



The Bend High Desert Flyer of Chapter 1345

WEBSITE: chapters.eaa.org/eaal345

KBDN AWOS 134.425

June 2021, Vol. 20, #6

Prez Sez

A couple, Jan & Gar Pessel, from the Dry Creek Airpark (SE of Prineville), have donated a nearly complete RV-12 to the chapter (including engine and avionics). Can you believe it? Mike Rhodes, who lives at the Dry Creek Airpark, told us about the possibility of a donation. They wish to see the plane used to help train new pilots if at all possible. Anyone have some ideas about that? The flying club setting could be perfect, but there is that insurance issue once again.

On Friday, May 21, a group of us went to Dry Creek Airpark with a couple of trailers to pick up the RV-12. Bryan Rey lent us his tilting flat-bed trailer to haul the fuselage and Mike Wissing provided his toy-hauler trailer for the wings (pictures below).

Jan and Gar spend their summers at a cabin in Sutton, Alaska. They wanted to clean out the shop before they left. They left for Alaska on Monday, May 24. We wish them safe travels as well as a whopping THANK YOU. See story and Gar and Jan later in the newsletter and more photos.

We welcome interested homebuilders to join in helping to finish the RV-12 project. There are service bulletins and AD's to comply with. The RV-12 will have a priority over the Glastar project because it will fly relatively soon. As the saying goes – "On Thursday"! Seriously, hangar space is more crowded than ever, so we do want to get it flying soon.

We are postponing the Flying Start event from June 12 to another date. The recent surge in covid cases was the main reason, though it seems to be dropping now. We will discuss options at the meeting. Flying Start is an EAA program to encourage adults to learn to fly and to take them on an initial Eagles flight, similar to the Young Eagles program.

Help wanted: 617 of Prineville is having a Young Eagles Rally on June 26. Pilots and ground crew are needed. Please help if you can. Pilots must be current with the youth protection and background check with EAA national.

Fly Safe,

Dale

President, EAA Chapter 1345





Gar and Jan Pessel







EAA Chapter 1345 Meeting Agenda

June 9, 2021

6:30pm

In Person Meeting! **Bend Builders Assist Hangar**

(and ZOOM using this link)

<https://us02web.zoom.us/j/81407266838?pwd=ZWVvQ0RBc29JSWZ3R1V4S3F1SnBmdz09>

AGENDA

Announcements

- President's updates
- Update on Flying Start

Program

- Tour the RV 12 Donation
- Plan Flying Start Event
- Young Eagles Rally at Prineville



Committee Reports and Updates

- Committee updates

Other

- **Next Meeting: July 14, 2021, 6:30 PM**

Meeting Minutes May 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, May 12, 2021 at 6:30 pm and was held via Zoom.



Attendees

There were 10 people in attendance on the Zoom meeting.

Fred kicked off the meeting at 6:30 (Dale was on vacation in Moab, Utah)

Feature Presentation:

Fred introduced Sheryl Yeager, who is the aviation teacher at Sisters High school. She teaches what is called a Career Technical Education (CTE) in Aviation. She teaches other subjects too. The High School in partnership with Outlaw Aviation at the Sisters Airport currently has 12 students actively flying.

Courses in this CET range from introduction to aviation to meteorology and private pilot prep. The classroom portion prepares the student to pass their FAA written exam and the flying portion is funded by the student, through scholarship, and via favorable aircraft rental rates for high school students. The flight school also has an AATD IFR flight simulator.

Sheryl says they hope to get room in the old bus barn to begin building an airplane with the high school students. Sheryl signed off after a good question and answer session.

Announcements

Flying Start event - The main discussion after the feature presentation was on the Flying Start event. After considerable back and forth, it was decided that we should postpone the Flying Start event from June 12th. We have not yet started the marketing campaign. It was decided that we should nominate a project leader and support team to organize the event and then schedule the event appropriately.

Builder's Committee: There was a discussion on the Glostar and Dale was able to join briefly to give an update. The desired engine is an IO360 but there is not yet a plan on how to afford the engine. There was some discussion on defining the mission of the aircraft and doing some market research to better define how the plane should be equipped.

Other Business:

Gar and Jan Pessel, who live at Dry Creek Airpark, would like to donate their RV-12 to the chapter. It is a kit from 2009 that is mostly complete but needs compliance with some service bulletins. We need to arrange for a trailer or truck capable of hauling it and get the paperwork in order, etc. They wish that this donation is put to work training pilots if possible. The Airpark is located near the Prineville reservoir.

Kim invited anyone who wants to go flying on Saturday. The plan is to fly somewhere west of the Cascades since the weather looks like it will cooperate.

The meeting adjourned at 8:10

Respectfully submitted,
Jeff Stolasz, Secretary

Treasurer's Report

Financial: For Period 01/01/2021 to 05/26/2021 (Year to Date)

Total Income	\$890.00
Total Expenses	\$139.98
Net Income (Loss)	\$750.02
Total Cash on Hand	\$20,771.71

Nathalie Smith, Treasurer



COMMITTEE/GROUP REPORTS

Program Committee

Program for the June meeting:

- **Tour the RV 12 Donation!** See what the chapter will finish up!
- **Plan the Flying Start event**

Fred Berardo, Program Committee Chair/VP

Builders Group

The Glastar project continues, with new builders helping with the process. Focus has been on the doors this month. See photos near end of newsletter! New project! RV12 finishing work.



Flying Club

No new updates.

Scholarship Committee

Gabriella Favia still needs to be approved by EAA national, but all looks good – basically on hold until we hear back. She will work with BAM for her flight training.



Young Eagles/Eagles

Help wanted: 617 of Prineville is having a Young Eagles Rally on June 26. Pilots and ground crew are needed. Please help if you can. Pilots must be current with the youth protection and background check.



Fly-Out Group

Two fly-out this month, to Salem and to Newport, Oregon! See article later in the newsletter!

Chapter Membership Report

Though most members have renewed their membership, dues keep trickling in--thank you! And new/prospective members are finding us and joining us online. Our roster shows we currently have 27 paid members. We also have two new members, Chris Wallace and Josh Holcomb. We hope to be able to meet in person soon and do a Meet & Greet! 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: Mike Rhodes
<mikerv9a@gmail.com>
Date: May 28, 2021 at 4:46:05 PM PDT
Subject: PROP GUN - a TOP GUN Parody

Too funny!!!

<https://youtu.be/G3oWqAos5a8>





This month, we feature Dale Anderson, EAA 1345 chapter president

How did you get started in recreational flying?

One summer day at the lake, my father hired a pilot for a flight in a Republic SeaBee and they took me along. I think I was about 10 years old or so. We were at our lake cabin in Minnesota. It was a fantastic experience, especially taking-off and landing on water. If I have the chance, I would still like to get a seaplane rating, (win a lottery) and buy, an amphibian.

Later in life, I was a grad student at the University of North Dakota. I took a summer job at Grand Forks Airmotive, an FBO at the Grand Forks International Airport. One of its main functions was to run the mail to and from Minneapolis in a Beech 18. Part of my job each day was to pull the cowlings off the two radials and fill them with oil. I also helped the three mechanics as a gopher – changing tires, greasing wheels, flagging for a crop duster, sweeping the floors, etc. I remember working on the two Cessna 150'S that were the start of the now famous UND Aerospace Program. I began flight lessons and soloed in one of those through the UND Flying Club. Later that year, after about 22 hours of flight time, I temporarily ran out of money and said "later". Sound familiar?



What do you love about flying?

Flying is always an adventure. There are so many variables to account for that every flight is a new experience to take control of. You make a plan and then carry it out. So, the accomplishment is satisfying as well as the views and the scenery below. The perspective from above is captivating. I think the geomorphology classes I took in college make me more curious about the ever-changing terrain below. I also love tinkering, so I am constantly messing around with some changes to my Sonex. There is always something to "putz" with - just ask my colleagues and my wife, Lynn!

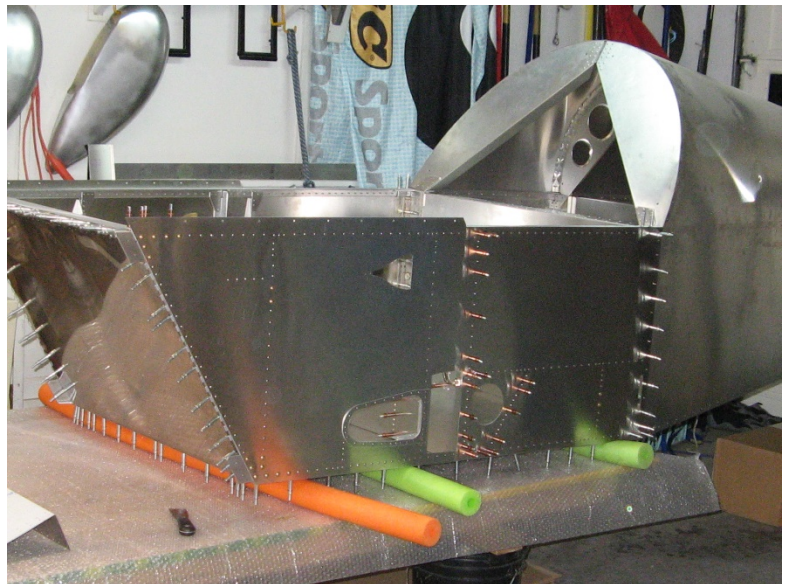
Tell us about your own airplane(s)? Any that you built yourself? If yes, how was that experience?

After I retired from teaching outdoor recreation at State University of New York in 2008, I said "I'm going to become a pilot again." I began taking flight lessons at the East Hill Flying Club in Ithaca, NY. Lynn and I went to Airventure 2009 and I decided to build a Sonex kit. Why Sonex? It was practical and cheap, especially with the AeroVee (VW) engine. You assemble the engine. If it didn't work-out, not much lost. (I've been an under-paid teacher all my life after all!) I completed the Sonex construction in our two-car garage. The biggest challenges were space management – hanging parts from the walls and ceiling as they were completed. Fitting the wings took place out in the front yard – some cars stopped by to see what was happening.



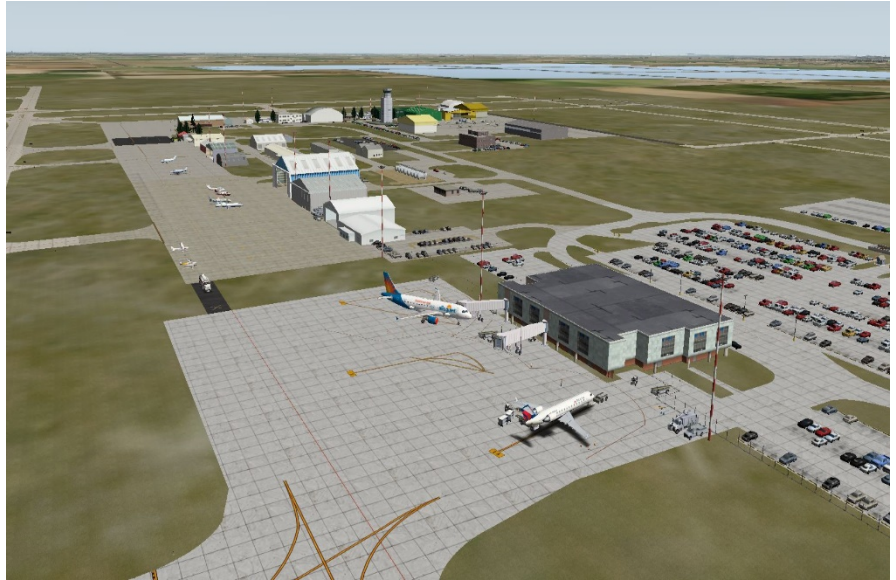
If you want to be a conscientious pilot and take good care of your own aircraft, I strongly suggest building your own airplane as a method to learning a lot very quickly. It becomes a greater commitment than handing the keys back to the receptionist at a rental facility. I thoroughly enjoyed building the Sonex and I guess that's why I work part-time building RV's for Mike at BBA.

Nickname for the Sonex: The Aluminator (because of all the aluminum chips throughout the house.)



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

I have a vivid recollection of a very embarrassing experience at KGFK. I was on about my second or third post-solo flight. I had gone east of the airport primarily to avoid the Grand Forks Air Force Base immediately to the west. On my way back to the pattern, after practicing lots of basic maneuvers, for some strange reason, I flew directly across the upwind end of the airport toward the downwind leg. The radio crackled. The tower told the pilot at the take-off end of the runway to hold until the #&%* 150 was on the downwind leg. My apology was accepted by the tower, as I checked in on downwind, and the Cessna twin flew past closer than expected.



What is the most interesting place you have ever landed?

Most unforgettable, interesting, challenging, or whatever. That would have to be Painted Post (7N1) in upstate New York. I was working on cross-country flights from Ithaca. Most challenging but not exactly interesting because of its location along an interstate highway, between ridges, with power lines, and structures. You had to fly a much higher than normal right downwind, then steep base leg to final. And don't line-up on the highway. Then all of a sudden an unannounced plane doing a straight in final approach from the other way. Whew! He changed his mind and direction. I landed uneventful, but gained a good deal of respect for the importance of the pattern circumstances and communication, not to mention keep your eyes on the traffic.



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

Don't piddle with it. Jump right in and do it. Don't do what I did – first solo in 1970, Private Pilot license in 2013. Only 43 years to “get er done”. Fly what your heart inspires you to do. Look at, and try, all the possibilities before you decide what you want. Being a pilot is a lot more variable than you think.

Building an airplane is not as complicated as it would seem. You do need to recognize that it takes patience and dedication to the tasks at hand. With a kit, you must follow the plans. You can't just dream-up your own version of how to build. The airworthiness inspection from the DAR will test your adherence to the instructions.

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

As a group we have produced some amazing experiences for many people. The visits from Aluminum Overcast (B-17), the Ford tri-motor, Young Eagles events, Eagle flights, building projects, and so on have pulled people together in a common bond – sharing the spirit of aviation?

Anything else you want to share with our membership?

I believe the biggest problem with sharing aviation with others is the lack of CFI's. Especially in the experimental world. How to become proficient with a different airplane than the one you learned in, which was more likely a tricycle Cessna. Transition training for varying categories of flight is sorely needed. Right now, we have several people in the chapter interested in learning to fly ultralights. Tell me who will teach them without traveling to Florida or some other distant area. Electric flight is coming. How will you make that fit into your agenda?

Join an EAA chapter wherever you are. Pitch in on the projects. There will certainly be some good folks to hang around with, and some enjoyable experiences. Remember our moto: "Sharing the aviation experience!"



First test flight of the Sonex, October 5, 2014

Editor's note: See more photos of Dale's Sonex build at the end of the newsletter!

EAA National Free Webinars in June

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

Webinars

6/1/21 7 p.m. CDT **AirCam Kit Aircraft** Phil Lockwood
HOMEBUILDERS WEBINAR SERIES

Phil Lockwood will discuss the inspiration for the AirCam design, building basics, kit options and answer your questions about this unique design.

6/2/21 7 p.m. CDT **What Plane Should I Buy?** Mike Busch
Qualifies for FAA WINGS and AMT credit.

Many airplane buyers, particularly first-time buyers, tend to buy more airplane than they need (or can afford to maintain). Some buyers get scared off by high-time engines, high-time airframes, older aircraft, or worn paint or interior. In this webinar, Mike Busch, whose company has managed thousands of prebuys, offers some thoughts about finding the right purchase candidate.

6/8/21 7 p.m. CDT **Spirit of St. Louis** Chris Henry and Ben Page
MUSEUM WEBINAR SERIES

Join the museum team as we discuss Charles Lindbergh's historic flight in 1927. We will also look into the background of the Spirit replicas that call the EAA Aviation Museum home, and the adventures they have been on.

6/9/21 7 p.m. CDT **Evolution of Flexwing: Weight-Shift Trikes** Mike Hudetz
Qualifies for FAA WINGS credit.

Mike Hudetz, FAA weight-shift CFI and DPE, will discuss the modern trike development from the earliest aviation experiments dating back to 1891. He will explain performance and flight characteristics, including how the flexwing trike is different from a fixed-wing airplane, including how airplane pilots can transition and add weight-shift privileges.

6/15/21 7 p.m. CDT **Decision-Making and Loss of Control Inflight (LOC-I)** Gordon Penner
Qualifies for FAA WINGS credit.

Gordon Penner will take a big-picture look at LOC-I and decision-making. Elements of the talk will include: a discussion of the takeoff phase from the beginning of the takeoff roll to the point where a safe return altitude is reached; a look at LOC-I when trying to return to the runway after engine failure and ways to determine a safe return altitude; risks for LOC-I in the maneuvering, approach, and landing phases, and finally botched go-arounds.

6/16/21 7 p.m. CDT **Aviation and Aircraft Taxes** Greg Reigel and Paul Herbers

This webinar will provide a high-level overview of various tax issues applicable to general aviation aircraft and hangars. Topics will include federal taxation on business use of aircraft, state sales and use tax on aircraft purchases, including various exemptions, personal property, homebuilt aircraft and registration tax, and liens resulting from failure to pay applicable taxes.

6/22/21 7 p.m. CDT **Welcome to EAA – Getting the Most Out of Your Membership** David Leiting

Join EAA's manager of membership development, David Leiting, as he welcomes you to EAA. This webinar will help you jump-start your participation in EAA programs, direct you toward EAA resources, and bring awareness to EAA's wide variety of member benefits.

6/23/21 7 p.m. CDT **Tips for Flying Into EAA AirVenture 2021** Fred Stadler
Qualifies for FAA WINGS credit.

*The **2021 AirVenture NOTAM** includes significant changes to the VFR arrival procedures. EAA's volunteer NOTAM Chairman, Fred Stadler, describes those changes and also shares some tips for reducing pilot workload when flying into AirVenture.*

6/30/21 7 p.m. CDT **Ultralight/Homebuilt Rotorcraft Arrival Procedures - AirVenture 2021** Mark Spang
Qualifies for FAA WINGS credit.

*Flying into the ultralight/homebuilt rotorcraft grass runway at EAA AirVenture Oshkosh 2021 requires compliance with the **FAA-issued NOTAM**. Mark Spang will discuss the NOTAM arrival and departure procedures specific to the grass runway on the south end of the airport used by ultralights/lightplanes and homebuilt rotorcraft.*

EAA Webinars sponsored by



[View Webinar Video Archives](#)

Meet Gar and Jan Pessel, Benefactors to EAA Chapter 1345

Gar and Jan Pessel, of Alaska and Dry Creek, Oregon, are the generous benefactors of the High Desert Flyers. They have graciously donated a nearly complete RV12 to the chapter! This plane was Gar's third build, having completed two other RVs.

Jan and Gar are both accomplished bush pilots, and flew for many years in Alaska. They are both commercial glider plane pilots, and spent many seasons giving flights to visitors to Alaska.

Gar worked for many years as a geologist for the U.S Geological Survey as well as for oil companies in Alaska. Jan was a primary school teacher for many years.

They plan to spend their summers in Alaska at their cabin near Sutton. And they spend their winters in central Oregon, where they love to ski, hike, and enjoy the beautiful area.

As a chapter, we want to express our sincere and deep gratitude for this generous donation of the RV12. The plane provides a great new project for our chapter, and hopefully will provide the needed resources to meet other long-term chapter goals and possibly provide a great plane for the newly forming flying club.



Mike Rhodes's New Ride!

I've joined the ranks of the local taildragger community with the purchase of a 1975 Citabria 7GCBC. It's equipped with a low time O-320, a new Garmin Comm and Transponder with ADS-B, Engine Analyzer, Vortex generators and Madras Demer Droop tips. No flap stall is 40 mph IAS, which is the bottom of the scale! Power off stall has a nice little "buck" right before a gentle forward break.

The plane has lived its entire life at the small farm town of (Selma) just west of Fresno. My local AK bush pilot buddy (Chuck) flew it home from Fresno the last week of April while I tried to tag along in the RV... that was a "challenge" hanging along at 120 mph. Took 3.3 hrs to fly nonstop from Dry Creek Airpark to Selma in the RV and 5.2 hrs to get back, plus a stop in Red Bluff for fuel and lunch. By the way, the restaurant at the Red Bluff airport is excellent!!

It's been 40+ years since my last time as PIC in a taildragger. Taking some dual with Chuck who has over 2,000 hrs in Citabria's and so far, knocking off the "rust" before I solo it is a little nerve wracking, but going fine. I think another hour or two and I'll be ready.

New adventures ahead for this summer!



Sport Pilot and LSA Expansion Still on Track—MOSAIC Rulemaking Update

May 20, 2021 – EAA participated last week in the meetings of ASTM International Committee F37 on Light-Sport Aircraft that were focused on the Modernization of Special Airworthiness Certificates (MOSAIC) rulemaking initiative. The committee is tasked with updating industry consensus standards for light-sport aircraft to prepare for and accommodate anticipated changes to the regulations under the MOSAIC project.

Top on the priority list for many EAA members, the MOSAIC package is still on-track to expand sport pilot privileges and the range of aircraft they can fly, including a shift to a performance-based metric describing sport pilot-eligible aircraft (LSA) as opposed to the current weight limit. Additionally, a new category will allow larger and more complex aircraft to be built under LSA-like rules but will likely require a recreational or private pilot certificate to operate as is the case for similar type-certificated aircraft today. As we have previously reported, this category is being termed Light Personal Aircraft, or LPA.

LPA is promising because it will fully deliver on the potential of affordable aircraft certified based on industry consensus standards. Along with fully manufactured aircraft, it could allow many of today's kit aircraft to come to market factory-assembled or professionally built for customers interested in this ownership option.

It is important to stress, however, that a broader redefinition of LSA and sport pilot privileges is planned alongside the development of the new and larger LPA, and EAA is advocating for the maximum possible expansion. The end result should be significantly-increased utility of the sport pilot certificate and privileges, which has proven its worth as a gateway to personal aviation since 2004.

The proposed rule is currently on schedule to be released for public comment by mid-2022, with a final rule on track for publication in the fall of 2023.



Reprinted from [this link](#) :

May Full Supermoon – what a shot from Bob Fowler



Samson Flying Car Updates

Samson, in Prineville, continues to make progress on the Switchblade. Here is what is in their most recent newsletter:

- Switchblade electrical completions and mounts
- Battery work
- Prop work
- Pumps and cooling systems
- New engine computer
- Exhaust system

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



From: Neal White <nealwhite150@gmail.com>

Date: May 27, 2021 at 8:47:00 PM PDT

Subject: Fly-out / Disaster Preparedness

If you're looking for a Fly-out destination that would be good PR for OPA and fulfill a worthy cause; there is an EVAC (disaster preparedness) exercise on June 12, 2021.

They are simulating an airlift exercise in Walla Walla and combining it with a food drive for the needy.



If your fly-out wanted to donate some food to the food bank and accomplish a fly-out, your participation would be greatly appreciated.

For details, please contact: (yes, that is his real name) Sky Terry: 425 737 3923

Thanks,
Neal


Editor's Note: You can also contact Gary Miller for information: gem@rellim.com

News from Oregon Aviation Historical Society

SEVENTH ANNUAL COTTAGE GROVE WINGS & WHEELS

Wings & WHEELS
OREGON AVIATION HISTORICAL SOCIETY

JUNE 26, 2021
10:00 AM - 4:00 PM



Admission: \$5 per person | Kids 12 & under FREE

Brought to you by:
Business Bank & Mortgage, a Division of Commerce Bank
COMMERCIAL BANK
financial services

Oregon Aviation History Center & Museum
2475 Jim Wright Way, Cottage Grove, OR 97424
oregonaviation.org | 541-543-1068



Yes, it's a "GO" for this summer!

**Oregon Aviation Historical Society
Seventh Annual Cottage Grove Wings & Wheels
Saturday, June 26, 2021
Vehicle/Aircraft Registration**

2475 Jim Wright Way, Cottage Grove, OR 97424
541-543-1068 oregonaviation.org@gmail.com

Due to the setup of the airport and the increase of participation we cannot guarantee asphalt parking to all vehicles and aircraft. Please contact us ASAP if you have specific requirements and we will do our best to accommodate.

Your Name: _____ Phone: _____

Your Address: _____

Email: _____

*Please provide your email address so we can contact you with updated information.
We will not share your information with other groups, unless we ask, and you agree.*

Vehicle Type (circle one) Aircraft Automobile Motorcycle Other

Aircraft Tail Number: _____

Vehicle Make: _____ Year: _____

Vehicle Model: _____

Anything else you want us to know about your vehicle?

Participation is free, but we do ask that your vehicle remain on site for the duration of the event. Vehicles need to be on site for set up by 9:30am and can be removed starting at 4:00pm. (the main gate by the museum will be open at 8:00am for auto participants this year and shut at 10:00pm)

Visitors to the event will vote on their favorite aircraft and favorite car/truck. If there are enough motorcycle and "other" participants, these categories will also be awarded. The award ceremony will be held at 3:00pm.

The event committee shall have final approval of all vehicles/aircraft at any time and will determine the location of all exhibitors' displays. By the agreement, the Exhibitor will abide by all the rules and regulations determined by the event committee and the FAA. The event committee, the Oregon Aviation Historical Society, the Cottage Grove airport, and the event sponsors shall not be responsible or liable for any loss or damage of all or part of an exhibitor's display and the exhibitor hereby waives any and all rights he or she may have against them for such loss or damage. The event committee reserves the right to use photos of your exhibit for publicity purposes and the owner and/or exhibitor of the vehicle/aircraft waives all rights to compensation.

The Seventh Annual Cottage Grove Wings & Wheels is Saturday, **June 26, 2021** and we would love to have you join us! On the back of this note you will find a vehicle registration form (good for aircraft or land vehicles). We hope you will take a moment to fill it out and return it to us soon to ensure a good spot on the tarmac. Just fold this page so the address at the bottom of this page is visible, tape it closed, add a stamp, and drop it in the mail.

Once again, we will have the *Visitors' Choice* awards for favorite aircraft and land vehicle. So, if you have a real beauty, bring it on down! If you have any questions, send email to oregonaviation.org@gmail.com.

Remember to send your registration in soon!



To:

Oregon Aviation Historical Society
2475 Jim Wright Way
Cottage Grove, OR 97424-9630

Fly-out to Salem, Oregon on May 15, 2021

Contributed by Kim Muinch and Gary Miller

Great flying weather, and it felt like summer in Salem.

John Foster hosted a breakfast meeting of the Beech Aero Club. John's Beech Sierra is flanked in the photo by two Musketeers. No, that's not 3 Musketeers in the photo.

And it turns out the Grumman Gang hosted a lunch meeting.

The food and service were great.



Airport distance calculator

From [KBDN](#)- Bend Municipal Airport
To [KSLE](#)- McNary Field Airport

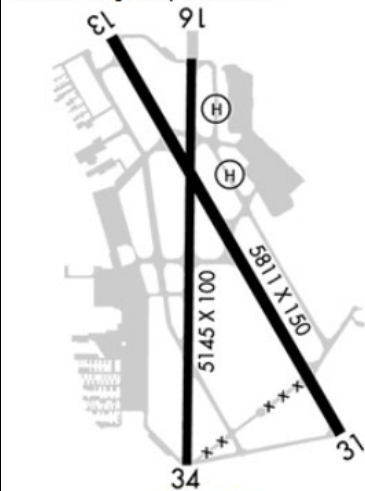
91.3 nautical miles WNW
Initial true course: 303

Sectional chart



Airport diagram

CAUTION: Diagram may not be current



[Download PDF](#)
of official airport diagram from the FAA

Aerial photo

WARNING: Photo may not be current or correct



Photo by J.P. McLaughlin
Photo taken 18-Apr-2020
looking north-northwest.



Fly-out to Newport, Oregon on May 29, 2021

Contributed by Kim Muinch

We had a flyout yesterday to Newport, for the OPA Newport chapter Oyster BBQ.

"This month's OPA flyout took advantage of sunny, clear, warm weather at the coast. Imagine that!

The Newport chapter of the Oregon Pilots Association hosts an "Every Saturday BBQ", at noon in the largest of the box hangars, just south of the transient parking ramp. But this was the annual "Oyster BBQ", featuring just-harvested enormous local oysters.

Gary Miller and Don Wilfong were the first to arrive, just before the advertised starting time of 12:00, and the clam chowder was already gone!. But there were plenty of Oysters and burgers available. The event was well-attended by OPA members from near and afar. Kim, Fred, Ken and Sheri also flew-in for the event. They also took the courtesy car out for a driving tour of the harbor and town. They opted for lunch at the South Beach Fish Market, with their very large menu.



Aerial photo

WARNING: Photo may not be current or correct



Photo by Jerry Wilken
Photo taken 22-Jun-2010

Do you have a better or more recent aerial photo of Newport Municipal Airport that you would like to share? If so, please [send us your photo](#).

Sectional chart



Airport distance calculator

From [KBDN](#)- Bend Municipal Airport

To [KONP](#)- Newport Municipal Airport

126.0 nautical miles WNW

Initial true course: 284



Builder's Group - Glastar Project

GlaStar

Work on the Glastar focused on building and fitting doors and door latches

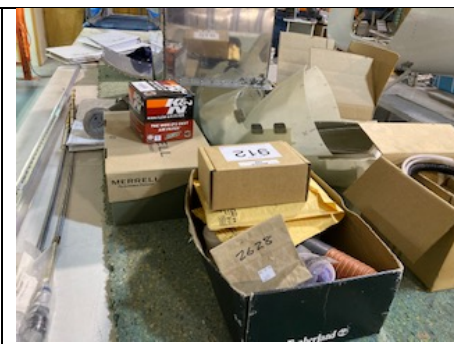


Builder's Group –New RV12 Project!

RV12

Get ready to finish the build of this beautiful airplane!

RV12





What will it look like when it is finished?!!!



*** The next Builder's session will be
Saturday, June 12 at 9am.
See you then!**



Things to know this week

- 1** If you are fully vaccinated, you do not need to wear a mask indoors in public places where your vaccination status is checked. Some exceptions apply:
<https://sharedsystems.dhsoha.state.or.us/DHSForms/Served/le3727.pdf>
- 2** You must continue to wear a mask in areas where people are not asked about their vaccination status, even if you are fully vaccinated.
- 3** Businesses, employers and faith institutions have the right to decide if they are going to check vaccination status and allow fully vaccinated people to go without masks or continue to require masks and not check anyone's vaccination status.
- 4** You do not have to wear a mask outdoors, but you are encouraged to when in crowded places.

May 24, 2021

Oregon
Health
Authority

<https://sharedsystems.dhsoha.state.or.us/DHSForms/Served/le3727.pdf>

Now that you're vaccinated, a few things to remember!



After your vaccination, you will receive a vaccination card. Remember, you are fully vaccinated two weeks after your final dose of vaccine. Some vaccines require one dose and some two.



Your vaccination card will show:

- Your name and date of birth
- Which vaccine you got
- The date or dates you got your shot/s



Keep your vaccination card safe!

- Keep this card in a safe place
- Take a photo of the card
- Store the card in a waterproof container

If you have lost or damaged your vaccination card, here's what you can do:

- Check with your health care provider (or website) for your immunization record, or
- Follow the instructions on the Oregon Health Authority Immunization Resources page <https://www.oregon.gov/oha/PH/PREVENTIONWELLNESS/VACCINES/IMMUNIZATION/GETTINGIMMUNIZED/Pages/ImmRecords.aspx> (may take 5 days to get record), or
- Call 211 for help in languages other than English



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@dhs.ohs.state.or.us.

OHA 3743 (5/28/2021)

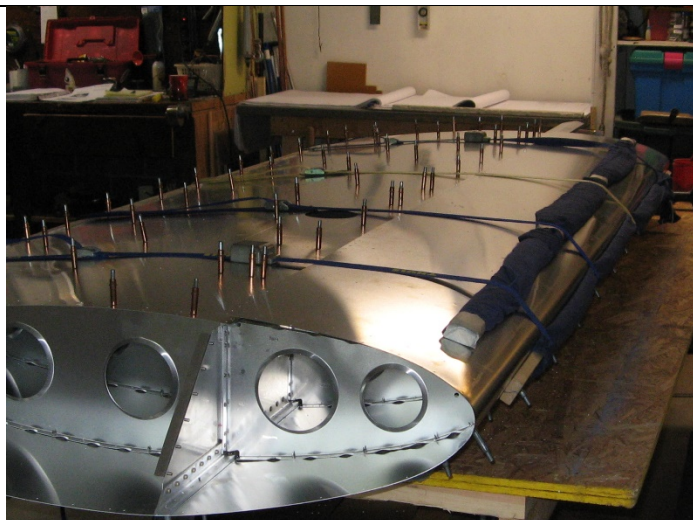


2021 CHAPTER BOARD

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 High Desert Flyers Chapter 1345 Bend, Oregon			



Dale's Sonex Build – More Photos



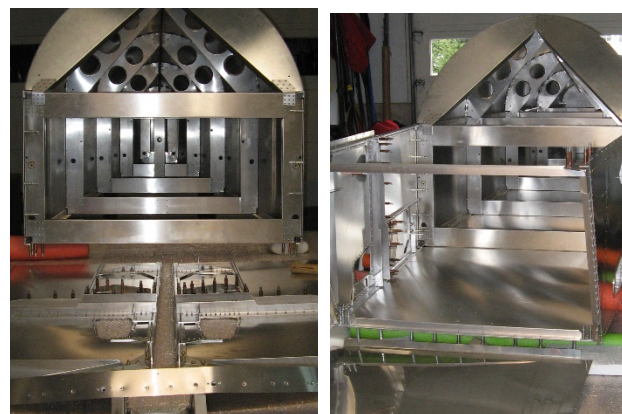
Shaping the leading edge



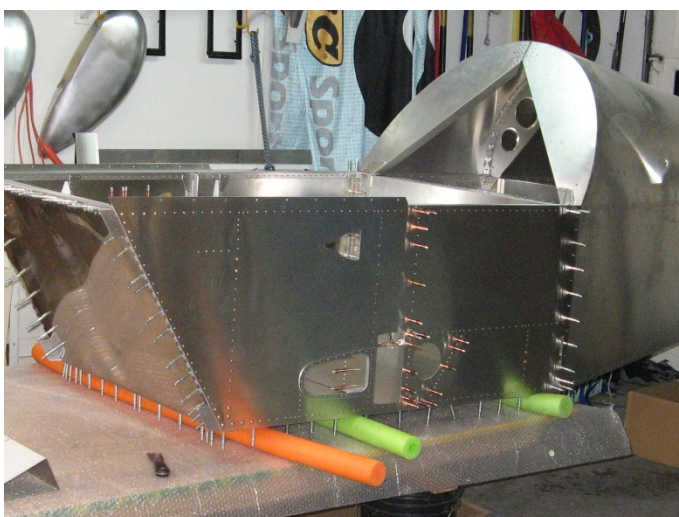
Wing construction



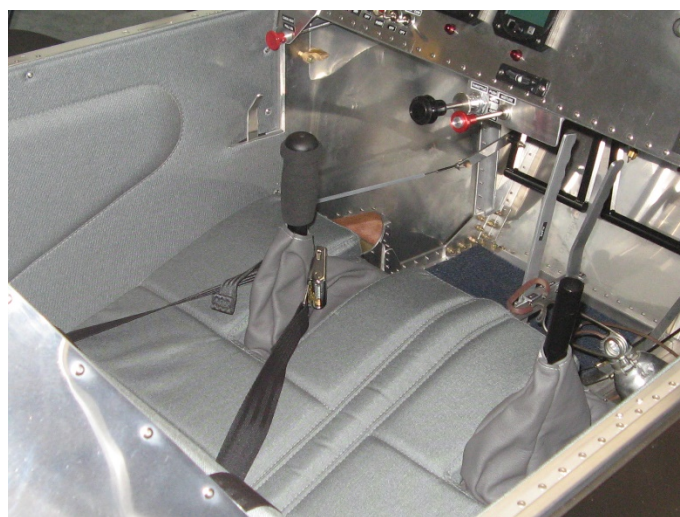
Drilling the fuselage



Forming the fuselage



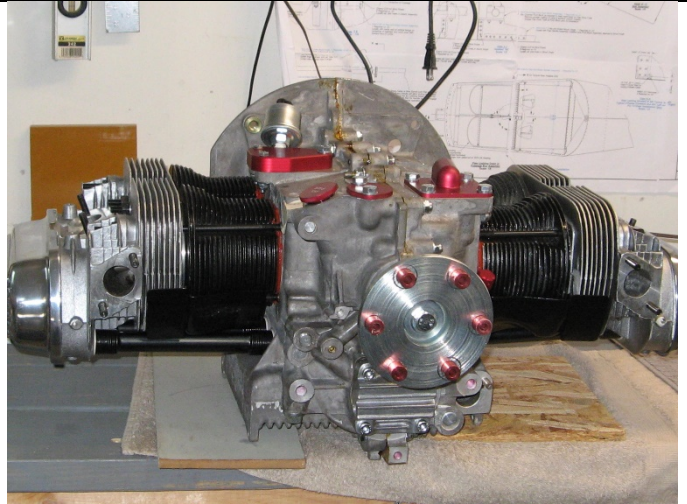
Fuselage



Cockpit



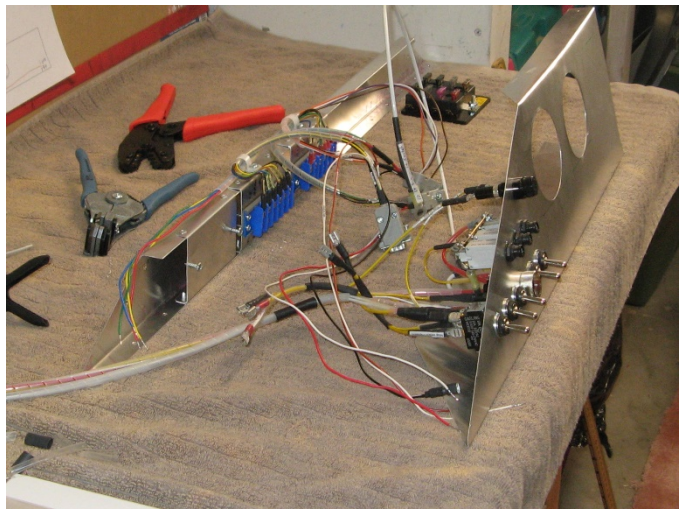
I found the watchamacallit!



Aerovee prop mount



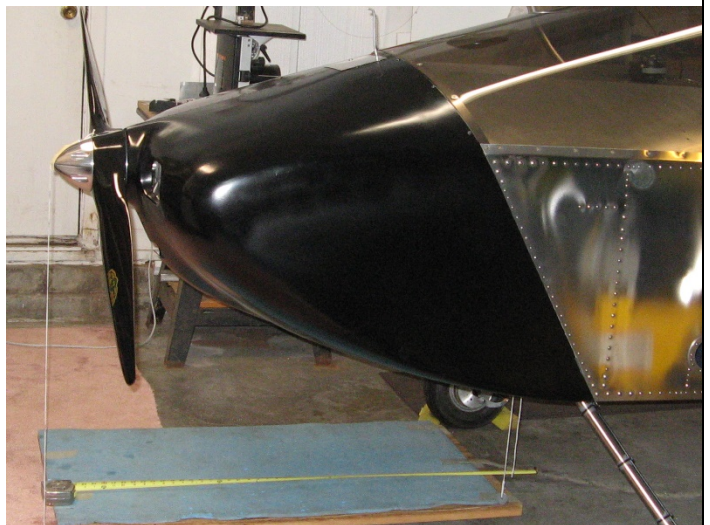
Aerovee Mounting



Instrument panel



Instruments



Weight and balance calculations



New York to Oregon



Move to Bend



Test flight #1, October 5, 2014



First passenger!



Home!