrictions from the county and this will allow the city to have more control over the development of the airport. Tracy is speaking to developers for the construction of new hangars.

Contract crews work timely on snow removal and some enquired as to breaking action reports and surface condition reports that requires a \$75K friction testing truck and there are other priorities for the funds.

Faye Phillips asked a question "There are 10 new hangars under construction. How many airplanes will this hold?" Answer: The Blue hangar has been approved for removal and replacement. Three to four hangars will go in next to the fuel farm. Two hangars are going in further north near the Baney Hotel area. On the east side, there are 10 new hangars that opened in November and that will be repeated right behind those. That process will continue all the way

to Gibson Road. All development must be aviation related as we don't have enough land for non-aviation development.

ATC – FAA wrote a letter in October and Bend airport is a candidate for the tower program. But there is no Funding. \$4.5 Million development was already approved. Tracy was appointed to the Federal Contract Tower Review board. The tower was the most requested item on the 2019 user survey.

Question by Garrett Welch – “What about hangars for the individual users vs. the corporate jet users and very high end consumers leaving out the small GA community and hobbyists?”

Answer: Tracy is meeting with some folks this week to attempt to address this issue. Leading Edge has plans to develop hangars on the east side of the airport near the helicopter operations area. They would like to be under construction this summer. That would potentially free up some of the west side hangars that they currently occupy.

Committees/Projects

Flying Club

Tom gave an update regarding the flying club. Similar status as to last month. Mostly slow progress due to COVID.

Friends of the Bend Airport

Kim updated us on Friends of the Bend Airport. Their focus is on tomorrow's planning meeting. Pier Dutcher will participate in the organization and he is most familiar with all the Airport Master plan documents. The goal to get the recreational pilots represented at the advisory committee instead of just the large businesses. Fund raising went well as a result of the organizations' effort to get the airport to back off on the airport rents. The organization is registered as an Oregon non-profit and have applied for tax exempt status with the IRS. Work continues on building the website. There is a call out for links to airport web cams and they can be centralized on the Friends of the Bend Airport website for viewing.

Builders Group – Glastar Project

Dale gave an update on the builder's committee & Glastar. New brake cylinders were bought for the co-pilot side. Dale would like to organize a composite work shop on the Glastar.

Scholarships

The application for the Ray scholarship was submitted in January.

Young Eagles

Chuck Rosenfeld at Chapter 617 in Prineville is planning a Young Eagles rally this summer and we told him that 1345 would like to participate.

Next meeting is March 10 and will be via Zoom again.

Meeting adjourned at 7:25pm.

Respectfully submitted,

Jeff Stolasz, *Secretary*



Treasurer's Report

Financial: For Period 01/01/2021 to 02/26/2021 (Year to Date)

Total Income	\$	265.00
Total Expenses	\$	99.99
Net Income (Loss)	\$	165.01
Total Cash on Hand		\$20,186.59



Nathalie Smith, Treasurer



COMMITTEE/GROUP REPORTS

Program Committee

Program for the next meeting:

- CJ's at the Airport
- Owned by Cecee and Jonathan
- Cecee will join us on zoom
- Their website: cjsattheairport.com



Fred Berardo, Program Committee Chair/VP



Builders Group

The Builders Group continues to work on the Glastar project on Wednesday afternoons and Saturday mornings. When we meet as a group, we have been wearing masks and social distancing to keep everyone safe. See upcoming workshop information at the end of the newsletter. Feel free to join us!

Flying Club

See meeting minutes

Scholarship Committee

Dale Anderson, President, submitted the application for a new Ray Aviation Scholarship in January. We haven't heard yet if we will get a scholarship to award. Hopefully we will know by the March 10 meeting. Contact Dale Anderson with suggestions for a nomination.



Young Eagles/Eagles

From Dennis Douglas, founding EAA Chapter 1345 member:

Dale,
I received this email from the grandfather of a young lady to whom, in 2007, I gave a Young Eagles flight. I have both his and his granddaughter's permission to share this with EAA 1345. You might want to share this with your EAA members as a reminder that those little things we do for young people can memories for a very long time....
Dennis

(Excerpts from email):

*Dennis,
Alexis just moved to San Diego and unpacked her [Young Eagles] certificate. She is very proud of it. YOU Have made a very big impact on her, thanks again.
Doug*

Your turn!

[Become a volunteer pilot](#)

Please let Mike Wissing know that you are interested in flying either Eagles or Young Eagles.



provide happy



Fly-Out Group

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

Chapter Membership Report



The website roster now shows that we have 24 current members, including Regular and Family members. We have received dues from a few more members, and are still anticipating hearing from a few other members soon. We are also still awaiting a few new member applications, and expect them to be in soon.

The COVID numbers seem to be going down in Deschutes County, and we anticipate getting back to in-person meetings soon. I also anticipate returning to Bend in time for the April meeting and look forward to visiting CJ's and going on fly-outs, as well as seeing everyone in person. Once I'm back in Bend and once we are back to in-person meetings, we should plan a "welcome back" event. I'm open to suggestions about what that event should entail. Obviously, we want to reach out to the aviation community and prospective new members, as well as celebrating the return of all of our regular members.

As a reminder, dues are:

- \$25 for individual membership
- \$40 for family membership

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

- **PO Box 6732, Bend, OR 97706**

Faye Phillips, Membership Chairperson



This month, we feature Nathalie Smith, EAA 1345 chapter treasurer and awesome woman in aviation!

How did you get started in recreational flying?

I must have been 9 or 10 years old when I talked my parents into letting me ride in a small high wing plane (Cessna?) at a small county fair in my home country of France. The pilot was giving 30 minute rides over the country side. It was fascinating to see the world from above, the river, the castle, the fields, the vineyards, and how small the people were!

I did not get to ride in a small plane again until I decided to get my pilot's license in the late '90s. My husband Alan was finishing his and we were exploring getting a plane of our own. We'd agreed that it would make sense for me to at least be able to fly/land a small plane in an emergency (i.e., from the right seat). I figured if I needed to take classes anyhow, I may as well learn how to do more than just respond in an emergency.



What do you love about flying?

Although I did get my license in 2000, from then on, I mostly 'flew' in the right seat and concentrated on being the navigator. I am a geographer and cartographer (map maker) by trade. Maps have always fascinated me and I have spent hours making and exploring maps. In another time and place, I would have loved to be an explorer, discovering 'new lands', charting new territories, and creating beautiful maps to share these explorations with the world.



When flying, I much rather be looking out than concentrating on 'flying the plane' and monitoring the engine/instruments the instruments are telling me – so being the navigator is natural to me.

Flying gives you a unique way to bring maps and geography to life. It reveals patterns and gives you a perspective on the landscape that you simply cannot get from the ground. It provides you the ability to take a closer look at the mountain, or the canyon, or the river valley; to explore majestic vistas of the Badlands in South Dakota, Mt St Helens, the Grand Tetons, Yellowstone, Devil's tower (no there is not a 'crater' at the top where aliens can land...) without the crowds.

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

After spending a few years looking for a suitable airplane and not finding one that met our 'requirements', my husband Alan and I came across a Zodiac 601 airplane at an airshow in Eugene. The owner of the plane, Michael Heintz, was the son of the plane designer (Chris Heintz) and he had a build assist shop in Cloverdale, CA. My brother-in-law who lived nearby in Santa Rosa, CA was also looking to build an airplane so after a little more research we decided to build (from a kit) 2 Zodiac 601-XL in parallel in Cloverdale.

We started with a weekend rudder workshop in February 2007. Then we spent our 2-week vacation camped out in my brother-in-law's RV at the Cloverdale airport working on the planes every day along with a couple of local helpers. I got pretty good at putting clecos in and pulling rivets but my forte was with overall inventory and shop management: ordering parts, running down to the local hardware store to get supplies, locating tools in the shop – I did not know the name of most of the tools I usually remembered where they had been last used – basically keeping the builds moving along as smoothly as possible.

By early July, after a few more weekend trips and the ongoing local help, the planes were ready to fly. We got our airworthiness certificate in early July 2007. Alan flew the hours locally and then we flew our plane back to Sanderson Field (KSHN) in WA where we were based at the time.





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

In 2009 we flew from Sanderson Field to Oshkosh Air Venture in our Zodiac. The entire journey was a grand adventure punctuated with many funny and favorite stories. We met up with 3 other Zodiacs from CA in Driggs, ID – we had flown from KSHN over the Sawtooth Mountains (very very bumpy and I lost my stomach at 14,000', fortunately I did not have much in it as I anticipated the potential problem.....).



On our way east, we explored Yellowstone, Devils' Tower, the Crazy Horse monument, the Badlands; on our way back, MN lake country, North Dakota, Glacier National Park, the US-Canadian border in Montana and Idaho, Grand Coulee dam and the Columbia valley.



Flying into Oshkosh was surreal with planes lining up miles and miles before you even got close. You could easily see the 'line of planes' that you needed to join/merge with. Not talking back to air traffic control was weird (rock your wings instead) and a little disconcerting when they told you to land on the green dot and all you can see are yellow, pink, or blue dots (we decided that yellow was closest to green and proceeded to that dot).



What is the most interesting place you have ever landed?

Oshkosh would be it – but mostly because of how we departed: We were lined up on the taxiway and waiting for our turn to take off when an Alabama National Guard pilot had a 'little' issue on landing. He ended up skidding off the runway – fortunately, there were no injuries, except the jet.



But it closed our departure runway. We got rerouted to the other active runway but it was so backed up (from all the planes trying to land and all the ones trying to take off) that eventually we were told to do a 180 on the taxiway and take off from the taxiway!

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

It's a lot of work, with a lot of decision; not something to take on unless you really enjoy that kind of work. But the experience is very rewarding, once it's done

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

Although I was able to join only once prior to the COVID shut down, I very much enjoyed the Saturday morning fly out to Christmas Valley. It was a quick flight from Bend with a short walk from the airport to the little café that was open then. It was fun listening to folks' tales of flyouts around Oregon and their adventures.



News - Bend Municipal Airport Manager

As you read in the meeting minutes, Tracy Williams, A.A.E., Bend Municipal Airport Manager, was our guest speaker at the February meeting. She gave us a wonderful update on what is happening now and in the future for the Bend airport.

Here is a link to the video we watched about the Bend Airport and Tracy's role as manager at the airport:

[**Video link: Bend Backyard video**](#)



Thank you Tracy for spending time with us!



The Aerodynamics Of Youth

Students take flight with Central Oregon aviation programs

BY NICOLE BLUME

Reprinted from the Bend Nest: [Link to article](#)

Brrmmmm... the sound of the engine roars to life as the small plane rumbles down the runway and ascends

quickly into the sky. On board the 1971 Grumman Yankee AA-1A is longtime veteran pilot Kim Muinch and his fearless passenger, 16-year-old Lucas Tracy, a junior at Ridgeview High School in Redmond. Just a few miles away, 17-year-old Sisters High School senior Mary Root is completing her preflight checklist before taking the helm of a single-engine Cessna 120 tailwheel light aircraft.

Lucas and Mary are not like other students their age. While the closest most teenagers get to a cockpit is via online video games, these two teens are part of the thriving youth aviation scene here in Central Oregon.



- **NICOLE BLUME**
- Young Eagle Lucas Tracy (left), with EAA Chapter President Dale Anderson (middle) and father Taylor Tracy (right).

Remarkably, there are two aviation programs available for young students here in Central Oregon: The Experimental Aircraft Association's (EAA) Young Eagles program and the Outlaw Aviation flight science internship program as part of Sisters High School.

Founded in 1992, the Young Eagles is the only program of its kind that offers kids ages 8–17 an opportunity to fly with an experienced pilot, free of charge. To date, they have flown over two million kids nationwide.

"This is a unique sort of world," says Dale Anderson, President of EAA Chapter 1345 in Bend. "The look on their faces when they step out of the airplane after they've flown - it's just an amazing experience."

The program is operated entirely by EAA volunteers and member pilots, who bring their own planes to the airfield and generously share their time to fly Young Eagles. Chapter 1345, the "High Desert Flyers," hosts about a dozen licensed pilots with small planes suitable to fly children on their initial "discovery flights."



• KYLE SWITZER

- Outlaw Aviation student pilot Mary Root completing a pre-flight inspection of her Cessna 120 tailwheel light aircraft.

"To me being able to fly just seems like a very rare opportunity and it really is, especially around here, but Kim was very adamant about getting me flying and letting me take the wheels," says Tracy, who is part of the Young Eagles. "The whole way to the airport I was excited because I knew I was going to get to fly."

The length of each discovery flight is weather dependent, but usually lasts around 15 to 20 minutes. Prior to takeoff, pilots describe the skills involved in flying, review aeronautical charts, demonstrate how to operate the instrument panel and complete a careful "walk-around" preflight inspection of the airplane.

"The flight itself was simple but informative," Tracy explains. "You see all the buttons, all the lights flashing, and it really can be overwhelming, but once you have someone actually show you what they all do, it becomes much simpler and that was invaluable really."

A projected 763,000 new pilots will be needed in the world by 2039, but the number of pilot certificates issued by the FAA has decreased more than 60% since 1980.—Aircraft Owners and Pilots Associationtweet this

After their flight, every Young Eagle is automatically eligible to become a student member of the EAA, which includes a subscription to Sport Aviation, access to the web-based ground school, free admission to 400+ science and technology museums, as well as opportunities to obtain scholarships and flight assistance if they wish to continue their pursuit of aviation more seriously.

"Joining the EAA and finding out about the Young Eagles program has opened up so many doors," explains Lucas's proud father, Taylor Tracy, "Lucas, at 16 years of age, has decided that what he is going to do is become a commercial pilot. As a parent, I feel blessed to have found these people. They have lit a fire under my son like I have never seen and given him a goal and a future that he had never even considered being a plausible option."

Operating out of the Robertson Hanger at the Bend Airport, Chapter 1345 brings together a diverse group of aviation enthusiasts, aircraft builders and pilots who share a passion for inspiring youth in the wonderful world of flight.

In Sisters, teenager Mary Root shares a similar goal. She is a member of Outlaw Aviation, an experiential flight science internship program dedicated to empowering future pilots. As the only program of its kind, Outlaw offers teenagers in Central Oregon an unparalleled chance to launch a professional career in aviation while still enrolled in high school.



- EAA Chapter President Dale Anderson (right) instructing Lucas Tracy (left).
- NICOLE BLUME

"I just knew coming in that this was an opportunity that wasn't offered to everyone, and I wanted to take full advantage," says Root, who earned a national Naval Reserves Officer Training Corps college scholarship and plans to serve in the military as an aviator after high school. "It's something I always knew I wanted to do and I'm so grateful for

the opportunity to pursue it now and not have to wait five, 10 years until I get my license or start thinking about that kind of career."

Nestled among the towering pines at Sisters Eagle Airport, Outlaw offers flight instructions for various Federal Aviation Administration certifications. It partners with numerous private donors who support helping young people's aviation dreams come true.

Outlaw was founded in 2014 by local airport owners Julie and Benny Benson, who had a high school-aged daughter interested in aviation. With just a single small plane, a dedicated mentor and a few excited kids, they launched a pilot training program to serve the area's local youth.

A few years later, in 2017, chief flight instructor Sam Monte and his partner Walt Lasecki, both veteran military officers, took the reins. They loved the idea of a practical, skills-based aviation career internship program geared toward high school kids. Since expanding the program and purchasing additional planes, they now work with about 25 students each year, with approximately 10 students actively flying the skies in 2020.

"I remember growing up in high school and we had places like skill centers, mechanics, all those hands-on type things," says Monte. "I actually do think that high schoolers need something more hands-on, and flying an airplane is just that."

In that aim, they offer comprehensive internships to Sisters High School flight science aviation students. During their first semester, students gain a foundational understanding of all aspects of flight. They explore career paths, review the history of aviation and learn basic aerodynamics, meteorology and physics, in addition to the proper operation of airplane instruments, aviation charts, navigation, weight and balance and the prediction of airplane performance.



• KYLE SWITZER

- Mary Root prepares for takeoff inside the cockpit of her Cessna 120 tailwheel light aircraft.

Next, SHS aviation students spend a solid year attending comprehensive private pilot ground school at Outlaw Aviation. Their internship focuses on the nitty-gritty, hands-on work involved in aviation, starting with the proper

maintenance and cleaning of aircraft. After getting their hands dirty, internship students learn the ins and outs of cross-country flight planning, from calculating fuel times to utilizing computer sectional maps to navigating destination checkpoints.

Before they take the controls, however, they must first spend time on the ground in their on-site flight simulator. When deemed ready, students get the chance to operate a Cessna 120, Cessna 172 or Mooney M20C small aircraft with their flight instructor as the co-pilot.

Students aspiring to get their private pilot license will experience 20 hours of this dual training, 10 hours of further skill refinement, and a final 10 hours flying solo, for a total of 40 practice hours. It's a bit like getting a driver's license, only 6,000 feet above the ground.

Root hasn't flown solo yet but is looking forward to that special day. "I know that when I am ready to fly solo I'll be told by my instructors, and I'll know that I have all the skills necessary," says Mary.

Finally, their rigorous final exam involves taking the FAA private pilot knowledge test, which qualifies them to continue on their journey of becoming pilots—if they pass, of course.

It's a lot of time, effort and work to get their pilot license, but this initial investment can pay off in the long run. According to the Aircraft Owners and Pilots Association, a projected 763,000 new pilots will be needed in the world by 2039, based on Boeing's Pilot and Technician Outlook—but the number of pilot certificates issued by the FAA has decreased more than 60% since 1980. This mismatch of supply and demand presents a fantastic opportunity for high schoolers interested in high-paying, aviation-related careers down the road.

"I think this program gives me so much more than an opportunity for a career outside of high school and outside of finishing my private [license]," Mary says. "It definitely gives me a new sense of identity and a new activity that no one has. It also gives me an insight about my true character, I think, because a lot of aviation is overcoming, not necessarily failures, but just hard lessons. And that really provides me insight about what to do when I'm faced with a challenge."

For more information on the Young Eagles, contact EAA Chapter President Dale Anderson (607-591-1714) or email highdesertflyers1345@gmail.com.

For more information on Outlaw Aviation, contact Sam Monte at (541) 410-1708 or email outlawaviation@outlook.com.



EAA National Free Webinars in March

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

Date	Time	Title	Presenter(s)
3/2/21	7 p.m. CST	Panthers and Beyond HOMEBUILDERS WEBINAR SERIES	Dan and Rachel Weseman
<i>Dan and Rachel Weseman of Sport Performance Aviation will discuss the Panther, a single-seat, aerobatic, mid-sized, low-wing aerobatic airplane with quick-fold wings. They will also talk about progress on Cougar, an upcoming two-seat version of the Panther.</i>			
3/3/21	7 p.m. CST	How Mags Fail Qualifies for FAA WINGS and AMT credit.	Mike Busch
<i>Following up on his previous EAA webinar about aircraft magnetos, Mike Busch A&P/IA discusses the various ways that magnetos can fail, how pilots can safely deal with these failures (and why they usually don't), and how proper maintenance can prevent these failures from happening in the first place.</i>			
3/9/21	7 p.m. CST	Bong: America's Ace of Aces MUSEUM WEBINAR SERIES	Chris Henry
<i>Join Chris Henry from the EAA Aviation Museum as he discusses the life of America's highest-scoring WWII ace, Richard Bong. The fascinating story will lead to a discussion about the EAA Aviation Museum's beautiful P-38 which is painted to honor Bong and his wife Marge.</i>			
3/10/21	7 p.m. CST	Pushing Past TBO - Running your Rotax Engine "On Condition" Qualifies for FAA WINGS and AMT credit.	Prof. H. Paul Shuch
<i>Many of us are experienced with the ubiquitous Lycomings and Continentals, engines based upon 1930s designs. The Rotax 900 series of aircraft engines, which now power 80% of the light-sport fleet, are noted for their reliability and longevity. These modern European designs defy our notion of time between overhauls. In this FAA WINGS and AMT Award webinar, Prof. H. Paul Shuch, a noted flight instructor and Rotax maintenance technician, tells you why you can forget everything you know about TBO and how you can keep your Rotax operational far longer than you expected.</i>			

3/16/21 7 p.m. CDT **Rolling Fear Upside Down with Aerobatics** Cecilia Aragon

U.S. Unlimited Aerobatic Team pilot, CFI, and engineering professor Cecilia Aragon talks about three ways aerobatics can help anyone overcome fear and become a better pilot. Cecilia will share her personal journey from timid child to the World Aerobatic Championships. Qualifies for FAA WINGS credit.

3/17/21 7 p.m. CDT **Sling Aircraft Kits** Mike Blyth

Mike Blyth from Sling Aircraft will cover the Sling series of amateur-built and light-sport aircraft, including their history of development, performance, flight characteristics, and flight testing for the new high-wing airplane available in both tricycle and taildragger versions.

3/24/21 7 p.m. CDT **SNAGGED! Dealing with Defects Safely and Legally** Sebastien Seykora
Qualifies for FAA WINGS and AMT credit.

A review of where, when, and how to record aircraft defects and how to determine if they affect the airworthiness of small private registered aircraft, with special emphasis on Canadian rules and registered aircraft. Sebastien Seykora will discuss typical problem scenarios and go through where to look and how to determine if a snag grounds the aircraft and how to keep flying legally if it doesn't.

3/31/21 7 p.m. CDT **Engine Care Items Every Pilot Should Know** Bill Ross
Qualifies for FAA WINGS and AMT credit.

This seminar is designed to answer many of the questions we as owners have regarding the proper care and feeding of our aircraft engines. Bill Ross from Superior Air Parts will discuss maintenance and operational best practices. Attending this seminar will result in enhanced safety, reliability, and lower direct operational cost of engine ownership.

[View Webinar Video Archives](#)




EAA Webinars sponsored by



Women in Aviation In Honor of Women's History Month!

EAA features the many women in aviation who have made history through the years. Visit the EAA website and choose ["Timeless Voices"](#) to learn more. Here is a sampling of the fascinating stories of women in aviation!




53:25

Timeless Voices: Wally Funk

December 09, 2020 | 12 Views

Mary "Wally" Funk became the first female air safety investigator, first female civilian flight instructor, and was one of the Mercury 13 women who trained for the possibility of space flight.

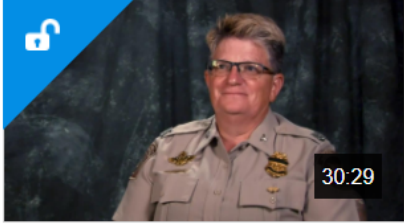


23:24

Timeless Voices: Jeanie Engle

December 08, 2020 | 12 Views

Jeanie Engle started out her NASA career as an intern and worked her way up to one of the most prestigious positions at NASA headquarters.




30:29

Timeless Voices: April Peterson

October 22, 2020 | 130 Views

April Peterson works for U.S. Customs and Border Protection as an Air and Marine Operations Supervisory Air Interdiction agent, helping to protect the U.S. border both from the air and the sea.




Dawn Seymour
Air Force Service Pilot
President of the WASP Organization
29:58

Timeless Voices: Dawn Seymour

July 18, 2020 | 55 Views

When the war broke out in 1941, many brave women stepped forward to do their part. A new program called the WASP would place women in the cockpits of some of the most high-performance aircraft of the day.




51:45

Timeless Voices - Caroline Jensen

July 16, 2014 | 1,225 Views

Caroline Jensen graduated from the U.S. Air Force Academy in 1998. She served as a T-38 instructor pilot and transitioned into F-16s. After completing a combat tour in Iraq, she joined the USAF Thunderbirds demonstration team as right wing pilot.



34:18

Timeless Voices - Evelyn Bryan Johnson

May 11, 2012 | 515 Views

Evelyn "Mama Bird" Bryan Johnson passed away on May 10, 2012 at the age of 102. She started flying in 1944 and stopped flying at age 96 in 2005, having logged 57,635.4 flying hours. She was the oldest flight instructor in the world at the time.



All,

An Oregon Guard friend (Tony Helbling) emailed me about an issue brewing at the Aurora (KUAO) Airport. A few property developers led by a Real Estate agent from California, are trying to stop the airport from adding 1000' to the runway. That expansion would increase the margin of safety significantly for takeoffs & landings by all aircraft currently operating from KUAO. Having an extra 1000' of runway is a very good thing for a student pilot, not to mention those operating larger aircraft.

The runway extension was approved long ago, and has been in the KUAO master plan for years. The developers recently filed litigation with the Land Use Board of Appeals to stop the expansion but were rejected, so now they're trying another "work around" to stop it with House Bill 2497. If successful, HB 2497 would also have serious implications for any airport in Oregon. Since most all of us are familiar with airport operations, I thought many of us might want to send

a quick email to each of the 5 members on the Joint Committee on Transportation listed below to let them know House Bill 2497 is a bad idea. The email can be a short message in your own words indicating your interest in aviation, that you are in favor of the runway extension at Aurora, and that you are opposed to HB 2497.

<https://legiscan.com/OR/sponsors/HB2497/2021>

I know that AOPA & other airport & aviation groups are working with the Aurora Airport to stop HB 2497 so if you would, take a few minutes to email each of these Committee members. It would be a big help to KUAO and other airports in Oregon.

Thanks!

GC

Here's the information I have about the issue:

House Bill 2497 tries to accomplish legislatively what opponents of the airport failed to do in their litigation and appeal at Oregon's Land Use Board of Appeals (LUBA). This legislation is not only a land use super-siting bill that bypasses what LUBA has already decided, but it also intentionally hinders long-planned safety improvements like the runway extension.



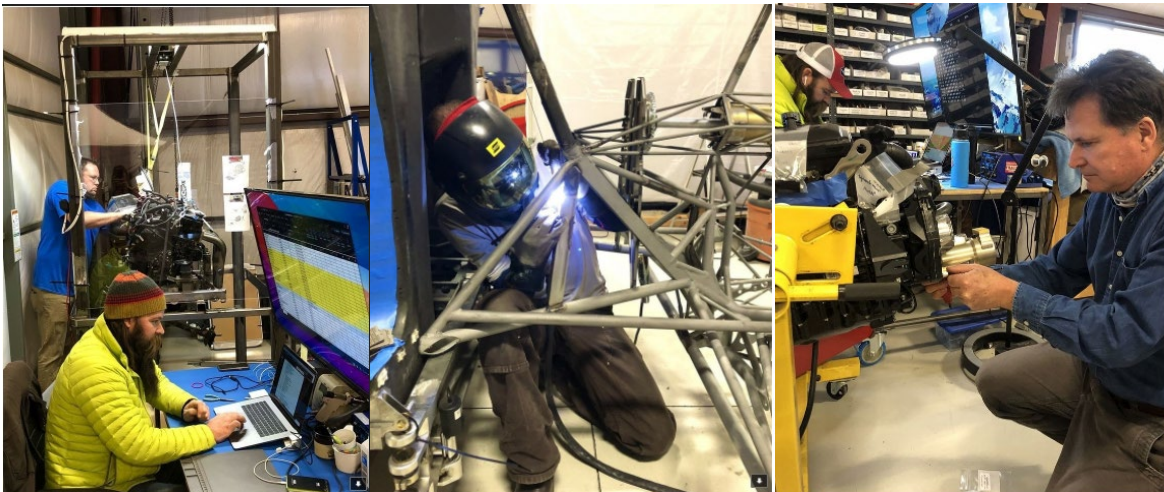
Samson Flying Sports Car Progress Update



Samson Sky reports the following updates in their February 2021 newsletter:

- Welcome to the future
- The sniffer is sniffing
- Mikula masters the engine
- The Switchblade's new sound
- Welding new motor mounts
- Rear bulkhead bump out for engine
- And more.....

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/>

FAA Authorized 2-Day LSA Class

From: John William Cox <rv10pro@gmail.com>
Date: February 25, 2021 at 12:35:28 PM PST
To: daleanderson779@gmail.com
Subject: Rainbow Aviation LSA Repairman Inspection Class

Dale,

Carol and Brian Carpenter, Rainbow Aviation and formerly of Corning, CA, have moved to Missouri but will return to the NW for an FAA authorized 2 day LSA class with written examination and issuance of the Inspection Authorization. A few of your chapter members may find value in this ability.

The class will be **Saturday, September 18th and Sunday, September 19th** at Columbia Aviation Association at the base of the tower at KUAO. I have a list of RV parks, motels or hotels for their consideration. Class is FAA limited to the first 32 applicants.

Carol posted it on the Rainbow Aviation website yesterday! (<https://rainbowaviation.com/>)

John Cox - EAA Lifetime Member 346572 of EAA 105
Sponsor, Columbia Aviation Association, Lifetime Member
(503) 453-6016

Johnny C.



EAA, GA Groups Meet with New Federal Air Surgeon



February 25, 2021 – EAA and other general aviation groups had the opportunity earlier this month to connect with the FAA's new Federal Air Surgeon, Dr. Susan Northrup, to welcome her to her new position and briefly discuss some of the major issues faced by GA pilots relating to medical certification.

"Having a Federal Air Surgeon such as Dr. Northrup, who grew up in an aviation family and has long been involved in general aviation, is certainly a benefit in future discussions about the issues that GA pilots face," said Sean Elliott, EAA's vice president of advocacy and safety. "We also look forward to working with her in more detail and in conjunction with EAA's Aeromedical Advisory Council."

Dr. Northrup is a retired U.S. Air Force colonel and a senior FAA aviation medical examiner. While in the Air Force, she also served as the U.S. delegate to NATO's aeromedical working group. Dr. Northrup and her husband are both involved in general aviation and she has participated previously at EAA AirVenture Oshkosh and at the National Warbirds Operators Conference.

For Sale 2010 Remos Lightsport

Low hours, flown regularly, excellent condition, hangared

Radio: Garmin SL-40

Nav-com: Garmin SL-30

Transponder: Garmin mode S GTX328

EFIS: Dynon FlightDek D100

EMS: Dynon EMS-D120

AP: Dynon HS-34

GPS: Garmin 496

ADS-B: uAvionics tailight

Engine: Rotax

For more information contact Mike
Nichols, wmnich56@gmail.com



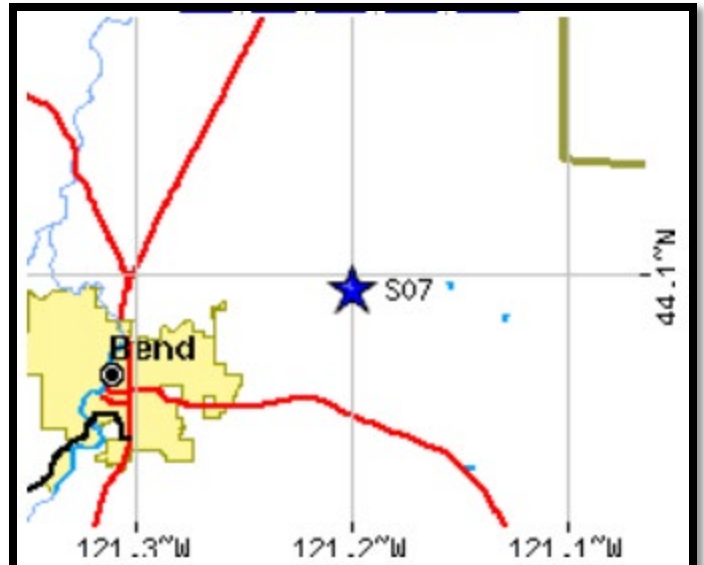
FOR SALE

Fly-out (fly-in?) to CJ's, Bend, Oregon on February 20, 2021

The snowy weather on Friday before our Fly-out day was not forecast to be gone before Saturday mid-day. So instead, 3 pilots met at the new CJ's at the Airport in the KBDN terminal building for a proper, but socially distant, breakfast. The food was great, the conversation was great, even the weather in Bend was great. But we could see from the cafe that any direction we could fly would quickly turn IFR. The classic Blue Bowl of Bend.

Many thanks to Cecee and Jonathan for getting the cafe up and running again!

Submitted by Gary Miller



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

Aerial photo

WARNING: Photo may not be current or correct





Composite Workshop!

Saturday, March 13 at noon
Bend Builder's Assist Hangar

Topic:
Basic principles of composite construction
applied to the Glastar

Presented by Andy and Fred
from Bend Builder's Assist



Bend Builder's Assist

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



COVID 19 Updates

Vaccine is here!! Hopefully soon we will be back to in-person meetings and events.



Phase 1A Started on December 12, 2020

Phase 1B Started on January 25, 2021

Phase 2

Everyone in Phase 1A, Groups 1,2,3 and 4 is eligible for the vaccine.

Group 1

- Hospital staff with patient care responsibilities
- Urgent care
- Skilled nursing and memory care facility healthcare personnel (HCP) and residents
- Tribal health programs
- Emergency medical services (EMS) providers and other first responders
- All health care interpreters and traditional health workers in any setting within Phase 1a

Group 2

- Other long-term care facilities, including all paid and unpaid HCP, all staff and contractors, including residents who meet the age requirements of:
 - Residential care facilities
 - Adult foster care
 - Group homes for people with intellectual and developmental disabilities
 - Other similar congregate care sites
- Hospice programs
- Mobile crisis care and related services

Group 3

- Individuals working in a correctional setting
- Adults and youth in custody 16 years and older

Group 4

- All other outpatient HCPs
- Other HCP who provide direct service to people with IDD and other high-risk populations.
- Other public health settings, such as HCP serving WIC, or CBO's with direct or indirect exposures

People eligible: **400,000** approximately

Groups 1-4

- Childcare providers, early learning and K-12 educators and staff
- People 70 and older

Group 5
Eligible March 1, 2021

- People 65 and older

Group 6
Eligible no later than March 29, 2021

- Adults 45-64 with one or more underlying health conditions with increased risk*
- Migrant and seasonal farm workers
- Seafood and agricultural workers
- Food processing workers
- People living in low-income senior housing, senior congregate and independent living

Educators: **152,000** approximately

People over 65: **795,000** approximately

Phase 2

Group 1
Eligible no later than June 1, 2021

- People who are 45-64

Group 2
Eligible no later than July 1, 2021

- All Oregonians 16 and older eligible.

*** Underlying health conditions with increased risk as defined by the Centers for Disease Control and Prevention (CDC)**

- Cancer
- Chronic kidney disease
- COPD (chronic obstructive pulmonary disease)
- Down Syndrome
- Heart conditions, such as heart failure, coronary artery disease, or cardiomyopathies
- Immunocompromised state (weakened immune system) from solid organ transplant or HIV
- Obesity (BMI greater than or equal to 30 kg/m2)
- Pregnancy
- Sickle cell disease
- Type 2 diabetes mellitus

**** Frontline workers include people who work in these industries:**


- A frontline worker is someone who has a job that puts the individual at higher risk for contracting COVID-19 because of:
 - Regular close contact with others outside of their household (less than six feet); and
 - Routine (more than 15 minutes per person(s)) close contact with others outside of their household; and
 - They cannot perform their job duties from home or another setting that limits the close or routine contact with others outside of their household.
- These include*:
 - Workers who are manufacturing vaccine, therapeutics, devices, supplies, or personal protective equipment
 - Ranching, greenhouses, beverage manufacturing
 - Grocery store and retail workers, including food markets, pharmacies, convenience stores, retail clothing and specialty stores
 - Community colleges, colleges, universities, vocational rehabilitation, trade and professional schools
 - U.S. Postal Service workers
 - Public transit workers, including rural, interurban and urban bus and rail operators
 - Manufacturing; including paper, petroleum, coal, asphalt, roofing, chemical, plastics, metal, industrial machinery, computers, electronics, transportation, medical equipment, repair and maintenance
 - Transportation and logistics, including air, rail, water, truck, taxi, limousine, charter bus, other transit and ground passenger transportation, warehousing, storage and delivery services
 - Food service, including restaurant, bar and kitchen staff
 - Energy, including utilities, oil and gas extraction, mining, gas stations, fuel delivery, environmental consulting
 - Water and wastewater, solid waste management and recycling, including utilities
 - Housing, including construction, contractors, real estate and hotels, housing services such as affordable housing programs, motels and commercial accommodations
 - Information technology and communications
 - News media, including broadcasting and publishing
 - Public health workers, including scientific and technical consulting, research and development
 - Public safety, including civil engineers, human services and social services, such as child protective services
 - Finance, including banks, accounting, tax preparation, payroll services
 - Legal, including court staff, judges, attorneys
 - Government, including employees and contractors performing services or business for the public, and elected officials
 - State of Oregon legislative and executive branch frontline employees on a list maintained by the Department of Administrative Services (DAS)

* This is not an exhaustive list; see <https://www.cdc.gov/vaccines/imz/iq/categories-essential-workers.html> for a full list.

Document accessibility: For individuals with disabilities or individuals who speak a language other than English, OHA can provide information in alternate formats such as translations, large print, or braille. Contact the Health Information Center at 1-971-673-2411, 711 TTY or COVID19.LanguageAccess@ohaspa.state.or.us

OHA 2021R (02/26/2021)

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