



# The Bend High Desert Flyer of Chapter 1345

WEBSITE: [chapters.eaa.org/ea1345](http://chapters.eaa.org/ea1345)

KBDN AWOS 134.425

January 2021, Vol. 20, #1

## Prez Sez

Happy Holidays to everyone!

Last month we discussed some things we want to work toward as a chapter – fund the Glastar, get our own hangar, develop a simulator station, etc. Please continue to add to our wish list. Yes, some can be very expensive, but doable with the right kind of support or fund raising.

I would like you to also think about what special events we should be working toward – Flying Start Event, B-17 event, wings & wheels, etc.

On Saturday December 19, new members Taylor Tracy and his son Lucas showed-up at the building session at the hangar, at the same time as the Fly-out group was meeting. I thought it would be great if they could catch a ride if space was available. Gary said OK. Kim volunteered to take Lucas for a Young Eagles flight and Taylor caught a ride too. What a great way introduce people to aviation. A reporter for the “Bend Nest,” a parenting magazine, is writing a story about the experience – should be in the January issue.

“Sling Mike” (he’s building a Sling airplane) will be selling his Remos LSA when the Sling is finished. It is a certified light sport with a Rotax engine. It is a fun to fly, well equipped, and very economical. Stop by the hangar to talk to Mike H. about the details.

It seems the virus issues force us to continue “Zooming” for some time to come. As an EAA chapter, I think we are all getting rather tired of the lack of normal operations.

Take care, and we will carry-on as best we can.

Fly Safe,

Dale

President, EAA Chapter 1345



**EAA CHAPTER 1345  
MEETING AGENDA  
JANUARY 13, 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/81527936775?pwd=dml1VzlvYUJFNlUxrbGhFaFVVUjhlUT09>

Meeting ID: 815 2793 6775

Passcode: 757606

**AGENDA**

**Announcements**

- President's updates
- Future projects

**Program**

- Taylor Tracy, a race car building career and plans for aviation



**Other**

- **Next Meeting: February 10, 2021, 6:30 PM (will be via Zoom again)**

# Meeting Minutes December 2020

The minutes of the regularly scheduled monthly meeting of the EAA Chapter 1345. The meeting took place on the second Wednesday of the month, December 9, 2020 at 6:30 PM and was held via Zoom.



## ATTENDEES

There were 9 people in attendance on the Zoom meeting.



## PRESIDENT UPDATE

Dale shared what a typical holiday December meeting would be like and why we needed to cancel a get-together at the Black Bear Diner due to the pandemic. We hope to do something early summer to make up for it.

## YEAR IN REVIEW

Dale shared his thoughts on the 2020 year for our chapter. It was a weird year, due to the pandemic that hit in early March. Since our purpose is to socialize and share a passion for aviation, our efforts were hampered. Dale shared these highlights (high and low) for the year:

- The COVID impact was significant on all our activities
- The Ray Scholarship was very successful and our recipient, Sam Conklin, received his private pilot's license.
- Group gatherings were hard, but we did manage to have a few while we could still be outdoors.
- Fly-outs were successful (with Central Oregon Pilot's Association)
- Programs via Zoom were good; had some interesting speakers we would not otherwise have had. We did have some technical glitches, but slowly worked those out.
- AirVenture was cancelled, which was a great loss to the EAA community.
- We had several donations to the chapter, some significant! Alan and Nathalie Smith donated \$6,349.32 to the chapter as a result of the sale of their Zenith airplane by Chapter 292 (Independence). These proceeds will go directly to the chapter. A huge thank you to the Smiths! Chapter 292 was very efficient at selling the Smith's plane.
- Other donations included a flight simulator, RV 9 airplane parts, and headsets.
- Tracy Williams, the new Bend airport manager, spoke at one of our meetings and is regularly submitting update articles to the chapter newsletter.
- The Bend airport master planning process is starting up again, and will be planning for the airport 50 years out. Several chapter members are on the planning committee.
- The Flying Club made great progress in its formation; the paperwork has been approved by the state for a 501(c)7 and Tom and Jeff continue to work on securing members and a plane.
- Mike Bond passed away this fall; Mike was a longtime member of the chapter and served as the newsletter editor for 18 years! He donated our current Glastar kit project to the chapter. In his honor, when the Glastar is registered, his initials, MB will be part of the tail number.

Kim (VP and Membership) reported on Programs and Membership:

- Accomplishment:
  - We implemented the new EAA "Roster" app. We use it to keep a simple list of our members and prospective members. It's mainly used for our monthly newsletter e-mail distribution.
  - Tracks member status and contact info, and a few other things about members.
  - Cloud-based so it's not on anyone's personal PC.
  - Accessible by anyone authorized with log-in privileges.
  - EAA HQ's has access to it also, and they link it to the EAA HQ's membership roster.
  - Sadly, the app doesn't go far enough to make it very useful beyond a simple spreadsheet.
- Challenge:
  - We didn't grow our membership this year, and 2021 will be challenging. We started-off aggressively recruiting new members at last year's holiday party, and at the first few meetings of the year.
  - We established a meeting check-in table in lieu of circulating sign-in sheet.

- Some of you attended that table -greeting incoming persons, asking them to renew their membership or join as a new member. Thank you!
- We had pamphlets and EAA brochures on hand, and everyone got a name tag.
- We had a spaghetti feed and other out-of-the-ordinary meals. We also had interesting programs. Average meeting attendance went way up.
- We ended up signing-up a fair number of new members.
- But then, in April....

Nathalie (treasurer) reported that she has established a PO Box for the chapter so that we can have a consistent address on all our forms, legal documents, legal reports, etc. The address for the chapter is now:  
PO Box PO Box 6732, Bend, OR 97706

Nathalie also stated that having programs by Zoom has allowed us to have some really interesting speakers and we should keep using it to bring in quality programs.

Alan felt that this coming year, we should focus on building membership.

Jack reported that he wants to see the flying club get off the ground (no pun intended).

Taylor introduced himself and his son, who are both highly interested in aviation and are new members. He talked about himself a bit: many in his family are pilots but he is not and want to pursue that. He is a master fabricator and has built high end race cars his entire career; wants to use his skills in aviation, and is especially interested in building STOL airplanes. Lucas, Taylor's son, introduced himself and is very interested in pursuing his private pilot's license and applying for the Ray Scholarship. He is 16 and wants to pursue a career as a commercial pilot.

Lynn gave a newsletter update – we featured 12 member spotlights in the newsletters this year (not counting Kris Kringle) and many stories. She welcomes any submissions. The January member spotlight is chosen, and we volunteered Taylor for the February spotlight.

Faye reported that her main goal for the coming year is to focus on membership, in her new role as membership chairperson. She most desires that we get this COVID under control so we can get back to normal. She also wants to see more Young Eagles flights and more events. She also talked about CAP for a bit, and stated this organization has also declined in activity due to COVID.

#### OFFICERS AND AWARDS

Dale showed the officer certificates that each officer for 2020 will be receiving, along with an EAA pin. Dale will get these to each person.

Dale also welcomed the new officers; Lynn (nominating committee chair) reported that Dale was re-elected to president for two more years; Faye will be membership coordinator for two years (Jeff will now be sole secretary for 2021). Mike Wissing was re-elected to Eagles and Young Eagles Coordinator for two years.

Dale reported that EAA is hosting a series of Homebuilders Workshops in January and February (details will be in the January newsletter). Dale also reminded everyone of the Jim Lovell event on Dec. 10, live streamed from EAA Headquarters (details are in the December newsletter).

Our next meeting is January 13, 2021. Taylor agreed to be the speaker for the meeting, sharing his work in the racing world!

Meeting adjourned.

Respectfully submitted,

Lynn Anderson

*(for co-secretaries Faye Phillips who was having internet difficulties and Jeff Stolasz who was out of the country on business)*

## ***Treasurer's Report***

### **Financial: For Period 01/01/2020 to 12/20/2020 (Year to Date)**

Total Income	\$17,657.81
Total Expenses	\$11,210.89
Net Income (Loss)	\$ 6,446.92
Total Cash on Hand	\$20,521.05

***Nathalie Smith, Treasurer***



## **COMMITTEE/GROUP REPORTS**

### ***Program Committee***

January meeting will be on Zoom again. The main program will be a talk by new member Taylor Tracy – he will share his career and experiences as a high end race car builder and fabricator.

***Vacant, Program Committee Chair***



### ***Builders Group***

The Builders Group continues to work on the Glstar 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 photos at the end of the newsletter. Feel free to join us!

### ***Flying Club***

No report at this time; will report at the monthly meeting.

### ***Scholarship Committee***

This month, we sent the unused balance of the Ray Scholarship Fund (\$639.55) back to EAA. Thanks to Sam Conklin for completing his private pilot's license using less money than we were awarded! We are in the process of recruiting a new scholarship recipient for the coming year. We have two strong possibilities. The Ray Aviation Scholarship provides \$10,000 toward earning a private pilot's license. Contact Dale Anderson with suggestions for a nomination.





## ***Young Eagles/Eagles***

We had one Young Eagle flight this month! Kim Muinch flew one new member, Lucas Tracy, on the flight to Madras!! Our Young Eagles Program will be featured in the upcoming issue of the magazine, the Bend Nest. COVID continues to limit our ability to give flights.



## ***Fly-Out Group***

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

## ***Chapter Membership Report***



I've emailed out invoices to current members and to non-current members who were members in 2019. My goal for 2021 is to solidify our membership base and increase membership from there. The biggest challenge I see to this goal is the continuation of the COVID pandemic.

I also want to update contact information for all of our members to make sure we are able to keep everyone informed on upcoming meetings and events. Any members who have changed their contact information, please do let us know!

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 Garrett Welch, EAA 1345 chapter member*

***How did you get started in recreational flying?***

Our family tree has been soaking up leaded and jet fuel for a few generations. My parents taught us math and physics, risk management and adventure in the context of the gospel of aviation.

***What do you love about flying?***

On the nerdy side, I love the intersection of disciplines: mechanics, aeronautics, radio communication, orienteering. On the touch side, I love the interconnectedness with the machine, the sensation of its responsiveness to me and the air around us. Deeply, I love the freedom to explore the earth and transport myself slightly above it.

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

I dream of building, and I hope that will happen for us in time. Sooner than that, we're looking for a capable four-place aircraft and a cozy place to park it.

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

In looking at a calendar years ago, I noticed that the 100th anniversary of flight was only days away. A friend and I wedged ourselves into a Cessna 152, N5155B. We marveled at our good fortune and ease to celebrate one of the great achievements of human history.

Years later by great serendipity, my own twin sons were born on the anniversary of powered flight ... the eleventh-first. This theme of brothers and airplanes (and a mix of Tolkien!) continues to drive our family culture.



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

Heber Valley Utah (KHCR) sits at 5600ft, situated on the bank of a beautiful lake, hugged in a bowl dominated by a Rocky Mountain peak named Timpanogos. It is an astounding area, especially under snow cover.

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

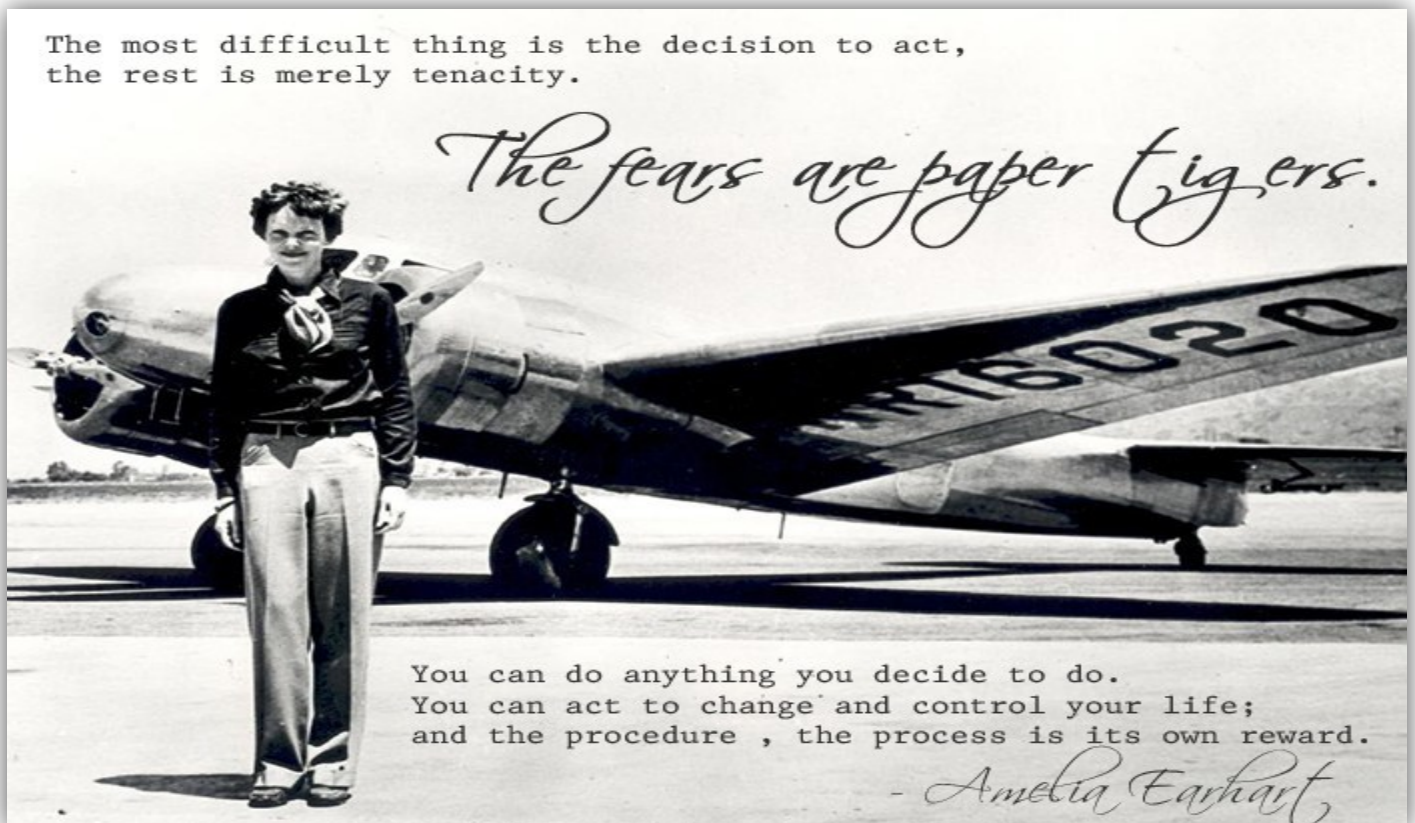
It seems that most obstacles are imaginary, and that our first impressions of them often overstate them. Amelia Earhart described fear as a paper tiger. There's tons of irony here though. Take the obstacle of mountains, for example... not imaginary. And perhaps Amelia should have been more fearful about aiming for an island in the abyss. So... somewhere in the middle? I'm bad at giving advice :)

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

I enjoy being together with our group of friends and the excitement that you bring to my family.

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

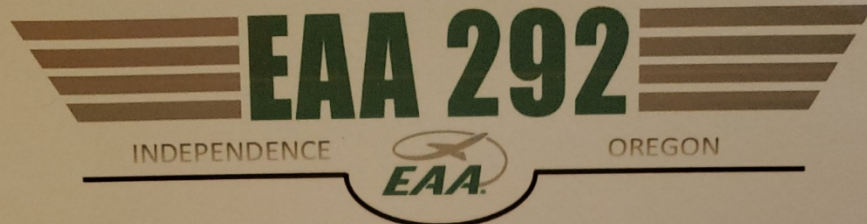
Our sons are named for cerebral and courageous test pilots. At almost four years old, one of our boys told my wife "I'm a pilot, I have a penis". She promptly started her flight training to remedy the misconception.





## A Huge Thank You to Alan and Nathalie Smith!

Alan and Nathalie Smith donated their Zenith airplane to EAA Chapter 292 with the stipulation that 20% of the net proceeds of its sale be donated to our chapter, EAA Chapter 1345. The plane sold and our chapter received this very generous donation, courtesy of our members Nathalie and Alan. We are so grateful for this donation and on behalf of the chapter, we salute your generosity!



4803 Airport Road, Independence, OR 97351

Date: 12/4/2020

To: Bend High Desert Flyers, c/o Nathalie Smith  
59629 Okanagan Ln  
Bend, OR 97702

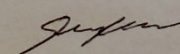
On behalf of Chapter 292 of the Experimental Aircraft Association, we would like to thank Alan and Nathalie Smith for the donation of their Zenith 601. We found a good home for it at a sales price of \$32,500. As agreed to, EAA Chapter 1345 is to receive 20% of the net proceeds. After expenses this came to \$6,349.92. A check for this amount is enclosed.


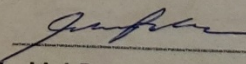
No goods or services were provided in consideration, in whole or in part, for this gift.

The IRS has determined that we are a 501(c)(3) organization, effective December 5, 1997. Should an agent of the IRS question you regarding this gift, please inform them of our Determination Letter Number: 17053098046007.

Thank you again for your support and generosity.

Sincerely,

  
John Roberts  
Treasurer

		EAA Chapter 292 4803 Airport Road Independence, OR 97351		1417 34-827/1251
PAY to the Order of		Bend High Desert Flyers		Date Nov. 21, 2020
Six Thousand Three Hundred Forty Nine and 92/100		\$ 6349.92		Dollars
Columbia Bank Monmouth 877-272-3678 columbiabank.com		Photo Safe Deposit Details on back		
For Proceeds donation Zenith 601				
⑆ 1 25 108 27 21 7000 76803 1 ⑆ 1 4 1 7				

## From the desk of the Bend Municipal Airport Manager



### AIRPORT HANGAR RATES DECREASED

On Tuesday, December 2, 2020 the City Council approved a downward adjustment to the monthly T- hangar rates at the Bend Municipal Airport. As many of our tenants know, on June 17, 2020, City Council adopted a new Uniform Rental Structure Rate, which was based on a Market Appraisal dated April 2, 2020 for the purpose of establishing fair market rents. In accordance with existing hangar agreements, notification was sent out informing tenants that the new rate would be effective August 1, 2020. After listening to input from users, I requested that the appraiser review the comparables and methodology used and report back, as some of the increases were fairly significant. This resulted in a revised Market Appraisal dated November 12, 2020. The matter was presented to Council during their regularly schedule work session and adopted. Affected airport tenants can expect to hear from me soon, standby. New rates will be effective February 1, 2021 as indicated below:

	Rate as of July 1, 2020	Rate as of August 1, 2020	Phased-In Rate FY2020-21	Proposed rate for February 1, 2021
T-Hangars A-B	\$207.00	\$250.00	\$250.00	\$240.00
T-Hangars D-H	\$283.00	\$400.00	\$341.50	\$320.00
T-Hangars I-J	\$345.00	\$450.00	\$397.50	\$370.00
Hangar 63088	\$207.00	\$400.00	\$303.50	\$240.00

### AWOS

As many of you may know, Adobe Flash Player will not be supported by Microsoft after December 30, 2020. Effective immediately, our AWOS can now be found at:

<http://kbdn.awosnet.com/>

Thanks for reading, fly safe,

Tracy Williams, A.A.E.  
Bend Municipal Airport Manager



# Rents reductions coming at Bend Municipal Airport after tenant outcry

## Appraisal revised after some errors were identified, according to city documents

By [BRENNNA VISSER, The Bend Bulletin](#), Dec 9, 2020

([https://www.bendbulletin.com/localstate/rents-reductions-coming-at-bend-municipal-airport-after-tenant-outcry/article\\_8b1371c6-368d-11eb-aa38-5ff4486a5aa4.html](https://www.bendbulletin.com/localstate/rents-reductions-coming-at-bend-municipal-airport-after-tenant-outcry/article_8b1371c6-368d-11eb-aa38-5ff4486a5aa4.html))

Some tenants at Bend Municipal Airport will likely pay lower rents after [pilots protested](#) rent hikes that were implemented this summer.

The Bend City Council will decide whether to adopt new, lower rates for T-Hangar tenants at its next meeting Dec. 16, though the council showed support for the new rates at its meeting last Wednesday, Dec. 2.

If the council approves, rents will be \$10 to \$30 less per month for most T-Hangar tenants, depending on the type of hangar, according to city documents. The reduction means the city can expect to receive \$220,000 less over five years in rental revenue, said Carolyn Eagan, the city's economic development director.



In August, the city increased rents at the airport by 21% to 41% for most businesses and private pilots that rent hangars at the airport. But several tenants soon afterward said they were left out of the discussion and that rates were artificially high because they were based on an appraisal they believe was done incorrectly this spring.

After the outcry, the appraiser, David Chudzik, revised the appraisal, which looks at rents at other airports around the state to help create an estimate for Bend. He adjusted the rates down.

"After much input from users, we requested that the appraiser review the comparables and methodology used and report back to us, as some of the increases were fairly significant," Tracy Williams, the city's airport manager, said in an email sent to airport tenants.

Some of the changes in the new appraisal include correcting an error in the reported T-Hangar rent for Corvallis Municipal Airport, according to a letter to the city from Chudzik dated Sept. 30. The original report listed high rental rates per square foot. More rental data of publicly owned hangars at the Bend Airport were also added in the revised appraisal.

The revisions ultimately led Chudzik to lower market-rate rents in the appraisal, he but pointed out that rates at Bend Municipal Airport are higher than other airports in Eastern Oregon because median net income of the surrounding area is considered when setting rents.

"In the original appraisal, in setting market rent rates, emphasis was placed on relatively high rent rates typically charged by profit-oriented private developers like SGS Development, an owner and developer of hangars at Bend Municipal Airport," Chudzik wrote in the letter. "In the revised report, more consideration is given to existing rent rates at City-owned hangars and well as at other airports including Redmond Municipal Airport, where airport administrators have not conducted a formal process to re-set rents to a market level for many years."



While the reduction in rent is a good place to start, Kim Muinch, the director of the Oregon Pilots Association's Central and Eastern district, said just approving the new rates is not enough.

Muinch said he and other tenants feel as though they are getting charged "top sirloin prices for hamburger-level services." Basically, he believe tenants are getting charged more than they should for an airport that doesn't have all the amenities others may have, like taxiway lighting or a control tower.

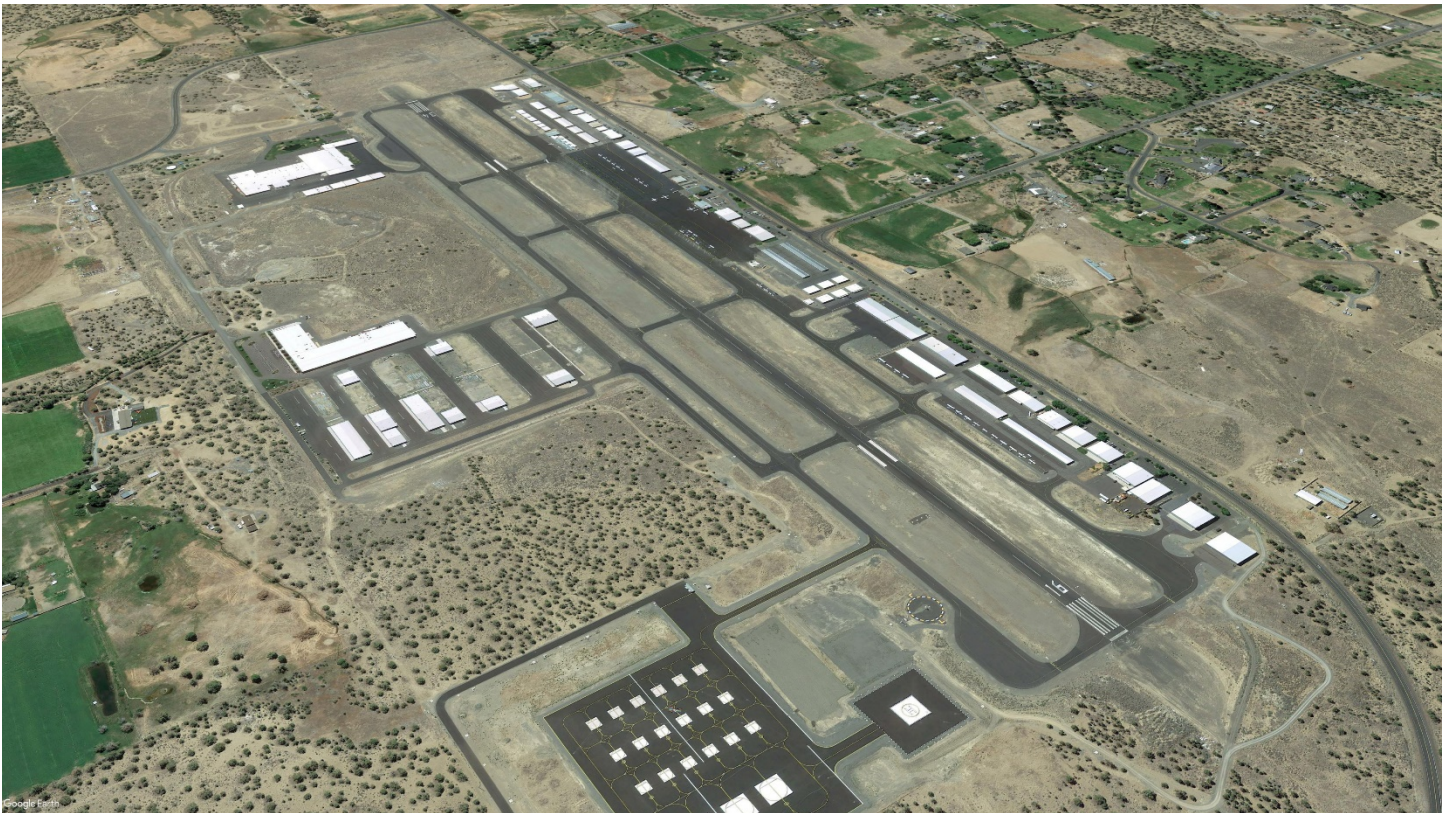
"We're all for improving, but there's nothing on the table saying 'We are making it better,'" he said.

Williams, the city's airport manager, said the increase in rates do go toward funding five year's worth of improvements at the airport, including an air traffic control tower.

"It's not being used to fund the general fund," Williams said, referring to a city fund made up of mostly general property tax revenue. "In fact, the general fund subsidizes the airport."

Muinch also wants the city to refund tenants who have been paying the higher rents since August. Currently, the new rates, if adopted, are set to start Feb. 1, according to city documents.

"OK, you guys have owned up that this was a faulty appraisal. ... Now go ahead and make good on it," he said.







## Homebuilders Week – Online Event Starts January 26

***An online opportunity to learn about all aspects of building your own aircraft***

*By Charlie Becker, EAA Homebuilt Community Manager*

EAA is launching a new online learning event for aircraft builders: ([www.EAA.org/HomebuildersWeek](http://www.EAA.org/HomebuildersWeek)). It will be five straight days of educational forums covering a broad spectrum of aircraft building topics. It will launch on Tuesday, January 26, 2021, and run until Saturday, January 30, 2021. The live online presentations will be open to everyone interested in building their own aircraft. Sessions will start at 1 p.m. CST and run until 8:30 p.m. CST daily.

This event is an opportunity for a new person to jump in with both feet and learn a lot about the wonderful world of homebuilding. We will cover areas like getting started successfully and techniques when building with sheet metal, composites, steel, and wood. But it won't be just for the newbie; we are offering in-depth talks on panel planning, engine selection, FAA certification, flight testing, and selling a homebuilt aircraft. There will be something for every builder, whether you are just starting out, knee deep in a project, or just received your airworthiness certificate — it is going to be a great learning opportunity.

EAA is working with industry experts, kit manufacturers, and other subject matter experts to provide top-notch material for builders. The sessions will be live and allow plenty of time for attendee questions. Recordings will be archived and available to EAA members for review.

The launch of EAA Homebuilders Week coincides with the 68th anniversary of the founding of the Experimental Aircraft Association in 1953. Those founding members of EAA lit the fuse on the homebuilt movement that provides affordable access to aircraft ownership and today has spread worldwide.

EAA Homebuilders Week is possible through the generous sponsorships of Aircraft Spruce & Specialty Co., Dynon, Scheme Designers, Inc., and Van's Aircraft, Inc.



Visit [EAA.org/HomebuildersWeek](http://EAA.org/HomebuildersWeek) to review the schedule and sign up for a session.

## EAA National Free Webinars in January

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

Date	Time	Title	Presenter(s)
1/5/21	7 p.m. CST	<b>The Sonerai Story</b> <b>HOMEBUILDERS WEBINAR SERIES</b>	John Monnett
<i>John Monnett, aircraft designer and EAA Homebuilders Hall of Fame inductee, will review how the Sonerai came into being and the current options for building one yourself. This single or two-place design will be celebrating its 50th anniversary at EAA AirVenture Oshkosh 2021. After nearly 50 years, the Sonerai still offers the homebuilder a value that is difficult to match.</i>			
1/6/21	7 p.m. CST	<b>It's Baffling</b> <b>Qualifies for FAA WINGS and AMT credit.</b>	Mike Busch
<i>A complex set of rigid baffles and flexible baffle seals are critical in keeping your engine cool. In this webinar, engine guru Mike Busch explains how the cooling system works, and discusses how to diagnose and correct cooling system problems. Mike illustrates this with a real-life story involving a Cessna T210 whose front most cylinders always seemed to have higher CHTs than the others, and how Mike helped the owner cure this problem with the help of some smartphone photos.</i>			
1/12/21	7 p.m. CST	<b>Huey: Saving an Icon from the Vietnam War</b> <b>MUSEUM WEBINAR SERIES</b>	Chris Henry
<i>The EAA Aviation Museum team discusses the process of developing a new permanent exhibit of a Huey helicopter for our museum, highlighting the people and research involved in saving an icon of military aviation.</i>			
1/13/21	7 p.m. CST	<b>Surviving Carbon Monoxide</b> <b>Qualifies for FAA WINGS and AMT credit.</b>	Prof. H. Paul Shuch
<i>We all know that carbon monoxide is tasteless, colorless, odorless, and lethal. Thankfully it is also easy to detect, and simple to avoid. In this FAA Safety Team WINGS and AMT award presentation, Prof. H. Paul Shuch shares a recent experience which could have ended very badly, but fortunately did not. Don't watch this seminar (unless you want to save your life!).</i>			

1/19/21

7 p.m. CST

## **The International Aerobatic Club Turns 50 Years Old and It's a Golden Birthday!**

Lorrie Penner, Mike Heuer, Debby Rihn Harvey, and Rob Holland

*Join Sport Aerobatics Editor Lorrie Penner and panelists on a ride 50 years in the making. Through a panel discussion with Mike Heuer and Debby Rihn Harvey, IAC Hall of Fame inductees and nine-time U.S. National Aerobatic Champion Rob Holland, find out how the IAC got its start, and how it has evolved through today. Hear firsthand stories you may have heard of but weren't aware of the details, and a few stories you may have never known. Enjoy photos from the [50th anniversary photo album](#) ›*

**View Webinar Video Archives**



EAA Webinars sponsored by



## **AOPA Scholarships Available!**

*The following information was shared by Mike Rhodes, chapter member:*

Starting December 1, 2020, AOPA members are invited to apply for primary and advanced flight training scholarships, made possible through donations to the AOPA Foundation. Last year, 120 scholarships totaling more than \$1 million were awarded. These scholarship awards are a major benefit of AOPA membership, helping members reach their aviation goals. The scholarship awards are broken down into four categories: AOPA High School Flight Training Scholarship, AOPA Teacher Flight Training Scholarship, AOPA Primary Flight Training Scholarship, and AOPA Advanced Rating Scholarship. Learn more here: [https://www.aopa.org/training-and-safety/students/flight-training-scholarships?utm\\_source=you can fly&utm\\_medium=email&utm\\_campaign=scholarships&utm\\_term=members&utm\\_content=learn more button](https://www.aopa.org/training-and-safety/students/flight-training-scholarships?utm_source=you%20can%20fly&utm_medium=email&utm_campaign=scholarships&utm_term=members&utm_content=learn_more_button)





# Ultralights!

*From Steve Getteman, 1345 member*

Is there any interest in forming a sub-group for ultralights? It could include enthusiasts, building, flying, and hopefully group fly-outs. I'm suggesting those individuals who want to own, want to build, and want to fly their own planes and not be a "flying club" with rentals, etc.

My Aerolite103 build update: I've got the mainframe completed; looks like a skeleton. Currently awaiting sails and Hirth engine/electrical due to backlogs/Covid.



Happy Holidays  
Steve

Steve shared the following story:

## The New Part 103 List — Current Draft List Shows MORE Producers ...Surprised?

DECEMBER 2, 2020 BY [DAN JOHNSON 16 COMMENTS](https://www.bydanjohnson.com/the-new-part-103-list-current-draft-list-shows-51-producers-surprised/) (<https://www.bydanjohnson.com/the-new-part-103-list-current-draft-list-shows-51-producers-surprised/>)

UPDATED (again!) 12/11/20: Still refining the list. —DJ

A great many of you read [the article](#) about the new **Part 103 List**. Your enthusiasm plus lots of comments reflect the strong interest generated by these lightest, most-affordable, and fun-to-fly aircraft.

With input from readers and through more research, I have increased the draft list to the one you see below, **now 53 producers strong!**

Honestly... I expect even more.

Many readers were surprised by the number of producers of these aircraft that too many pilots thought were dead and buried by Light-Sport Aircraft and FAA's requirement that previous two-seat ultralight trainers had to leave paid flight instruction and become private aircraft.

As the list shows — and as my plan to attempt counting the number of aircraft built every year proves — Part 103 Ultralight Vehicles are indeed alive and thriving.





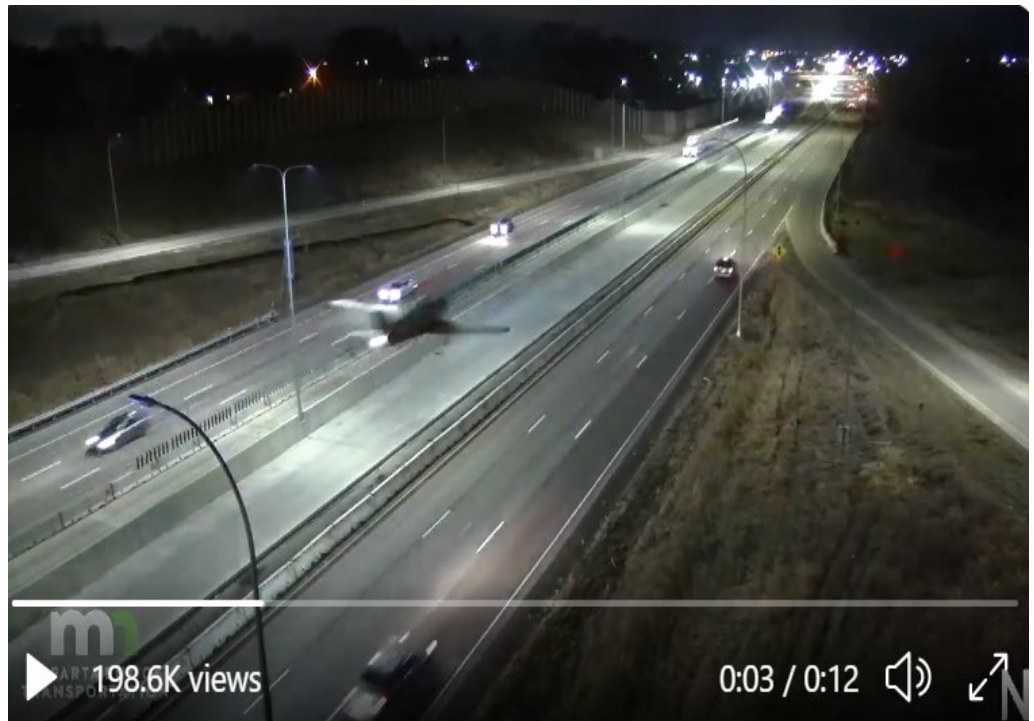
## Watch Plane's Miraculous Emergency Landing on Minnesota Highway



"I just can't believe we're all okay," said lone person in a car that was totaled as the single-engine plane landed.

The Minnesota Department of Transportation has released an astounding video of a single-engine plane making an emergency landing on a highway outside the Twin Cities.

No one was injured as the Bellanca Viking plane narrowly dodged two cars, and sideswiped an SUV on I-35, said officials. The emergency landing was apparently triggered by engine failure, according to a Facebook post from Ramsey County deputies.



"While this isn't \*quite\* what we mean by a 'multimodal transportation system,' we're glad no one was injured," the state department quipped in a tweet after the feat Wednesday night. The tweet referred to the landing as a "zipper merge."

Read in HuffPost: [https://apple.news/ABYqzAIKbSOi\\_FRM7iqfwMQ](https://apple.news/ABYqzAIKbSOi_FRM7iqfwMQ)

# Chuck Yeager, Air Force officer who broke speed of sound, dies at 97

From: <https://www.nbcnews.com/news/us-news/chuck-yeager-u-s-air-force-officer-who-broke-speed-n1250322>

Dec. 7, 2020, 8:05 PM PST / Updated Dec. 7, 2020, 9:38 PM PST

By Tim Stelloh and The Associated Press

Chuck Yeager, a former U.S. Air Force officer who became the first pilot to break the speed of sound, died Monday. He was 97.

NASA Administrator Jim Bridenstine called his death "a tremendous loss to our nation."

"Gen. Yeager's pioneering and innovative spirit advanced America's abilities in the sky and set our nation's dreams soaring into the jet age and the space age. He said, 'You don't concentrate on risks. You concentrate on results. No risk is too great to prevent the necessary job from getting done,'" Bridenstine said in a statement.

"In an age of media-made heroes, he is the real deal," Edwards Air Force Base historian Jim Young said in August 2006 at the unveiling of a bronze statue of Yeager.

"Yeager epitomized the pioneering spirit that has and always will propel the Test community 'Toward the Unexplored'—Ad Inexplorata! We will miss this legend and continue to break barriers in his honor." said Maj. Gen. Christopher Azzano, commander of the Air Force Test Center at Edwards.

Yeager's wife, Victoria, paid tribute on Twitter.

"An incredible life well lived, America's greatest Pilot, & a legacy of strength, adventure, & patriotism will be remembered forever," she [wrote](#).

Oct. 14, 1947, Yeager became the first test pilot to break the sound barrier as he flew the experimental Bell XS-1 (later X-1) rocket plane over Muroc Dry Lake in California.

Yeager nicknamed the plane "Glamorous Glennis" after his wife.

"Sure, I was apprehensive," he said in 1968. "When you're fooling around with something you don't know much about, there has to be apprehension. But you don't let that affect your job."

The modest Yeager said in 1947 he could have gone even faster had the plane carried more fuel. He said the ride "was nice, just like riding fast in a car."

Yeager's feat was kept top secret for about a year when the world thought the British had broken the sound barrier first.

"It wasn't a matter of not having airplanes that would fly at speeds like this. It was a matter of keeping them from falling apart," Yeager said.

Sixty-five years later to the minute, on Oct. 14, 2012, Yeager commemorated the feat, flying in the back seat of an F-15 Eagle as it broke the sound barrier at more than 30,000 feet above California's Mojave Desert.

The pilot later commanded fighter squadrons in Germany and Southeast Asia during the Vietnam War and was promoted to brigadier general in 1969. He retired on March 1, 1975.



— US Air Force test pilot Chuck Yeager, stands beside the plane in which he broke the sound barrier, the Bell X-1, nicknamed Glamorous Glennis in honor of his wife, in California, circa March 1949.

US Air Force / The LIFE Picture Collection via Getty Images file

He became familiar to a younger generation 36 years later when the actor Sam Shepard portrayed him in the movie, "The Right Stuff," based on the Tom Wolfe book. The book and movie centered on the daring test pilots of the space program's early days.

Yeager himself even made a cameo as Fred, a bartender at Pancho's Palace.

Yeager was born Feb. 23, 1923, in Myra, a tiny community on the Mud River deep in an Appalachian hollow about 40 miles southwest of Charleston. The family later moved to Hamlin, the county seat. His father was an oil and gas driller and a farmer.

"What really strikes me looking over all those years is how lucky I was, how lucky, for example, to have been born in 1923 and not 1963 so that I came of age just as aviation itself was entering the modern era," Yeager said in a December 1985 speech at the Smithsonian Air and Space Museum.

"I was just a lucky kid who caught the right ride," he said.

Yeager enlisted in the Army Air Corps after graduating from high school in 1941. He later regretted that his lack of a college education prevented him from becoming an astronaut.

He started off as an aircraft mechanic and, despite becoming severely airsick during his first airplane ride, signed up for a program that allowed enlisted men to become pilots.

Yeager shot down 13 German planes on 64 missions during World War II, including five on a single mission. He was once shot down over German-held France but escaped with the help of French partisans.

After World War II, he became a test pilot beginning at Wright-Patterson Air Force Base in Dayton, Ohio. Among the flights he made after breaking the sound barrier was one on Dec. 12, 1953, when he flew an X-1A to a record of more than 1,600 mph. He said he had gotten up at dawn that day and went hunting, bagging a goose before his flight. That night, he said, his family ate the goose for dinner.

He returned to combat during the Vietnam War, flying several missions a month in twin-engine B-57 Canberras making bombing and strafing runs over South Vietnam.

Yeager also commanded Air Force fighter squadrons and wings, and the Aerospace Research Pilot School for military astronauts.

"I've flown 341 types of military planes in every country in the world and logged about 18,000 hours," he said in an interview in the January 2009 issue of Men's Journal. "It might sound funny, but I've never owned an airplane in my life. If you're willing to bleed, Uncle Sam will give you all the planes you want."

When Yeager left Hamlin, he was already known as a daredevil. On later visits, he often buzzed the town. "I live just down the street from his mother," said Gene Brewer, retired publisher of the weekly Lincoln Journal. "One day I climbed up on my roof with my 8 mm camera



— Chuck Yeager at Edwards Air Force Base in California, on October 14, 1997.  
Paul Harris / Getty Images file



when he flew overhead. I thought he was going to take me off the roof. You can see the treetops in the bottom of the pictures."

Yeager flew an F-80 under a Charleston bridge at 450 mph on Oct. 10, 1948, according to newspaper accounts. When he was asked to repeat the feat for photographers, Yeager replied: "You should never strafe the same place twice 'cause the gunners will be waiting for you."

Yeager never forgot his roots and West Virginia named bridges, schools and Charleston's airport after him. "My beginnings back in West Virginia tell who I am to this day," Yeager wrote. "My accomplishments as a test pilot tell more about luck, happenstance and a person's destiny. But the guy who broke the sound barrier was the kid who swam the Mud River with a swiped watermelon or shot the head off a squirrel before going to school."

Yeager was awarded the Silver Star, the Distinguished Flying Cross, the Bronze Star, the Air Medal and the Purple Heart. President Harry S. Truman awarded him the Collier air trophy in December 1948 for his breaking the sound barrier. He also received the Presidential Medal of Freedom in 1985.

Yeager retired from the Air Force in 1975 and moved to a ranch in Cedar Ridge in Northern California where he continued working as a consultant to the Air Force and Northrop Corp. and became well known to younger generations as a television pitchman for automotive parts and heat pumps.

He married Glennis Dickhouse of Oroville, California, on Feb. 26, 1945. She died of ovarian cancer in December 1990. They had four children: Donald, Michael, Sharon and Susan.

Yeager married 45-year-old Victoria Scott D'Angelo in 2003.





# Samson Flying Sports Car Progress Update

Samson Sky reports the following updates in their December 2020 newsletter:

- Switchblade passes suspension drop test
- New parts and fine tuning parts
- Adding windbreak/fairing
- More testing

Learn more at the blog here:

<https://www.samsonsky.com/updates/>



Enjoy our little video message of holiday spirit!



Happy Holidays,

*Sam*

Sam Bousfield  
Captain, Switchblade Team



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/>





**Get in the air more!**



**Finish what you started!**



**Be a mentor! Fly Young Eagles!**



**Let the crosswind be with you!**



**Stop being the introverted pilot. Attend chapter events!**



***And, if you haven't already, pay your 2021 EAA Chapter 1345 dues and get involved in our awesome chapter!! Let 2021 be your year!!***

*(Based on a story by Rachel Lietzke, Aviation News, December 31, 2019)*



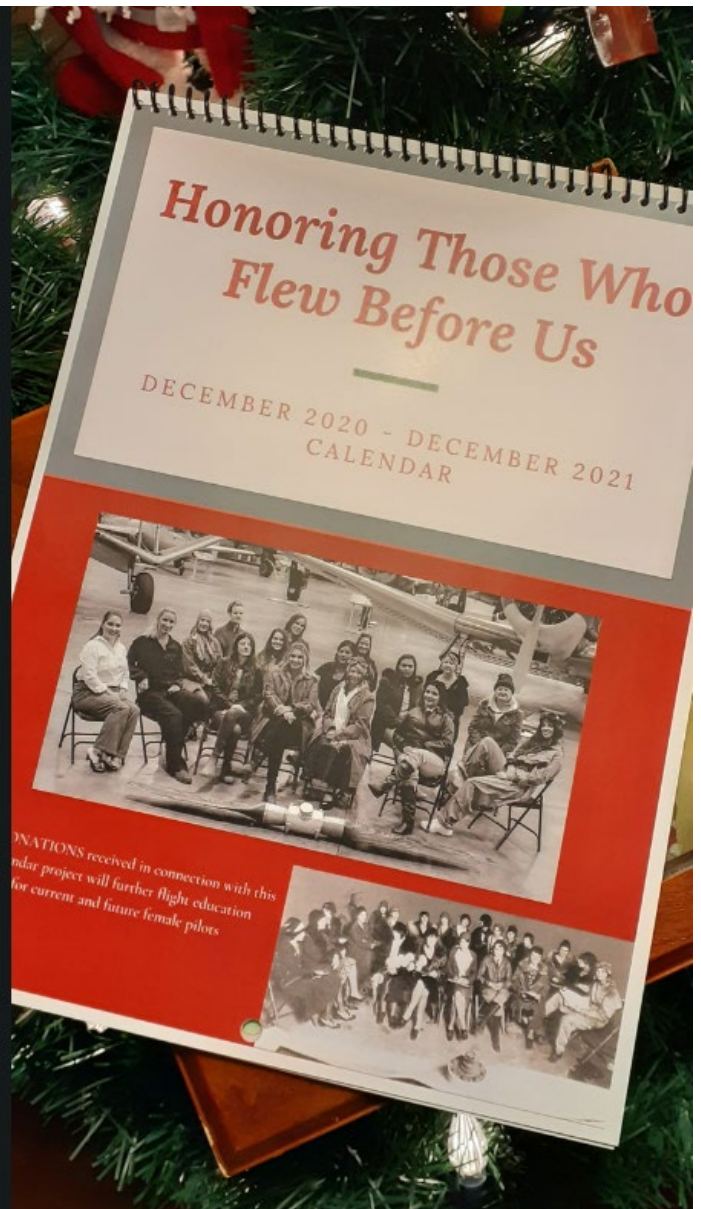
# Central Oregon High Desert 99s

PRESENTS

## Honoring Those Who Flew Before Us 2021 Calendar

Contact Lorraine at 808-265-0021 or  
email [central.oregon99s@gmail.com](mailto:central.oregon99s@gmail.com)  
to secure your copy.

Minimum \$30 suggested donation.  
100% of proceeds fund scholarships

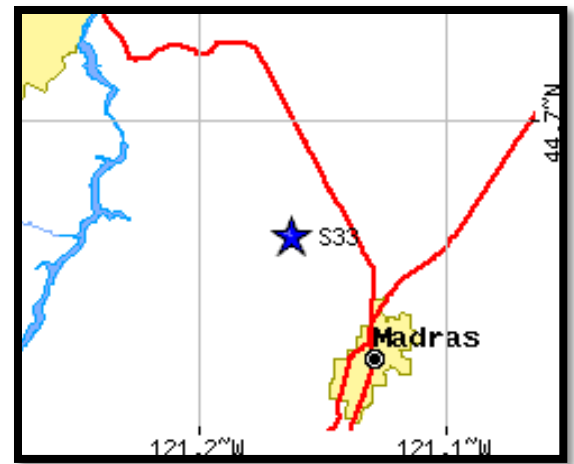


# 2021

## HAPPY NEW YEAR

# Fly-out to Madras, Oregon on December 19, 2020

Fly-out this month with Central Oregon Pilots Association was to Madras, Oregon.



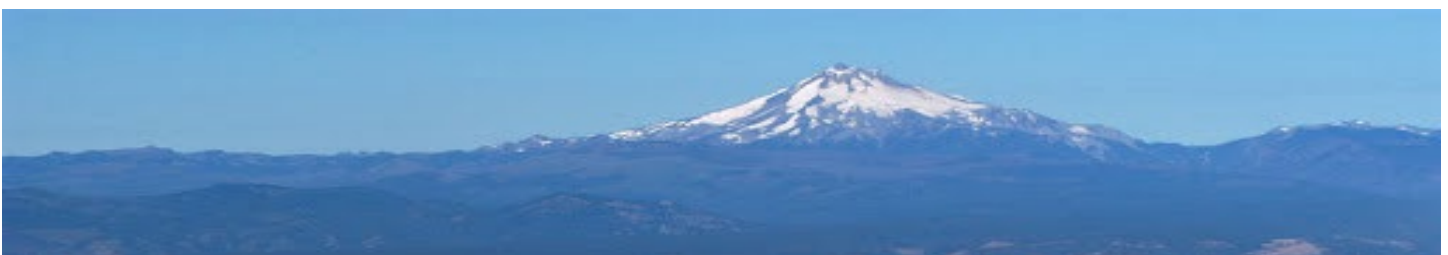
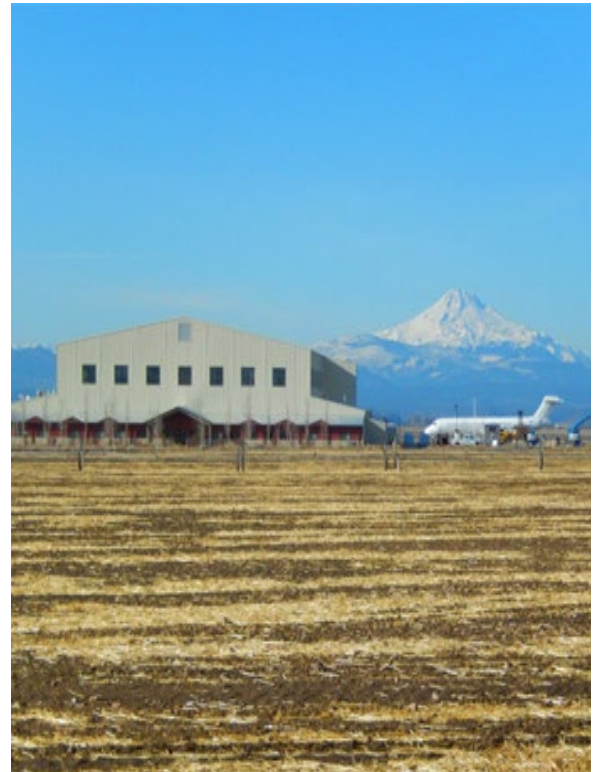
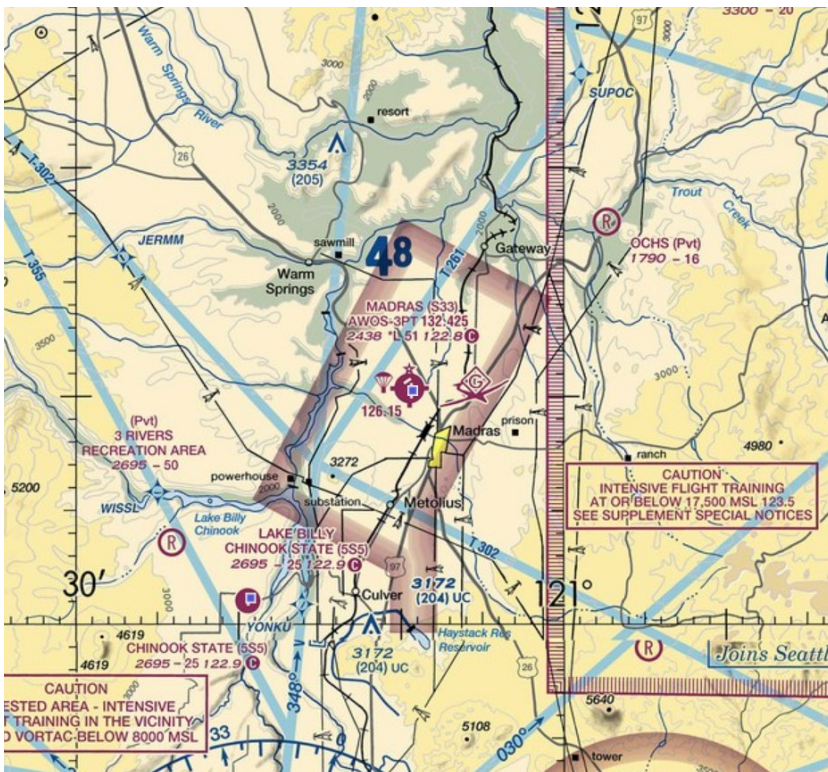
## Airport distance calculator

From [KBDN](#)- Bend Municipal Airport

To S33- Madras Municipal Airport

**34.6 nautical miles N**

Initial true course: 003







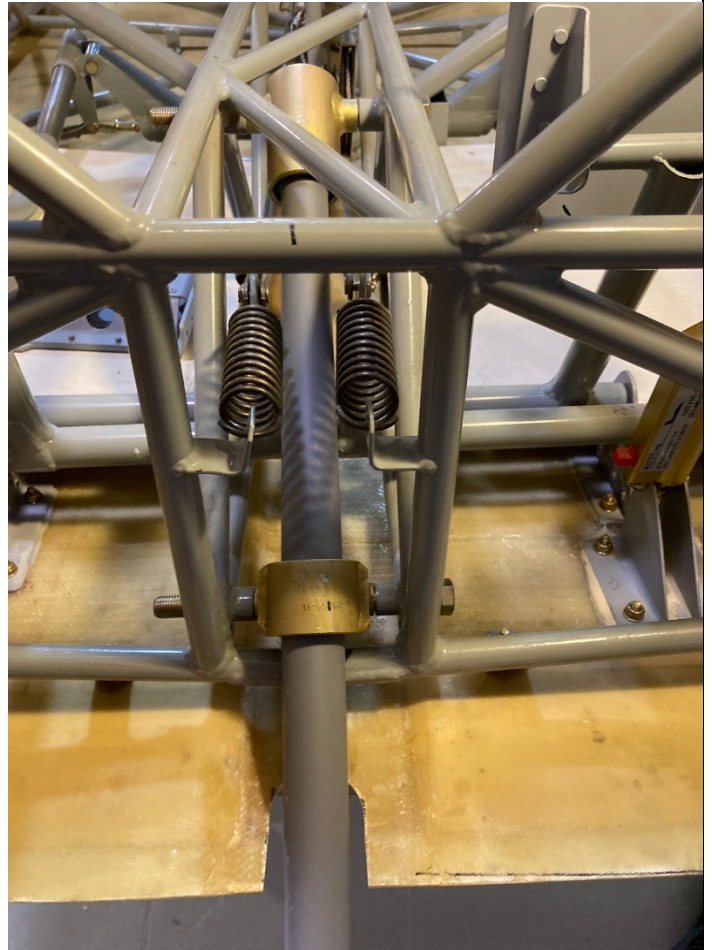
Landing gear coming along



Rudder pedal work



Nose gear



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 on its way! Soon we will be back to in-person meetings and events. In the meantime....*

Wear your mask.  
Wash your hands.  
Keep your distance.  
**THIS IS THE WAY.**



## 2021 CHAPTER BOARD

President	Dale Anderson 607-591-1714 <a href="mailto:daleanderson779@gmail.com">daleanderson779@gmail.com</a> Term: Jan. 2021- Dec. 2022	Vice-President	Vacant (a VP will be appointed by Dale to finish out Kim's term) Term: Jan. 2021- Dec. 2021
Secretary	Jeff Stolasz 713-471-6350 <a href="mailto:jstolasz@yahoo.com">jstolasz@yahoo.com</a> Term: Jan. 2020- Dec. 2021	Treasurer	Nathalie Smith <a href="mailto:n.smith@bendbroadband.com">n.smith@bendbroadband.com</a> Term: Jan. 2020- Dec. 2021
Webmaster	Alan Smith 360-485-2370 <a href="mailto:a.smith@bendbroadband.com">a.smith@bendbroadband.com</a> Term: Jan. 2020- Dec. 2021	Newsletter Editor	Lynn Anderson <a href="mailto:dalelynnanderson@gmail.com">dalelynnanderson@gmail.com</a> Term: Jan. 2020- Dec. 2021
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