



The Bend High Desert Flyer of Chapter 1345

WEBSITE: chapters.eaa.org/eaal345

KBDN AWOS 134.425

July 2020, Vol. 19, #7

Prez Sez

It's a challenge to do what we want to, as a chapter, under the present circumstances. Flying your own plane, not a problem. Trying to share that experience with others, "not so much." I just listened to a podcast from Jack Pelton, President of EAA, about all the troubles he went through with the canceling of AirVenture for July 2020. All the volunteers and staff involved, concessions, food service, tents, buildings, vendors, and all. What a job! Now I don't feel so bad. We are "in the same boat." It is best to be safe. As pilots, we are making choices regularly about finding the safe solution for actions to take. Right now, it's wait and see if this "weather" will clear soon.



We have been relatively active with some great things on the horizon:

- The future formation of a flying club based on a donated airplane and one being built.
- A new pilot soon, thanks to the Ray Scholarship through EAA.
- Maybe we can get an update from our new manager – Tracy Williams.
- It would be nice to see the "Switchblade" fly soon. It's a unique beauty!
- The fly-outs have been very active and successful – thanks to Gary, Kim, OPA and the many participants that have joined in the adventures. (check out the pics later in the newsletter)
- The builders group has resumed work on the Glstar.
- We have gained several new members with varied flying experiences.
- Watch for a **virtual** AirVenture coming soon. We can all attend this year. See article in this newsletter.

LET'S MAKE IT HAPPEN !!!

Dale Anderson
President



EAA CHAPTER 1345 MEETING AGENDA
JULY 8, 2020
MONTHLY MEETING AT 6:30PM VIA GOOGLE MEET



Join Google Meet Meeting



<https://meet.google.com/ssz-xuii-qgd>

Opening remarks, funny moment

Main action today is preliminary committee reports and to promote the committees.

Thanks to everyone who submitted articles for the "High Desert Flyer" and to our creative editor. The newsletter is providing much needed "glue" to hold us together.

Guest Speaker

- Richard Mays, Oregon Liaison of the Recreational Aviation Foundation(RAF)

Committee Reports

- Program
- Builders
- Scholarship
- Fly-outs
- Flying Club
- IFR ?
- Young Eagles/Eagles

Other?

Next Meeting: August 12, 6:30 PM

Meeting Minutes June 2020

Minutes of the chapter meeting held on Wednesday, June 10, 2020, on Zoom.

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

CALL TO ORDER

The meeting began at 6:30 PM.

President's comments

- Sam, *Ray Scholarship* recipient, has soloed and typically flies 4 times per week
- Flyouts have been going well
- Scott Morrison to be our next member spotlight
- We have wings and empennage parts for an RV 9 that were donated. We may give it to Mike Robertson since many of them are unserviceable



Kim Muinch gave us an update on the program committee. Richard Mays may be the feature presenter for July. He is a backcountry flyer and the Oregon Liaison of the Recreational Aviation Foundation(RAF). The RAF does all kinds of work to promote Recreational flying and work to resurrect defunct dirt strips. He might bring the Maule to our hanger. We would also like to get Tracy to do an in-person presentation. Perhaps July or August meeting. We will wait and see for the July meeting get together. Some may not want to meet face to face. Overnight campout later this summer. Candidate airports are Prospect and Oakridge.

Builders group will get back together Saturday morning. The main essence of this builders group meeting will be to get organized. We will review what has been done and needs to be done.

Some members are still interested in an IFR committee. The committee might be a good opportunity to link up folks as safety pilots.

Scholarship Committee - Sam has been put in charge of the committee. We are Investigating other types of scholarships we could get. We received our second \$4000 deposit from EAA towards Sam's scholarship. Sam just flew solo to burns and back for one of his cross-country requirements.

Gary Miller is still maintaining the fly out committee sponsored by the Oregon Pilots Association(OPA). They meet the third Thursday of every month. The actual flyout is the Saturday two days later.

Tom Wright is a new member and would like to be part of the Flying club. We will continue the flying club discussion at the Saturday builders committee meeting.

Our next meeting will use Google Meet.

Respectfully Submitted, **Jeff Stolasz, Co-Secretary**

Treasurer's Report

For Period 01/01/2020 to 06/26/2020 (Year to Date)

Total Income	\$ 9,057.99
Total Expenses	\$ 6,229.92
Net Income (Loss)	\$ 2828.07
Total Cash on Hand	\$16,262.31



Nathalie Smith, Treasurer

COMMITTEE/GROUP REPORTS

Program Committee

This month, Richard Mayes will be joining us as featured presenter via Zoom. Richard is the Oregon Liaison for the Recreational Aviation Foundation, a charitable organization dedicated to protecting backcountry aviation access. Richard holds a Commercial pilot's certificate with SEL, SES, MEL and instrument endorsements. He spent several years flying in Alaska from the late-1970s to early 1980s, before getting a haircut and finding a real job. Richard subsequently spent 30 years living and working overseas as an engineering consultant. He and his wife Sarah then retired to Bend to enjoy the Central Oregon lifestyle, particularly the excellent GA flying environment. Richard owns a Aviat Husky and is completing the restoration of a 1973 Cessna 180.



Richard will be giving us an overview of "The RAF", it's mission and what the organization has been doing, and is doing, particularly here in Oregon. He'll also give us some insights into some local "Off section" airstrips that you don't know are there. Some of these strips are accessible by "Nose-draggers", so be ready to take notes!

The metrics for Deschutes County keep improving on the COVID front, and that gives me increased confidence that we can begin looking forward to some in-person, socially-distanced programs at the airport.

I'll begin working towards arranging a presentation by Tracy Williams, our now well-established Bend Airport Manager. Tracy has been on the job for two months now, and she surely *must* have a "Handle" on things by now! I'll ask her to give us a "State of the Airport" presentation, and give us an update on the Bend Airport Master Plan process, and her thoughts and plans for making this airport the very best it can be, in a time of tight budgets and COVID-mandated restrictions.

At another meeting we'll have one of our newer members, and by the way a very active one – Mike Rhodes tell us his very interesting personal story of building and restoring a few planes, including a YAK, and his present RV-9A. With any luck Mike can give us a viewing of his way-cool plane. Mike once operated a nuclear power plant, and had a career in medicine. He's got multiple degrees also, in diverse subjects.

Kim Muinch, Program Committee Chair

Builders Group

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

Flying Club

A few members are now investigating the paperwork to start the flying club, using the national EAA guidelines.

Scholarship Committee

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

Young Eagles

No report this month.

Fly-Out Group

Many of our members have taken advantage of the flyouts co-sponsored by the Central Oregon chapter of the Oregon Pilots Association. The current record stands at 10 airplanes attending a flyout.

The Bend OPA chapter meets the 3rd Thursday of the month at Bend Builder's Assist. You don't need to be a member to participate. One of the agenda items for our meeting is to set the destination for our next flyout.

At the COPA June meeting we planned a special flyout – to the Pacific City State Airport, out on the coast. This airport has been recently re-furbished, and is looking like new, after being neglected for years. It is very unique in many aspects.

I'll be making a short presentation about this airport during our July 8th meeting. I'll also disclose the tentative date for our flyout there. If you want to go on this flyout you need to be present at our meeting as there is limited parking space at the airport, so this will be a "Capacity-controlled" flyout. 4 pilots signed-up for the flyout at the OPA chapter meeting, and there are only a few precious slots remaining. Don't miss out!

Chapter Membership Report

Don't forget to pay your dues!!

Send Kim your dues to this address:

**Kim Muinch, C/O EAA Chapter 1345
20926 Clearview Ct., Bend, OR 97702**

Make your check out to EAA Chapter 1345. You can find the membership form here:

<https://chapters.eaa.org/-/media/Chapters/Chapter-Folders/EAA1345/Files/EAA-1345-Membership-Form.ashx?la=en>



Ray Scholarship Update

I had my first Solo cross country on June 6, one of the coolest experiences of my life! I flew to Burns, refueled, and flew to Prineville and then Bend. Not long

after, about four days, I had a second solo cross country to Christmas Valley, Sunriver, Madras, and back to Bend. That second flight took care of my long cross country flight requirements and it was an excellent experience! My most recent flight was last Thursday night. This was my first night flying experience and it was one of the most enjoyable flights I've had! We flew to PDX via the Dalles and followed the river to PDX. We did about 9 stop and goes at PDX and then made the trek back home! All in all that flight was 4.9 hours and ill never forget it!

Samuel Conklin, Ray Scholarship recipient





This month, we feature Scott Morrison, chapter member

How did you get started in recreational flying?

My father was a commercial pilot. He got his certification at 16 years old in Cheyenne Wyo. My sister is also holds a GA certification. So love of flying runs in the family. My love of flight started from the cockpit of a DC-3 at about age 7, standing behind my Dad who piloted it. His flight legacy included 32,000 logged hours without a single mishap, damage to equipment, or injury to life or limb.

What do you love about flying?

At the age of 20, I enlisted in the Wyoming Air National Guard in 1976 and became a Load Master on C-130B. We had a dual mission, both Tactical Air Command (TAC) and Military Airlift Command (MAC). In addition, we were MAFFS (modular airborne firefighting system). I loved the 130. So versatile. But love dragged me away from Wyoming and I transferred to a C-141 unit stationed a Norton Air Force Base in San Bernardino in 1980. MAC missions only, but world travel constantly. Made it into 19 foreign countries. LOTS of flight hours logged. When I mustered I had about 4,800 hours logged in 6 years. Okay, I was burned out and ready for a new adventure. Oh, and the love thing fizzled in California during my culture shock period.

I was hired by a gold mining company in Montrose, Colorado. My boss, who felt like a father to me, was a retired Navy Captain (now deceased). Capt. James S. Swope was a twice decorated ACE in the Pacific theater during WWII. He was in the Sundowner Squadron flying Grumman F4Fs and F6Fs from carriers. LOTS of stories there. You can GOOGLE him - long and storied naval career (here's a good link: <https://valor.militarytimes.com/hero/313098>).

In my relentless pursuit of flying myself, I did go to ground school in 1988. Passed the written, but could never find the time for flight school when I could afford it, or couldn't afford it when I had the time. Life kept getting in



the way what with all those stupid things you think are priorities. Yeah, one of those guys. So my love of flight had to wait. And it did until 2017.

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

Knowing that I would not likely become a corporate pilot at the age of 62 but still yearning to become a pilot, I had a window of opportunity open up to acquire a two place ultralight that had never been completed. A 1996 kit called a T-BIRD2. I found it on BARNSTORMERS and located in Spokane, Washington. It was about 70% complete when I got it. Paid too much for it, of course, but she's mine. Her name is Evelyn. She is a redhead. I finished the build with the gracious coaching of many in our EAA chapter, and specifically Mike Robertson, in 2018.

Not really knowing what I was in for when I bought the plane, I had always dreamt of sharing flight with others, so a two place was ALWAYS a priority for me. But technically, there is no such thing as a two place ultralight under current FAA rules. So Evelyn is in the light sport category. Big difference on many levels because of weight. But she is done, complete with tail #, registration, airworthy certificate, weight & balance, calc.and will have a POH after I write one.

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

When I acquired the plane, the fuselage was about 70% complete with landing gear installed, but not even close to right. Upon initial high speed taxi tests, Evelyn has scared many a test pilot, as well as myself. After months of research, I discovered the main gear, (did I mention she is a taildragger?) was too weak which led to misalignment issues, which led to severe ground loop tendencies. OHH! Now that was fun! MANY times. Gads! In fact, I'll betcha I have more brag-able ground loops than anyone! But with prayers and faith that the answers to this issue will be made manifest, and they were, on Tuesday, June 23rd, we will try her again! And when she flies, at that point forward I will generate my favorite funny stories of flight. Got a few from the USAF, but they don't count.

What is the most interesting place you have ever landed?

However, while in the USAF, the most interesting place I've ever laid foot on was Eniwetok Island in the Pacific. 3 feet MSL, one coconut tree, and no people. It was ground zero for the first atomic bomb test. In 1981 it was deemed re-inhabitable by indigenous peoples who lived there before WWII. After the US Navy SEABEES established a runway, I was on one of the first C-141s to deliver construction supplies to the Island.

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

So what would I say to an aspiring recreational pilot or homebuilder? First, you never get it right and you never get it done. Ask A LOT of questions before you commit, and know that budgets it will test even the most stalwart of hearts. Follow your BLISS! Keep believing and be patient.



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

The most rewarding thing about being a part of our EAA chapter #1345 and being a member of the HIGH DESERT FLYERS is the PEEPS! Just down to earth good folks who share a common interest. No egos, no, one-upsmanship, no doublespeak. We, those of us who want the sky, are a small community. We share each others' dream of flight, and to reach out , and touch the face of GOD.



EAA Spirit of Aviation Week™ July 21-25, 2020

The Experimental Aircraft Association is showcasing the whole spectrum of flight this summer in a virtual way, as Spirit of Aviation Week on July 21-25 will celebrate the entire aviation community.

The five-day event will include streamed and on-demand content, encompassing nearly every subset of aviation, with a focus on educational, informational, and entertaining content. EAA's special interest groups will also be heavily involved, bringing highlights that include homebuilts, warbirds, vintage, aerobatics, ultralights, and much more.

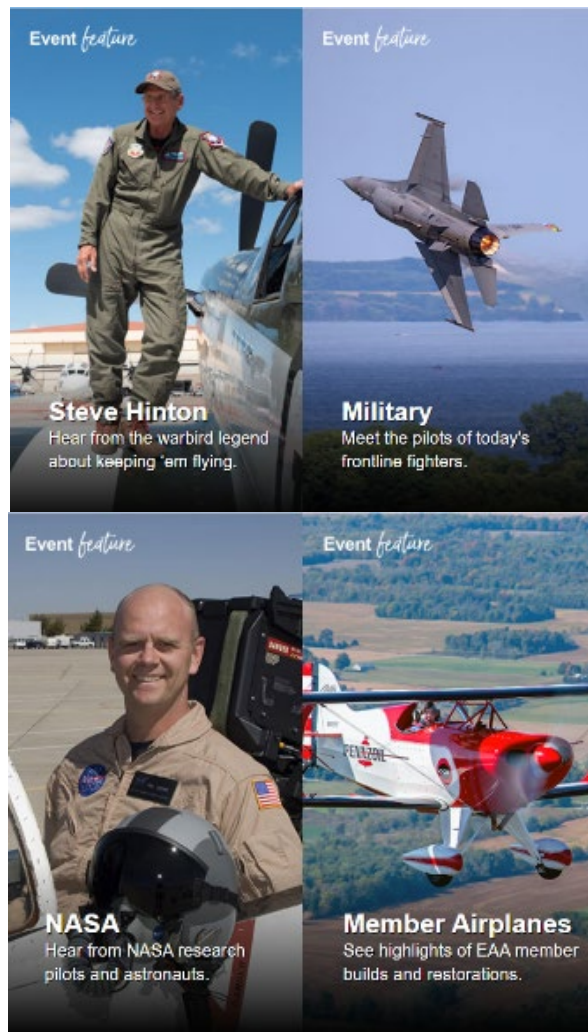
"Nothing can replace the Oshkosh experience in-person during AirVenture week, as that event personifies the common passion we have for flight, in all its wonderful ways," said Jack J. Pelton, EAA's CEO and chairman of the board. "As unfortunate as it was that the cancellation of AirVenture 2020 took away that personal experience, countless people and groups have stepped forward to ask what they could do to virtually create something from Oshkosh that brings us together as aviators and aviation enthusiasts. We're going to incorporate as many of them as possible during a full five-day event."

Among the highlights already planned for Spirit of Aviation Week are:

1. Presentations, forums, and discussions with notable leaders in aviation
2. Historical and archival content that highlights aviation legends
3. Homebuilding workshops, discussions, and educational tips
4. Content centered on pilot proficiency and learning to fly
5. A virtual exhibit space that showcases products, show specials, videos, and services available from the hundreds of AirVenture exhibitors
6. Features from air show performers to military and space programs
7. Stories from those in EAA's community through Hangar Flying segments

EAAtogether.org will be the exclusive home of the entire five-day event. The schedule is expected to launch in the coming weeks before the virtual opening day, under the theme and hashtag #EAAtogether.

"The people of EAA make The Spirit of Aviation and that's what we're celebrating these five days," Pelton said. "All we're missing are tents and campfire aroma, but perhaps that's something you and your EAA chapter can add wherever you are with your local aviation family."



EAA National Free Webinars in July

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

Date	Time	Title	Presenter(s)
7/1/20	7 p.m. CDT	Was Justice Served? Qualifies for FAA WINGS and AMT credit.	Mike Busch
<i>After a fatal air crash, the NTSB investigates and eventually publishes a probable cause. Civil litigation often ensues, usually brought by the family of the decedents. These lawsuits often result in a settlement, but sometimes they go all the way to trial. NTSB findings are inadmissible at trial, so the jury has to make its own determination of who was at fault. In this webinar, Mike Busch takes you through the details of a fatal accident involving a Cessna 421 that crashed shortly after coming out of an annual inspection. You'll learn what the NTSB determined, what the jury decided, and what really happened.</i>			
7/8/20	7 p.m. CDT	Fast Track to Experimental Qualifies for FAA WINGS and AMT credit.	Prof. H. Paul Shuch
<i>Learn the differences between an ultralight, an E-LSA, an S-LSA, and an E-AB, and what can and can't be done with each type. Can you convert one to the other? How would you accomplish that, and why might you want to? Learn about these differences from Prof. Shuch, a longtime member of EAA.</i>			
7/14/20	7 p.m. CDT	Shuttle, Houston — a Look Inside Space Shuttle Mission Control	Paul Dye
<i>Former NASA lead flight director and EAA member Paul Dye provides a compelling look inside 30 years of space shuttle missions, relaying stories of missions and their grueling training in vivid detail. Paul examines the split-second decisions that mission control and astronauts were forced to make in a field where mistakes are unthinkable, and errors can lead to the loss of a national resource, and more importantly the astronaut crew. This presentation is based on Dye's new book, Shuttle, Houston, set for release on July 14 of this year.</i>			
7/29/20	7 p.m. CDT	Completing the FAA Application for Medical Certificate: Legal Traps for the Unwary Qualifies for FAA WINGS credit.	Greg Reigel and Patrick Phillips
<i>The EAA Legal Advisory Council will discuss legal issues arising from an airman's completion of FAA Form 8050-8 Application for Airman Medical Certificate. Topics will include responding to the various medical history and other items in Question 18, the penalties for failing to accurately report the requested information and the relationship of reporting drug and alcohol-related motor vehicle actions under FAR 61.15 and Question 18(v)'s request for similar information on the medical application.</i>			

View Webinar Video Archives

<https://eaa.org/Videos/Webinars>



From the Desk of
Mike Rhodes
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Sunriver, OR 97707
MikeRV9A@gmail.com

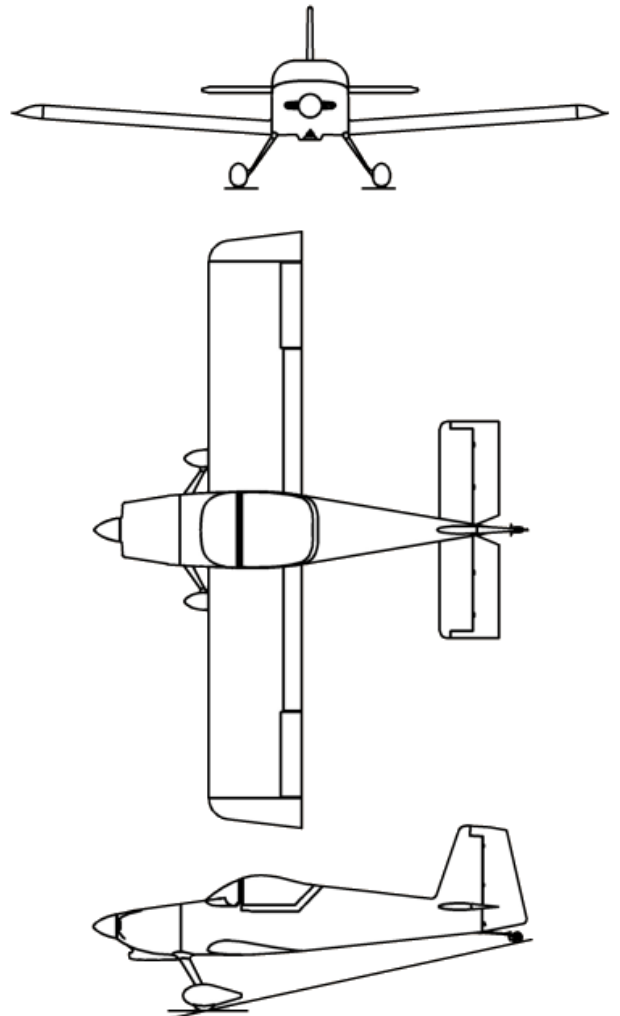
Expecting the Expected... but now what.....

Last week I made my first trip to Prineville and was planning a round robin to numerous local airports. Was a beautiful smooth flight from Bend to Prineville in the early morning still air. On departures, I always use 10 to 20 deg of flaps as it gets the airplane off the ground sooner and helps reduce weight on the wheels during the roll.

Departing Prineville.... full throttle, back pressure on the stick to relieve nose wheel weight... lift off.... positive rate.... 80 mph, Flaps UP.... accelerating to 100 mph... nose up to the horizon for climb out.... all is going well. Normally at this point the airplane continues to accelerate to around 120 mph ... but that wasn't happening, which seemed odd. Quick scans inside and out... low and behold, the flaps were still 1/2 way down. Flap switch was up.... quick glance for flap breaker, not popped out.... all other systems have power. Ummm.... not good, maximum Vfe for the RV-9A is 90 mph... so throttle back and nose up to get under 90 and continue the climb to a safe altitude to evaluate. I cycled the flap switch from up to neutral and back to up.... nothing. I didn't want to try the down position and risk making matters worse. Fortunately I was close to home and "slugged" my way back to Bend at 85 mph.... wow, what a difference between 85 and 185!

So... the questions are, are you prepared and thought through what would you do if this happened away from your home base? Do you carry tools to troubleshoot and repair? Do you know your aircraft systems well enough to understand what you are facing and what risks are involved with a system failure? Do you have supporting documentation handy to help with troubleshooting? All food for thought.

In this instance, once back on the ground, I discovered the flaps would not go down either and there was no noise coming from the flap motor, so I pretty sure it was either a power or ground problem. Using an electrical diagram I made during the build, and voltmeter to find where there was power or not, I found a 3 pin connector that I had not fully seated during previous maintenance. Presto, all is good with the world again.... and another example of "expect the UNexpected", and details matter.



FAA Extends SFAR Medical Relief

From EAA [at this link](#):



June 25, 2020 – The FAA published [an amendment to its COVID-19 relief Special Federal Aviation Regulation \(SFAR\)](#) on Thursday afternoon that extends several provisions for relief from time-sensitive requirements.

Of particular relevance to the GA community, the FAA amended its original relief on medical certification to be significantly broader. Previously, all medical certificates expiring after March were extended to June 30. Under the amendment, all certificates expiring between March 31 and September 30 are given a blanket three-month extension beyond their original date of expiration. The FAA has previously noted that many AMEs are currently accepting airmen for exams, but this additional relief will give more flexibility in scheduling exams for pilots who have medicals expiring throughout the summer.

There is additional relief on certain training and checking requirements in the SFAR amendment. Unfortunately, the SFAR continues to not extend flight reviews for personal aviation, except in specific circumstances. EAA continues to evaluate options for creating alternatives to the traditional flight review during the pandemic, but thus far there is no new rule or policy.

Samson Flying Sports Car Progress

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

- Upgraded V4 engine on Dyno
- Alternate engine testing
- Samson V4 Transmission successful and now rebuilt
- Strobe lights flashing
- Radio antennas installed
- Interior design work



From Samson Sky: **SPREAD THE WORD!**

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/>



Meet Miss Montana

Miss Montana started life as a C-47, operated stateside by the U.S. Army Air Forces in World War II, and went on to a proud career dropping smoke jumpers from a base in Missoula, Montana. Recently restored, the airplane is the centerpiece of the [Museum of Mountain Flying](#) in Missoula. For more about this venerable transport, see the May/June 2020 issue of [Vintage Airplane](#) magazine.

<https://youtu.be/G0u0C5JjzY>



B-17 Documentary to Air on History Channel July 4th and July 5th

Swamp Ghost: Documentary of Philadelphia Builder Fred Hagen and his Epic Quest to Honor and Preserve the Memory of Those Who Fought the Pacific Air War in WWII Airing on the History Channel July 4th and 5th

NEWS PROVIDED BY [Alfred "Fred" Hagen](#)

An epic documentary "**The Swamp Ghost**" chronicling a series of privately financed military-scale expeditions to Papua New Guinea to recover the mortal remains of more than a dozen WWII American military airmen and their historic B-17 and B-25 aircraft, will be broadcast on the History Channel July 4th and 5th.

The singular triumph of the quest was the recovery of the legendary Swamp Ghost B-17E Bomber, now on permanent display at the Pearl Harbor Aviation Museum.

One viewer who is sure to be tuning in to watch is Army Air Corps Retired Colonel James C. Dieffenderfer -- or "Jimmie Dee" to his friends - - a 100-year-old veteran who lives in Orlando, Florida. He is literally the last living WWII bomber pilots who flew missions in the great Pacific air war.

SEE Movie Trailer:

<https://app.frame.io/presentations/59fbbe3a-c742-4888-9e98-37429e38bfdd>

MEDIA CONTACT:

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(215)275-0848



Fly-Out to Hood River on June 14, 2020

On June 14th, two planes managed a mini anti-social fly-out to Hood River/Jernstedt Airport (4S2). It squeezed in, perfectly, between an arriving front and a departing front, that were a day late.

It was typical spring weather, the Blue Bowl. The Cascades were hidden in clouds, Sunriver (S21) was IFR, but otherwise blue sky and sunshine from Lava Butte to Hood River, except clouds at 6,000 feet on the ridge south of 4S2. Sadly the bad weather at S21 forced Mike Rhodes to sit out the event.

After an uneventful motoring up Hwy 97, the lead airplane took the long way around to the Columbia River. One laggard airplane cut over the ridge and landed first.

We joined two other planes that flew in at the same time and we all headed to The Twin Peaks restaurant for burgers and fries. Wonderful.

The North Ramp is undergoing construction, but without the usual traffic, parking was no problem. The Western Antique Aeroplane & Automobile Museum (WAAAM) was open, but we limited ourselves to the gift shop. Staff told us their building is about to undergo yet another enlargement.

Nothing really special, but a good time was had by all!

Submitted by Gary Miller



Airport distance calculator

From [KBDN](#)- Bend Municipal Airport
To 4S2- Ken Jernstedt Airfield

95.7 nautical miles N
Initial true course: 352



Fly-Out to John Day Airport on June 20, 2020

5 adventurous, anti-social pilots from the Central Oregon Chapter of the Oregon Pilots Assoc. and our own EAA chapter flew their planes out to the Grant County Regional airport in John Day on Saturday, June 19th.

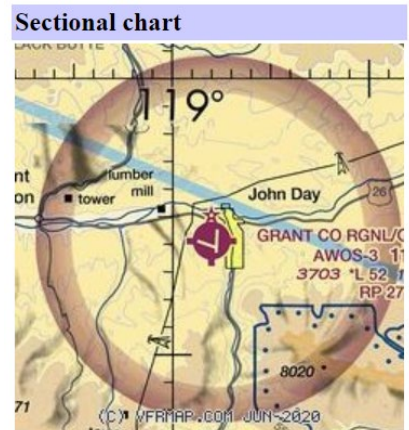
The high cirrus clouds provided a nice cover for a warm summer day - the first day of summer.

The Oregon wilderness all along the route was constantly changing, with several points of interest, including a couple fire lookout towers which appeared to be staffed. Kim got a few good shots of Mike Rhodes in his RV-9A.

We called ahead to confirm two of the three courtesy cars would be available for the short drive from the airport into the quaint town. We opted for the squeeze in, knowing there was outside dining available on the rear drag. However the few remaining socially distanced tables were occupied. So we opted for dining at a spread out table inside. The food was great, as well as the service.

The air was calm and smooth on our flight out to John Day, however as forecast, the return trip was pretty choppy.

If you're ever looking for a place to fly out for breakfast lunch or dinner, John Day is pretty hard to beat.



Airport distance calculator

From [KBDN](#)- Bend Municipal Airport
To [KGCD](#)- Grant County Regional
Airport/Ogilvie Field

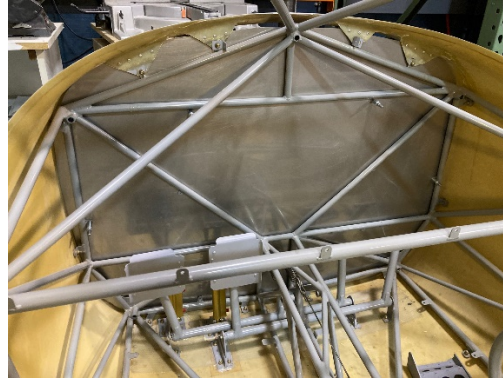
97.7 nautical miles ENE
Initial true course: 078



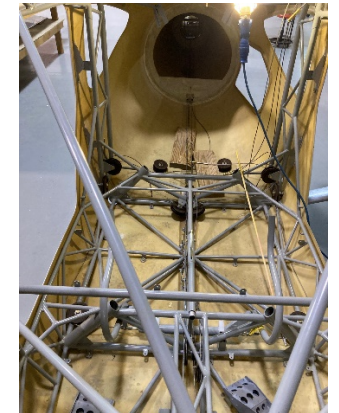




Building Progress on the GlaStar Project



Left:
Firewall work progresses



Above: Work on the bulkhead and bulkhead cover



Left:
Work on the floorboards

Below:
Removing the wing to
move the Varieze from
the hangar



Identifying airborne transmission as the dominant route for the spread of COVID-19

Texas A&M Study shows **FACE COVERINGS MATTER**

<https://www.pnas.org/content/early/2020/06/10/2009637117>

Significance

We have elucidated the transmission pathways of coronavirus disease 2019 (COVID-19) by analyzing the trend and mitigation measures in the three epicenters. Our results show that the airborne transmission route is highly virulent and dominant for the spread of COVID-19. The mitigation measures are discernable from the trends of the pandemic. Our analysis reveals that the difference with and without mandated face covering represents the determinant in shaping the trends of the pandemic. This protective measure significantly reduces the number of infections. Other mitigation measures, such as social distancing implemented in the United States, are insufficient by themselves in protecting the public. Our work also highlights the necessity that sound science is essential in decision-making for the current and future public health pandemics.

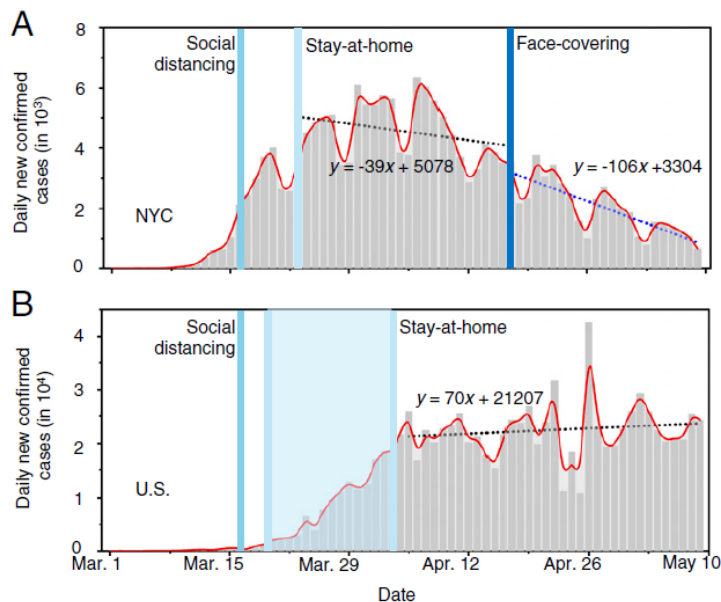


Fig. 3. Contrasting the trends of new infections between NYC and the United States. Daily new confirmed infections in (A) NYC and (B) the United States. The dotted lines represent linear fitting to the data between April 17 and May 9 in NYC and between April 4 and May 9 in the United States. In B, the number in NYC was subtracted from that in the United States. The vertical lines label the dates for social distancing, stay-at-home orders, and mandated face-covering.

How to wear a **face mask**



DOs

✓ **Wash mask** after use in hot water and dry thoroughly

✓ **Wash hands** for 20 seconds prior to putting on and after taking off your mask



✓ Still practice **social distancing** when wearing a mask

✓ Make sure it **fits snugly** but comfortably against the side of your face



✓ Make sure it covers your **mouth and nose**

DON'Ts

✗ Take the mask on and off – **once on, leave on**

✗ **Touch or adjust** the mask once it is on your face, this can cause contamination



✗ **Touch your eyes, nose or mouth** when removing the mask

✗  Place on young children **under the age of two**

✗ Wear it longer than **four hours**



2020 CHAPTER BOARD

President	Dale Anderson 607-591-1714 daleanderson779@gmail.com	Vice-President	Kim Muinch 541-848-3600 kmuinch@hotmail.com
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Young Eagles and Eagles Coordinator	Mike Wissing 541-419-7352 oregonwissing@yahoo.com	 The logo for High Desert Flyers, EAA Chapter 1345 Bend, Oregon. It features a stylized tree on the left, a blue and white EAA logo in the center, and the text "High Desert Flyers" in blue, with "Chapter 1345 Bend, Oregon" in smaller text below it.	

Happy Fourth of July!!

