



**High Desert Flyers**

Chapter 1345 Bend, Oregon

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## November 2024 Newsletter

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**\*\*\*Please note: There will be NO  
General Meeting in November\*\*\***



### Message from the President

Greetings fellow chapter members, and welcome to our November newsletter. In this issue we have builder updates, a write up from Tom Wright about his experience receiving a flight review from fellow member Miles Lundgren, and an update from one of our star scholars Katie Ryan.

I am excited about our charity event next week at the Giving Plate. This is a great opportunity for us to give back to our community. Looking forward to seeing many of you there!

Due to multiple requests from members we have decided to make our annual holiday party a potluck. I'm sure we will all enjoy preparing and tasting each other's favorite dishes. It will be at Hollinshead Barn, on December 9th. Please note this is a Monday, not on our usual Wednesday. There will be an invitation in your email soon.

We were not successful in finding anyone to volunteer for the position of president in this election cycle. I will remain in the position through December 2025.

Thanks to all of you for your support and contributions to our chapter.

Tailwinds!

*Chris Wallace*



## 2024/2025 Chapter Events Schedule

November 13	<i>Volunteer Night at The Giving plate</i>
<b>December 9, Monday</b>	<b>Holiday Potluck</b> <i>(please note this is a Monday)</i>
January 8	Chapter Meeting

### Volunteer Night at The Giving Plate on November 13

We had an amazing response to our invitation to join our Group Volunteer Night at The Giving Plate Community Store. There are still two open spots. If you would like to participate, please sign up at <https://www.signupgenius.com/go/10C0F45A9A922A0FFC25-52582973-eaachapter#/>

Given the positive response, maybe we should consider planning more group volunteer events next year? If you have an idea that you think would be a good opportunity for the group, and are willing to organize it, let us know.



### Ray Aviation Scholarship Updates

*Submitted by Jeff Stolasz, Chapter Secretary and Scholarship Coordinator*

An update from our scholarship candidates. Last month we had Cash Earl complete his first solo flight. After a couple of false starts he was finally able to get a good day and the solo went off at KBDN without a hitch. Cash has been really busy this month. Not long after his solo flight he passed his written exam; Phew! Remember to congratulate Cash on those accomplishments when you see him next. Cash is now tied with Katie for major milestones. With the weather starting to get colder and windier, flights will be harder to come by. I know Katie's solo cross country is imminent if the weather will cooperate. It's great to see our scholars progressing.



## ***HOLIDAY POTLUCK***

### ***MONDAY, DECEMBER 9TH***

*This year's holiday celebration will be a potluck dinner on Monday, December 9<sup>th</sup>. We reserved the beautiful Hollinshead Barn located in central Bend. The facility is owned by the Bend Park and Recreation Department (BPRD) and proceeds from the rental of their facilities go to their non-profit foundation.*

*An email invitation will be sent via SignUpGenius soon. Please RSVP by December 6<sup>th</sup> and indicate which dish you are bringing to share. Due to insurance requirements, no alcohol will be allowed. Paper plates, napkins, plasticware and cups will be provided by the chapter. Guests are welcome!*

*The schedule for the evening is:*

*5:00-6:00 Setup  
6:00-8:30 Dinner  
8:30-9:00 Cleanup*

*If you can arrive between 5-6pm, we would love help setting up tables and chairs. It is a large room, so if you have any holiday decorations you are willing to bring for the evening, please arrive early and add them to the décor. We could also use help with cleanup and putting away the tables and chairs afterwards.*

*We hope you can join us for a fun and festive evening!*

## **A Note from One of Our Scholars**

*Submitted by Katie Ryan*

Hello everyone! For those who don't know me, my name is Katie Ryan and I'm a student pilot and I'm going to school at Central Oregon Community College, the local community college that has a partnership with Leading Edge. Flight training has been an entirely unique experience in my life, so far. It's made me grow up faster than high school ever did, and while I make mistakes frequently, it has given me a chance to surround myself with people that want to support me and those that are driven to succeed.

My progress has been steady over the past few months, and I've accomplished most of the requirements for my PPL. I did my written exam, passing with a 97%, and solo'd shortly after. All that's left now is to do my solo at a towered airport and I can start preparing for my check ride, which will take place sometime late November (weather allowing, of course).

School and training feels daunting at times, knowing that there's so much more out there that I'll have to learn, memorize, and maybe one day teach. At COCC, they say it's like taking a firehose to the face; it's a steep learning curve, even though sometimes you'll feel like you aren't going anywhere at all. There will be delays, plateaus, and days where you crater every landing. Sometimes hunkering down with your head in a book is the only way to keep improving. For the new student pilots, I would suggest that you make good habits now and study on your off-time. When you're in the cockpit, you want to know what you're doing.

But I've learned not to feel bad about not meeting my own progress expectations; that's why we have our CFI's and YouTube, not to mention the wonderful members of the chapter. Thank you everyone for your support, and I'll see you all at the next chapter meeting!

## **From the Desk of the Bend Airport Manager**

### **AIRPORT TAXILANE REHABILITATION PROJECT OPEN HOUSE: NOVEMBER 13, 2024**

The first Stakeholder Open House for the 2025 Taxilane Rehabilitation Project will be held on November 13, 2024 from 5 p.m. to 7 p.m. at Dogs and Fries (upstairs at the Airport Administration Office) located at 63132 Powell Butte Highway. The rehabilitation area for the project encompasses approximately 25,000 SY of pavement rehabilitation. Areas to be rehabilitated and the type of the rehabilitation is determined by FAA funding eligibility restrictions and total grant funding available. This project is made possible by the Bipartisan Infrastructure Law (BIL) and provides an unprecedented opportunity to extend the service life of a large area of taxilane and associated pavements on the west side of the Airport. This Open House will focus on the proposed phasing of the project work, as localized closures will be required to perform the work. You are invited to join our Consultant, Century West Engineering, and me. We will discuss the type and phasing of the work to be performed. We are aware that temporary construction closures will disrupt airport operations the design team is considering all feasible options to minimize this disruption within the federal and state funding constraints. The project is currently in the 30% Design Phase.

If you are unable to attend this first in-person meeting and wish to share your comments, please send these directly to Sydney Schroeder with Century West Engineering: [SSchroeder@CenturyWest.com](mailto:SSchroeder@CenturyWest.com).

Thanks for reading, please safe and check NOTAMS.

*Tracy Williams, Airport Manager*

## Member Submissions

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### **MAKE FLIGHT REVIEWS MORE THAN THE MINIMUM AND YOU WILL BE A BETTER PILOT**

*Submitted by Thomas Wright, Chapter Vice President*

We all know the basic facts: the biannual flight review (BFR) is a requirement which must be met, that the minimum is one hour ground, one hour flying, and that the contents of the review are not a clone of the ACS used in our check ride. It's what we do with these facts that matters. After all, who wants to be that bare minimum pilot who just does the minimum? I don't, I want to take the BFR for what it can be: a great learning experience that helps me be a better pilot.

I am very grateful that my last three BFRs occurred here in Bend and in each case the CFII was invested in making me a better pilot. The first was a chap from Bend Aircraft, no longer in town, and more recently Fred Cliff and last week our own Miles Lundgren. What made the BFR better was the CFII's took the time to learn from me where I wanted to go with the review. In my case, I was very happy to pay for flight maneuvers that were essential for safety and good pilotage, less excited to repeat some of the ACS maneuvers that data now shows are not contributing to my ability to safely fly my missions. For example, S turns over telephone wires. My cross-country flights to my brothers in Washington and California somehow never include S turns over telephone wires.

Last week was my BFR with Miles Lundgren, CFII. I knew Miles from our Chapter, and he was the Young Eagles Coordinator when I joined. When I heard he'd completed his CFI and was available for BFRs I went ahead and scheduled it, but not before talking to Miles about my approach to BFRs: learning experience yes, robotic maneuvers...no. I asked if we could use the ground portion for a detailed critique of my flight planning to Truckee, CA, and the flight portion be a number of scenario-based maneuvers. Fortunately for me Miles already knew about the scenario training called AQP (Advanced Qualification Program) used in the airlines, so we were good to go.

On the ground portion, Miles had done his own homework on Truckee and was able to engage me in a detailed discussion on approaches, diversions, oxygen for high altitudes, density altitude, etc. He used the discussion to query me on VFR regulations, airspace, flight following procedures and other FAR AIM regs. All good, practical ideas to apply to this mission.

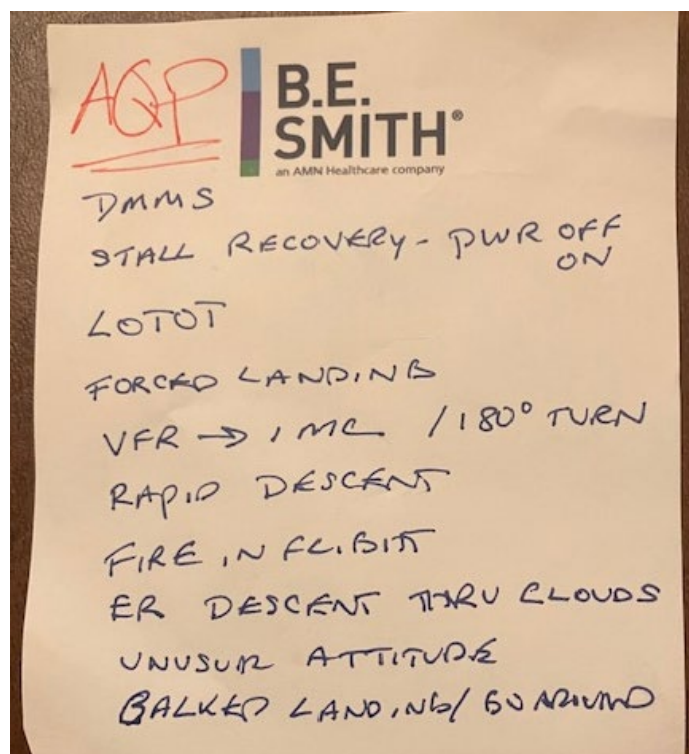


The flying portion was heavily weighted towards doing specific maneuvers that the data now shows are the most common contributors to GA fatal accidents. Here are some, but not all, of the scenario-based maneuvers we did together:

- Defined Minimum Maneuvering Speed (DMMS)
- Loss of thrust on take-off
- Extinguishing an engine fire in flight and emergency landing
- Forced landings off airport
- Unusual attitude recovery
- Balked landings and correct go-around procedures
- VFR into IMC: recovery
- Emergency descent through clouds
- Stalls, stalls, stalls. I have never seen 38KTS in a power on stall before, that was wild.

So yes, it was longer-probably much longer-than the vanilla BFR. I view it as one of the very best investments I can make to be a safer and better pilot. And I know every pilot going into the BFR will have a different set of priorities. Instrument pilots have a need for proficiency that goes above and beyond just being “legal”, low hour pilots will have other needs, etc. So this is the real beauty of the BFR: you can, with the right CFI like Miles tailor it to help you be a better and safer pilot. And heck, if S turns over the telephone wires is on your bucket list, OK! But call Miles first (415-720-6407) so he can be prepared for you, as he was for me.

*AQP list of maneuvers Miles and I did on my BFR. This is what we put on our knee boards.*





*Tom and Miles at the end of a big BFR*

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*Editor's Note: We would love to include your thoughts, travels, flying experience in future newsletters. If you would like to share, please send your articles and photos to Debbie Wallace at [highdesertflyers1345@gmail.com](mailto:highdesertflyers1345@gmail.com).*

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*Hollinshead Barn  
Site of our Holiday Potluck*



## *Updates from our Chapter Aircraft Builders*



Our chapter has several members currently building experimental kit planes in varying stages. The builders have been busy this winter and below are some updates on their projects. If you are building a kit, we would love to include your update in a future newsletter.

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**Chapter Member: Jeff Stolasz**  
**Kit: Just Highlander**

It's been a while since I published an update on the Highlander. I've been diligently working on finishing the fabric and getting the fabric pieces painted. There were nine control surfaces, two wings, two landing gear legs, and one fuselage to paint. Each of them took minimum one coat of brushed on fabric sealer, two coats of sprayed on fabric sealer, two cross coats of UV protectant, then a white base coat and a yellow top coat. Many times there was an extra coat here or there to get it right. That doesn't count the insignia. Here is a link to a video I made showing some of the unmasking after painting.

<https://www.facebook.com/share/v/SiZ6Dut5zku8ihi4/>

Whenever I embark on something special it always takes me longer than I think. I decided to make trailing edges out of fiberglass on my landing gear for better cruise speed. This involved making a mold with an internal pressure balloon made out of a bike tire tube to press the fiberglass to the wall of the mold. It took five versions and two molds to get something I was happy with. Two trailing edges took about 20 hours of work after all those iterations.

That's finally behind me now and I'm on to final assembly. This week I put on the main landing gear and brakes. I also installed the tailwheel for the final time. Here are some pictures of the plane as it sits today along with freshly painted wings and the trailing edge in the mold.

Back to Work....

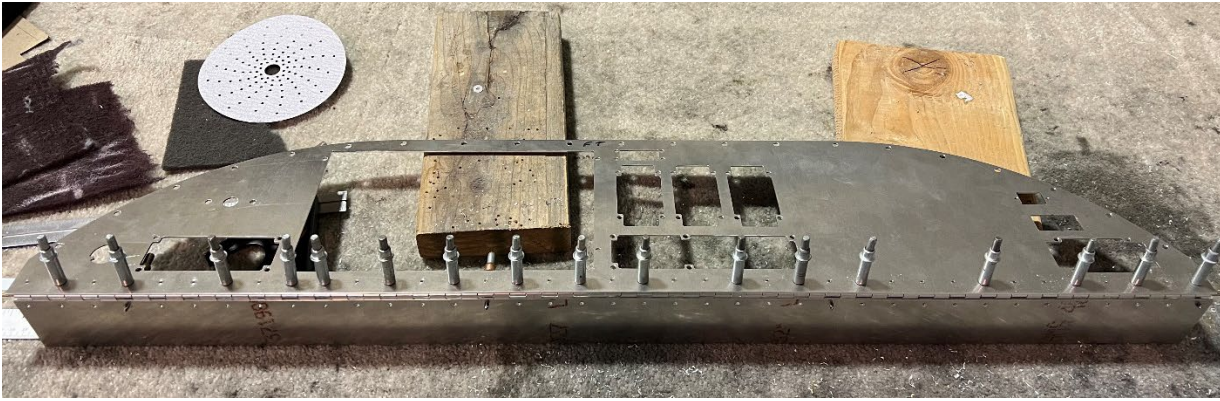




**Chapter Member: Chris Wallace**  
**Kit: Sonex Waix**

Now that cooler weather is here I've been busy on the plane again. With help from Joel Haynes I have been able to complete the canopy. Miraculously I did not install any cracks. My new instrument panel has arrived, and I'm trying to get that prepared before we install the instruments. Today I was creating and building an avionics "tray" to install between the instrument panel and fuel tank. Hopefully I'll be able to fit all the electronic boxes on this.





*Just add instruments...*



*Avionics tray, made from scrap materials found lying about*

## **EAA National Free Webinars**

Below is a list of some of the webinars offered for free by EAA National to members this month. Preregistration is recommended since space is limited. For more information and to preregister, go to <https://www.eaa.org/ea/news-and-publications/ea-webinars>. If you miss the live webinar, you can still watch the video at a later date.

- Nov 12: Christen Eagles (*museum series*)
- Nov 13: Scanning the Gauges: Surviving VFR Into IMC
- **Nov 19: EAA Ray Aviation Scholarship – Update for 2025**
- Nov 20: IFR Departures: From Planning to the En Route Environment





**AOPA Rusty Pilot Seminar  
Prineville Airport (S39)**

**Where:** Saturday 9<sup>th</sup> November, 2024. EAA Chapter 617 hangar, 4399 Airport Way, Prineville, OR 97754

**When:** Seminar starts 0900 sharp. Breakfast (while supplies last) from 0800. Donations appreciated.

**Who:** You, and AOPA Rusty Pilots Presenter, Stephen Bateman.

**Cost:** Free to AOPA members!

Aimed at lapsed pilots, this seminar will help you get back into the left seat and renew your flight review. Student pilots and those wishing for a fun and informative refresher will also find this seminar great value.

To date, the program has helped almost 13,000 lapsed pilots get back to flying...no check ride needed...so what are you waiting for?

**For more details and to register:**

<https://bit.ly/AOPA-RP-Prineville>





## Local Aviation Museum Highlights

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### Western Antique Aeroplane & Automobile Museum

Upcoming events at the WAAAM museum in Hood River:

Nov 9 Second Saturday – Military Vehicles

Dec 14 Second Saturday – Flying Around the World

Each month we fly and drive the exhibits. Come and enjoy the fun!

To see more details, please visit their website at [www.waaamuseum.org](http://www.waaamuseum.org).



### Membership Update

We have 58 current members, which includes the following new members in the past month:

Jake Long

Jim Westfall

We extend a hearty welcome to all our new members!

## 2024 Membership Dues

We welcome prospective members to attend up to two of our monthly chapter meetings to learn about the group and meet our members. After attending two meetings, we kindly ask that you join the chapter by paying the annual dues to help fund our activities during the year. Annual membership dues are \$25 for individuals and \$40 for a family. If you join during between October-December, dues are only \$10 for the 4<sup>th</sup> quarter of 2024. Dues can be paid electronically by credit card or PayPal on our website at <https://chapters.eaa.org/eaal345/yearly-membership-renewal>. If you prefer to pay by check, please make the check payable to “EAA Chapter 1345” and either bring it to the monthly meeting or mail it to:

EAA Chapter 1345  
P.O. Box 6732  
Bend, OR 97706

If you have any questions, please send an email to [highdesertflyers1345@gmail.com](mailto:highdesertflyers1345@gmail.com).

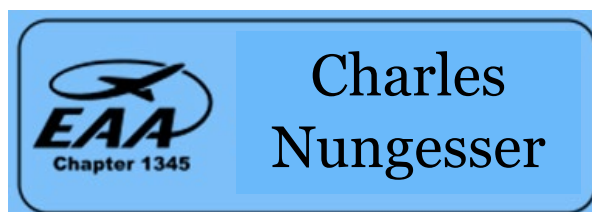
## Chapter Member Name Tags

The Chapter is purchasing name tags for all current members who would like one. The name tag will include your name, and a second line of your choice. Maybe your aircraft N number, your nickname, board position, or anything you'd like to say about yourself.

If you would like a name tag, please submit your request to Jeff Stolasz ([jstolasz@yahoo.com](mailto:jstolasz@yahoo.com)). We receive a discount on ten or more, so every ten requests we will place an order.

Wear your nametag with pride. You are part of a rapidly growing group!

Here is a sample of the name tag.



## **Chapter Board**

<b>President</b>	Chris Wallace highdesertflyers1345@gmail.com <i>Term: Jan 2023-Dec 2024</i>	<b>Vice President</b>	Tom Wright wright.thomas@yahoo.com <i>Term: Jan 2023-Dec 2024</i>
<b>Secretary</b>	Jeff Stolasz Jstolasz@yahoo.com <i>Term: Jan 2023-Dec 2024</i>	<b>Treasurer</b>	Joel Haynes Joelroberthaynes@gmail.com <i>Term: Jan 2024-Dec 2025</i>

## **Chapter Committee Chairpersons**

<b>Membership Chairperson</b>	Faye Phillips Fayephil@gmail.com <i>Term: Jan 2023-Dec 2024</i>	<b>Young Eagles &amp; Eagles Coordinator</b>	Tom Wright wright.thomas@yahoo.com <i>Term: Jan 2023-Dec 2024</i>
<b>Member At Large and Webmaster</b>	Steve Gette Sgetteman@q.com <i>Term: Jan 2022-Dec 2024</i>	<b>Newsletter Editor</b>	Debbie Wallace highdesertflyers1345@gmail.com <i>Term: Jan 2023-Dec 2024</i>

### ***For those of you who are new to the chapter....***

Young Eagles events offer free introductory flights to local youth aged 8-17. Flying Start is a program for adults to inspire and educate aspiring aviators. Both events are made possible by the generosity of chapter member volunteers.

The Ray Aviation Scholarship program provides up to \$11,000 to local deserving youths to help cover their flight training expenses. The scholarships are partially funded by the EAA National Ray Foundation and partially by our chapter.

For more information on EAA and our local chapter 1345, and to view previous monthly chapter newsletters, please visit our website at <https://chapters.eaa.org/ea1345/newsletters>.