



The Bend High Desert Flyer of Chapter 1345

WEBSITE: <http://www.eaa1345.org/>

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PREZ SEZ:

Yosemite National Park, with its grand granite domes, four thousand foot sheer cliffs and thunderous spring waterfalls is a spectacle everyone should see. Like any national park, the vast majority of people only get to see the park from their car and as a result, they leave most of the park undiscovered. The backcountry is where 99% of the beauty is hiding and where only 1% of the visitors go.

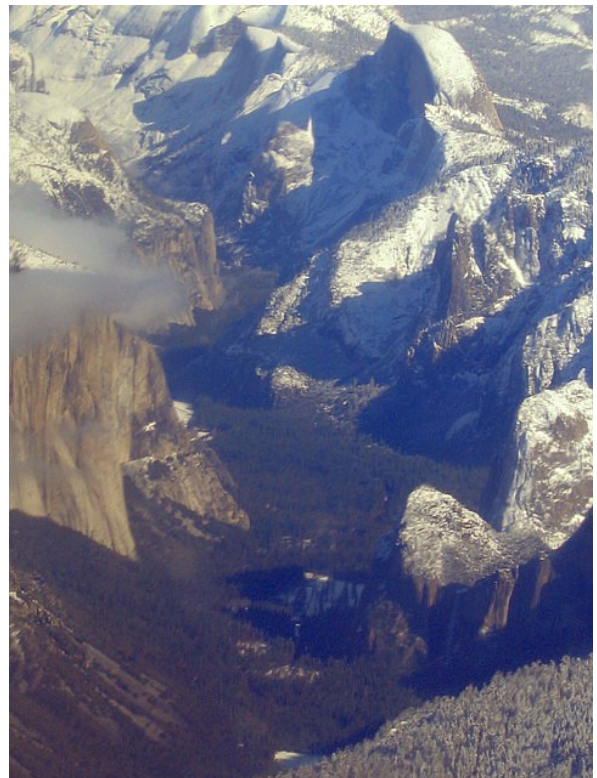
If you are still able, plan a trip this summer and go for as many days as possible. While I have many favorite places in the park, I'd say my backpacking top three would have to be Ten Lakes, Grand Canyon of the Tuolumne and the Upper Merced. If backpacking isn't your thing, then take advantage of being a pilot (or having pilot friends) and go fly over the park. It's a great way to see the area as few do. There are no lines of cars, no bears to eat your food and you won't break a sweat getting to the top of Half Dome!



Sean and Cherokee

The first time I flew over Yosemite was January 2005. I headed from Watsonville, CA in a rented Cherokee and flew formation with a friend in his Citabria.

You need to pick your day based on weather obviously and the regs require you to stay 2,000 feet AGL. Unless you have an airplane with a high ceiling, then make sure you plan accordingly. I flew the Cherokee in from the west and stayed over the valley and then headed up to the high country of Tuolumne Meadows towards Tioga pass which itself is almost 10,000 feet MSL. Since it was cold, the Cherokee actually did ok and I was able to fly directly over Half Dome and El Capitan. It was impressive.



Half Dome and El Capitan

While the Cherokee flight was great, I would not have done the same flight in the summer heat. The plane just didn't have enough power to explore the mountains safely.

Yosemite-- continued

Fortunately, a few years later, I bought half ownership of a higher than normal powered, IFR equipped Citabria and really began to explore California. While it may seem sluggish to you RV guys out there, it was powerful enough to get me off the ground in approximately 250 feet, climb out around 1,000-1,500 fpm and cruise at 120-130 knots depending on the day. In fact, my partner and our instructor got clearance one day and topped out at 22,000 feet MSL. Not bad for a Citabria! I can't say enough well about that airplane, it was a lot of fun and good all around performer. We could fly down the coast just above the waves, fly across the Sierras or pack the back full of camping gear and find a grass strip somewhere for the weekend.

It was a special time. Back then; I was flying out of Watsonville, CA, which is a fun, active airport near Santa Cruz, CA. I was involved in a flying club and became friends with a few other Citabria owners who enjoyed exploring as much as I did. Fortunately, for me, those friends had much more flying experience in the mountains and backcountry and encouraged me to come along and learn.

One of my favorite flights was to Bishop, CA. If you've ever flown over Yosemite and wished you could get closer to the terrain, then the flight from Watsonville to Bishop is a perfect fit for you.

We'd take off and head due east over the Santa Cruz mountains, then across the San Joaquin Valley. We'd then pick up the San Joaquin River and follow it into the high Sierras. The river winds its way, east to west approximately 40-50 miles south of Yosemite. As you follow the river, you are treated to an up close look at impressive granite domes, towering cliffs, huge trees and plenty of Sierra granite; very similar to what you see in the park. At the high point of the mountains, you will go through the pass near Mammoth Lakes. It's breath-taking flying over those deep blue lakes and beautiful meadows near the crest.

Once you cross over, you'll head southeast and drop into the Owens Valley and head south towards Bishop.

The scenery around Bishop is outstanding.

Bishop sits in the Owens Valley at about 3,000 feet MSL with the Sierras rising 14,000 feet MSL to the West and the White Mountains rising 12,000 feet MSL to the East.

After a good breakfast or lunch, take off and begin your circling climb. Don't feel bad if a local glider out climbs you (by a lot). You can head north and cross the pass at Mammoth again, or get more altitude and head directly west which will take you over Kings Canyon.



Kings Canyon below wing

This is some very remote, extremely high mountain terrain, but the view simply can't be beat from above. Once you are over the high peaks, its all down hill to the ocean, so enjoy the fast ride! Before you go though, be sure to circle a few times to see all the high altitude lakes and glaciers.

Flying is a luxury and not something to be taken for granted. A capable airplane can take you places and give you views you could never duplicate. Take advantage of the opportunity while you have it. Go out and explore, the western USA is full of amazing terrain to fly over. Find an instructor or an experienced friend and get out of your comfort zone and really see where you live. You may not have the airplane or the means for ever, so do it this spring or summer! If you are like me and currently don't have the airplane to explore with, then do the next best thing and go backpacking and wave at the lucky bastard who flies by.

Happy (and safe) flying.

Sean Harbison, President

Next meeting:

Hi all,
Joe Wanko of "Precise Flight" will be our guest speaker for the April meeting. Joe will be showing off the latest Gee whiz gadgets that Precise Flight has to offer with a power point presentation and maybe some hands on show and tell items. They produce spoilers and an array of lighting systems, for commercial to homebuilt aircraft. I'm looking forward to see what's produced here at OUR Bend airport, for the world of aviation.

See you at the Ellsberg hangar, 6:30pm, April 13th.

Respectfully submitted,
Thomas Phy, Vice-president

Treasurer's Report

Financial for period 1/1/11 through 3/31/11

Total Income:	\$440.00
Total Expense:	\$386.49
Net Income (Loss)	\$53.51
Cash Balance:	\$1,966.06
Accounts Receivable:	\$400.00 (2011 dues)

Dues for 2011 are now past due!

Please mail your checks in the amount \$20.00, payable to EAA Chapter 1345 to: John S. Watson, 61895 Bunker Hill Ct., Bend, OR 97702

Jack Watson, Treasurer



Morning Glory clouds over NE Australia coast

March meeting minutes

Minutes of a regular meeting of EAA 1345 chapter, was held at the Ellsberg Hangar on Wednesday, March 9, 2011.

CALL TO ORDER

Vice President Tom Phy called the meeting to order at 6:36 p.m.

INTRODUCTIONS

There were 8 members present and five guests. Those in attendance were Tom Phy, Erik Rustand, Jack Watson, Mike Bond, Bruce Myers, Henry Graham, Kelly Farrington, and Brad Stankey. Guests attending were Tim Sutherland, Mike Ferrel, Butch Hatfield, Eric Simpkins and his son Devin Simpkins.

ANNOUNCEMENTS

No immediate announcements were made.

APPROVAL OF MINUTES

Tom Phy asked for an approval of the minutes (as published in the newsletter) from the last (February) meeting as published. It was seconded by Brad Stankey and unanimously approved.

TREASURER'S REPORT

Tom Phy asked for an approval of the treasurer's report as published in the January newsletter. It was seconded by Mike Bond and unanimously approved.

OTHER COMMITTEE REPORTS

No committee reports.

OLD BUSINESS

No items of old business were presented.

NEW BUSINESS

Tom Phy discussed the possibility of starting up a "meet up group". This would be a gathering of members at an occasion other than the regular meetings. Further discussion of this topic will take place at a future meeting.

Henry Graham gave an update of his airplane project – a tri-gear Avid, which he said was, "basically the same thing as an early Kitfox". His project is based at the Prineville airport.

Brad Stankey gave a nice presentation / update from the meeting he had attended regarding the Bend Airport Advisory Committee. Brad has attended the recent meetings, which have included the airport master plan by Century West and general project overviews.

March minutes -- continued

These topics have also included aviation activity forecasts regarding the number of take-offs and landings at the airport. What many of us found quite surprising from Brad's report was that the approximate number of take-offs and landings for a ten-year period (prior to the helicopter activity) was between 90 and 110 thousand per year. The addition of the helicopter training has increased this number to approximately 150,000 take-offs and landings per year with each rotorcraft adding 1000 take-offs and landings per year. Even more helicopters are planned to be added to Leading Edge's fleet. Brad also mentioned from his notes that there are ideas regarding a control tower for Bend, a dedicated helicopter area on the east side of the airport, airport operations / safety, and environmental reviews. Thanks Brad for an informative update!

Kelly Farrington gave an update on his business (Velocity Sports Equipment) regarding his involvement with Felix Baumgartner and the high-altitude parachute jump, which was planned and is now delayed. Apparently Felix and Red Bull had some sort of dispute. Talk to Kelly if you want to know more.

Tom Phy gave a brief update regarding his business (TNT aviation) and what has been taking place.

ADJOURNMENT

The meeting was adjourned at 7:28 p.m.

PROGRAM

The program for the evening was a video called "Air Racer: Chasing the Dream" regarding air racing at Reno and mostly what team Nemesis had to go through to build and prepare their Nemesis planes for the race. It was a very exciting video which you can watch the trailer online at www.airracerthemovie.com.

RAFFLE

No raffle drawing was held.

Erik Rustand

Secretary



\$400 Chinese Homebuilt Tri-Motor -- see more next week

Evergreen Waterpark

Even adults will enjoy a kids' water slide planned to open June 6 at the Evergreen Aviation and Space Museum in McMinnville. The Evergreen Wings and Waves Waterpark offers four routes, from tame to wild and crazy, and all of them start from a retired Evergreen Boeing 747 mounted on top of a 60-foot building.



This Boeing 747 traveled 58.5 million miles before gracing the top of the water park. It took two cranes to lift the aircraft to the top of the building, with one used to prevent oscillations. The maneuver featured one of only seven aircraft slings available in the world available to lift the aircraft. Engines were removed, but the aircraft still weighed 328,000 pounds. There are 28,000 pounds of ballast in the nose. The aircraft acts like a big sail atop the building, requiring rugged superstructure below to handle wind forces.

Water park officials claim it is the first time a Boeing 747 has ever been placed atop a building anywhere in the world.



John Stahr, Oregon pilot and aviation artist, hauled his nearly finished RV-8 (N707AA) "American Angel" to the Portland Roadster Show held at the Portland Expo Center, March 18-20, 2011.

More photos of Sean's Yosemite trip



Granite Dome out front



High Sierra and Citabria



Granite Dome off wing

2010 CHAPTER BOARD:

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