



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

September 2020, Vol. 19, #9

## Prez Sez

A very big **THANK YOU** is in order to Nathalie and Alan Smith for launching our chapter into a new level of operation by donating their Zenith 601 Zodiac to the chapter. This past week we have put our heads together to decide how to deal with that kind of donation. We hope the Flying club can put it to good use very soon. If not it will be up for sale. Who needs an airplane?

The **Central Oregon Flying Club** is now a reality. Thomas Wright (president) and Jeff Stolasz (secretary) put in the paperwork for a 501 (c) (7). The club is seeking more members and are working on the operation details. I'm encouraging YOU to consider joining. They may want to buy Alan & Nathalie's Zenith Zodiac 601 XL-B. It is a flyable airplane in very good condition. Finding permanent hangar space is an issue that I would like to see the Flying Club and Chapter 1345 take on as a shared investment. Thanks to Specialized Aero Works for temporary use of their hangar. Jack Watson and Mike Robertson volunteered their hangars if needed for temporary space. Thanks for supporting our needs - we may need to use them sometime soon. I feel very strongly that Bend and our chapter needs a flying club. It is the best way to build pilots and to promote an economical way to fly. I also feel that experimentals are sold short on safety and performance. AOPA agrees – read this interesting article: <https://www.aopa.org/community/flying-clubs/flying-club-newsletter/2019/august/18/question-of-the-month>

We applied for the **Wright Brothers Master Pilot Award** for Jack Watson for having flown (legally) for more than 50 years. Jack began his flying career with the Santa Monica Flyers, a club in Santa Monica California. His first solo was August 28, 1954 in a Cessna 140. Over the years Jack earned his Instrument, Multi-engine, Commercial as well as an ATP. Overall, he flew more than 27 different types of aircraft. He built and still flies his Kitfox. We will add a celebration for Jack to our future agenda. Stay tuned!



**EAA CHAPTER 1345  
MEETING AGENDA  
SEPTEMBER 9, 2020  
MONTHLY MEETING AT 6:30PM VIA ZOOM AND AT  
BEND BUILDERS ASSIST HANGAR**



**Join Zoom Meeting**



Join Zoom Meeting

<https://us02web.zoom.us/j/89005070603?pwd=RFRRMWIIOUVSSVg2YXcyUUJUSFIKZz09>

Meeting ID: 890 0507 0603  
Passcode: 025788

**Opening remarks, funny moment**

- President updates

**New Business**

- Zenith donation
- By-law changes
- Nominating committee

**Guest Speaker**

- Mike Rhodes, EAA member

**Committee Reports**

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

**Other?**

**Next Meeting: October 14, 2020, 6:30 PM**

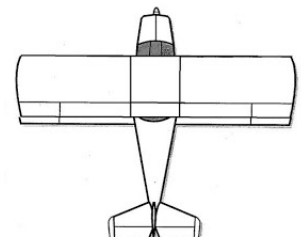
Congratulations to **Sam Conklin** for achieving his Private Pilot License on Monday, August 3<sup>rd</sup>, 2020. Sam flew with Matthew Phillips, CFI, at Bend Aircraft Mechanics. That's another celebration for the schedule. Now Sam is working toward some instrument hours and building some appropriate time to become a CAP pilot. We know that Sam has a bright future in aviation ahead of him. Be sure to watch Sam's video about his journey to PPL later in this newsletter.

We will be voting on **amendments to our by-laws** at the September meeting. The amendments will bring our by-laws more in line with how we actually operate, help spread out the officer workload better, and remove conflicting statements. Voting members will receive the by-law amendments document by email prior to the meeting. We will vote on the amendments at the September meeting, so the changes are in place for the upcoming nominations and election of officers.

Fly Safe,

*Dale*

President, EAA Chapter 1345



# Meeting Minutes August 2020

Minutes of the chapter meeting held on Wednesday, August 12, 2020, on Google Meet and in person at the Bend Builders Assist Hangar. Social distancing, outdoor space, and mask protocols were followed for those in person attendees.



## CALL TO ORDER

The meeting began at approximately 6:50 PM; some technology issues delayed the start of the meeting.

Dale opened the meeting, welcomed us and turned the meeting over to Tracy Williams, Bend Airport Manager.

Airport Manager Tracy Williams spoke briefly and agreed to write something for our newsletter regarding the airport hangar rent increase.

Dale reported that Sam Conklin, Ray Scholarship recipient, received his Private Pilot's license last Monday.

## GUEST SPEAKER

Ryan Neil of Specialized Aero Works was introduced. He and his team made a powerpoint presentation about their business. (Unfortunately, the audio was so spotty that it was difficult to understand much of the presentation for those attending remotely). Ryan introduced Mike "Cookoo" Kloch, the CEO of Specialized. The presentation detailed the capabilities of the company that started just this year. They specialize in upset prevention and recovery, aerobatics, spin endorsements, tailwheel endorsements, and backcountry training. Their focus is on procedural methodology of instruction where all the instructors teach via the same procedures. The organization trains in a Super Decathlon, Aviat Husky, and coming soon a Wilga 2000. Kim asked what pilots can do to combat nausea during acrobatics. Building tolerance is the best way. Ginger products work as do the wrist bands. Mike is also a test pilot for Epic Aircraft. He also talked about some of his flying experiences in the Marines. Dale mentioned that our still-forming flying club may have a Kitfox (which they may sell). He asked SAW if they could do transition training for us in the Kitfox. They said Yes.



## BUILDER'S GROUP AND FLYING CLUB

Builder's Group continues to meet Wednesday afternoons and Saturday mornings to work on the Glstar. Flying Club meeting will take place immediately following the Chapter's regular monthly meeting tonight.



### OTHER BUSINESS

Kim said the city has made a few really bad financial decisions regarding the airport: \$8.5 million dollar heliport that has never been used. Aero facilities, city leases ground to them. City settled lawsuit with them, a million dollar settlement and a lot of legal fees.

### FLY-OUTS

Flyout a week from this Saturday. Will fly to Toketee Falls (grass strip) or maybe Diamond Lake. OPA meeting a week from tomorrow at 6:30 at this hangar to discuss fly-out destination.

Meeting ended 7:37 PM.

Our next meeting will use Zoom and in person and will be held September 9 at 6:30pm.

Respectfully Submitted, **Faye Phillips and Jeff Stolasz , Co-Secretaries**

## Treasurer's Report

### Financial for Period 01/01/2020 to 08/28/2020 (Year to Date)

Total Income	\$11,107.99
Total Expenses	\$ 9,787.32
Net Income (Loss)	\$ 1,320.67
Total Cash on Hand	\$14,894.94



**Nathalie Smith, Treasurer**

## COMMITTEE/GROUP REPORTS

### Program Committee

Our September and October programs will focus on "Building". Hey, that's what EAA chapters *do*, right?

You're going to get to know chapter member Mike Rhodes really well...Besides being in our "Member Spotlight" this month, Mike will also present. Mike built a Long-EZ some time ago, and he will take us through that process, including his motivation, commitment and experience. He will also share his flying experience with the plane. That plane had a few unique aspects to flying it.

But wait! There's more! With any luck I can convince Mike to present *again*, at our October meeting. Mike restored a Russian-bloc military trainer, and it seems I recall Mike telling me he has worked on other restoration and building efforts.

**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, social distancing, and keeping hangar door open to keep everyone safe. See photos at the end of the newsletter. Feel free to join us!

## **Flying Club**

Interested members met and have begun the paperwork to start the flying club, using the national EAA guidelines. See meeting minutes later in this newsletter.

## **Scholarship Committee**

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

## **Young Eagles/Eagles**

No report this month from the Coordinator. But we do have a heartwarming story to share from member Mike Rhodes, from the fly-out to Troutdale on August 23:

*Meet Meredith Datena, I was at TTD today for the OPA BBQ and she came running out to the plane as I was getting ready to leave. Meredith was in one of the classes put on by the TTD 99's and then we gave them all Young Eagle rides. She said she was 13 then and I gave her her first airplane ride. Well..... she's now a CFI at Gorge Winds, and all because of what happened that one day. Almost brought tears to my eyes.... it's so heart warming to see first hand success stories like her's! Made my day!*

This is why we do Young Eagles! So rewarding!



## **Fly-Out Group**

Fly-out this month went to Lenhardt Airpark and Troutdale– see report and photos later in the newsletter.

## **Chapter Membership Report**



I was recently asked, "How many members does our chapter have?" I was surprised to see how many of you have faithfully paid the very affordable \$25 annual dues, in spite of the fact that we don't have an automated self-service dues payment capability and COVID got in our way big-time this year. Our chapter has taken on some new expenses this year, and your dues keep our bank account looking good. New expenses include a Zoom Video conferencing subscription to support on-line meetings. And we have a subscription for "Quickbooks Online," so the chapter's financial records now reside securely in the "Cloud." Last, if you want to say "Thank you" to the many people that serve the chapter voluntarily as officers, your payment of dues says that loud and clear.

Checks can be made out to EAA Chapter 1345 and mailed to: **Kim Muinch, 20926 Clearview Ct., Bend, OR 97702**. Or you can bring your payment to the chapter meeting.

And now for the numbers: Paid individual subscriptions: 20 Paid family subscriptions: 5

# Flying Club Meeting Minutes



## August 12, 2020 Meeting

### Agenda:

- What are the next steps of the flying club?
- Who is interested in serving in a leadership role for the Flying club?
- Paperwork that need to be submitted the state for the 501(c)7

### Attendees:

Dale Anderson, John Koble, Kim Muinch, Thomas Wright, David Holmes, Jeff Stolasz, Garrett Welch, Alan Smith, Fred Berardo

A buy in fee was proposed. This would be an initial fee higher than the monthly dues to ensure the member is serious and would ensure club continuity in case the member fails to meet dues obligations. 10-12 members per aircraft is usually a reasonable number of members.

Tom volunteered to be president of the Flying club. Jeff will be the other name (Secretary) required.

The name will be "The High Desert Flying Club" (later changed to Central Oregon Flying Club due to naming issues). It was mentioned to do a google search for the High Desert Flying club to be sure there is no negative press.

Jeff and Tom will file the paperwork with the state in the next week or so.

Jeff Shared potential expenses in a spreadsheet. Jeff contacted Falcon insurance and got an talking point of between 8,000 - 12,000 per year for 10 members.

We need to start small and then work up to something larger. No off airport, night flying, etc.

One of the primary goals of a flying club would be to get flying under \$97 per hour as more than that one can just rent from an FBO.

The members will need to be prepared to pay the monthly fixed costs whether they fly the airplane or not.

The 501c7 is a social club and therefore will need to have periodic get-togethers to socialize in order to keep our tax exempt status.

The possible aircraft discussed for the flying club are Allen's Zenith CH601, Jack's Kitfox S7, or possible lease of Kim's Grumman Yankee.

Dale has started to compile boilerplate bylaws and procedural documents.

Tom Wright agreed to serve as President of the Flying club, Jeff Stolasz will be the Secretary/Treasurer. We will use Jeff's address as the registered agent. Tom and Jeff will work to complete the paperwork to form the 501(c)7.

Potential club members tried out the Kitfox in Jack Watson's hangar:



## Ray Scholarship Update

What a journey, achieving my PPL has been the experience of a lifetime. In just four short months my dreams to become a pilot quickly became reality.



My journey started with a phone call from Dale Anderson saying the EAA chapter had just been selected to award the Ray Aviation scholarship to a deserving student and that I was it. From that point the ball started rolling. Since the pandemic during April was just getting started, the EAA was running a little slow granting the money to the chapter but I was fortunate enough to have an immediate way to start flight training, the Civil Air Patrol. CAP is an auxiliary of the Air Force with a primary focus on flight operations. Within the CAP flight program there are scholarship opportunities for cadets that can give them a jump start on their flight training and even get them CAP pilot qualified. I was awarded the Bogardus Flight Scholarship this spring and I used that \$1,000 award to begin my flight training in mid-April of 2020.

I enrolled in the Bend Aircraft Mechanics (BAM) for short flight school and I got the privilege to be instructed by former CAP cadet and current CAP pilot, Mathew Phillips. Mathew and I had been in the CAP cadet program at the same time and it was an excellent experience to work with an instructor that I had known for years and respected as a colleague. My training started out normally, a discovery flight to determine where my skill level was, an introduction to the Cessna 150, and one month later my first solo -- one of the top five experiences of my life! From that point on the real work began; I bought a FARAIM, PHAK, sectionals, and flight planning supplies. Soon after, I transitioned into the C172, gained lots of flight time (training and solo) and flew on a 5 hour night flight to PDX. Jul 2nd soon rolled around and along came the FAA written test, talk about nerve racking! Shaking in my boots as I was, I walked away with a passing score and the dreaded oral and check ride was next on the horizon.

The time in between written and check ride was filled with completing all of the requirements listed in the FAR, i.e., 10 hours solo, cross country time, and landings at Redmond. The rest of my time was spent studying. Hours of time filled with a highlighter, notepad, and sticky notes; plotting courses over the Cascades, banging my head against the table trying to memorize the endless acronyms, and tabbing out sections in my FARAIM with all the colors of the rainbow. Believe it or not, I loved every second of it. August 3rd arrived—check ride day. With a healthy dose of nerves I sat down at the examiner's table and we began the oral. 2 hours and a grueling load of questions later, we moved onto the check ride. FAA check pilots are clever examiners - for the past few weeks I had been practicing the normal route this check pilot usually followed, but for me he had something special planned. Normally, you would take off at the Bend Airport, turn for Newport, and then divert to Sisters, but my check pilot got the first two then sent me to Pilot Butte instead of Sisters. A brief moment of panic ensued internally as I began to question if the proper procedures were in my head for a diversion but 19 years of living in Bend served me well as I knew exactly where the private strip was located. With the unknown behind me, we completed the rest of the required maneuvers and headed back to Bend. I then performed a go around, soft field, and perfectly executed a short field landing on the numbers, finally we taxied back to the parking space and it was over, I had passed my check ride.

My future plans are exciting. I am actively working on my applications to the United States Air Force Academy and West Point the U.S. Military Academy. This is a very strenuous process and an even more competitive acceptance rate but hopefully my endeavors to fly for the military will be assisted by the flying qualifications I am gaining. My next goal for flying is to earn my CAP pilot qualification. With that I will be able to cheaply operate top of the line aircraft that will help me gain experience and hours. As I continue to



build hours and ratings I hopefully will be able to get Mission Pilot qualified, which will allow me to fly CAP emergency service missions, namely, intercept and search and rescue. I strive to be instrument rated before I leave for college, hopefully next summer, and take advantage of the flight programs at the academies!

I have loved every moment of my flight journey and I could not have done it without the support of the EAA, especially Dale Anderson, my friends and family, my faith in Christ, and my instructor Mathew. Thank you all and remember, "Life is simple, eat, sleep, and fly."



**Samuel Conklin**, Ray Scholarship recipient

You can watch Sam's PPL Journey in a video he produced!

<https://youtu.be/wnRtADOzFao>

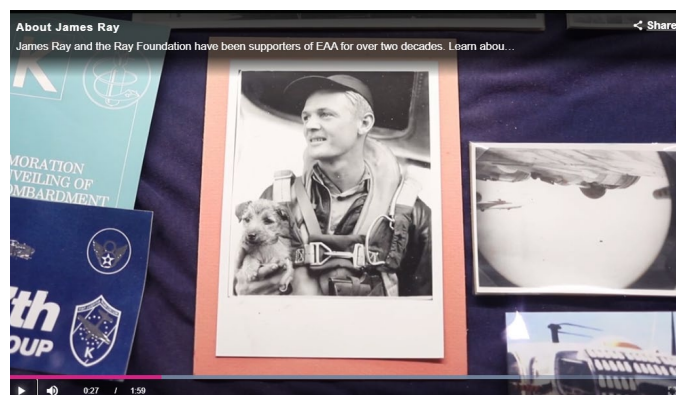


## About the Ray Foundation

The Ray Foundation was founded by James C. and Joan L. Ray. James' dedication to aviation began shortly after the December 7, 1941, attack on Pearl Harbor, when he enlisted in the Army Air Corps. He was involved in the D-Day invasion as a command B-17 pilot with the 8th Air Force. Post war, he served in the Air National Guard, and was very involved in general aviation following his service years.

James was the recipient of EAA's 1992 Freedom of Flight Award, and in 2009 had a thoroughfare on the AirVenture grounds named in his honor. His support for numerous EAA initiatives is part of his legacy, as he made possible both facilities and programs that extended EAA's ability to grow participation in aviation. The most visible of those gifts is the Air Academy Lodge. Since 1998, this facility has hosted hundreds of young people each summer at the EAA Air Academy, which gives those ages 12-18 the opportunity to discover more about flight. The Ray Aviation Scholarship Fund is sure to deliver an equally impactful experience for youths who are passionate about aviation.

James firmly believed in the life skills, discipline, character, and confidence taught throughout the flight training journey. In keeping with his spirit, the Ray Foundation seeks to encourage the development of human potential through supporting programs that develop life skills such as self-discipline, self-confidence, and self-reliance on the part of the grant recipients. The Foundation has focused a great deal of interest in aviation and the development of strategies and programs that address the involvement and education of young adults in aviation and aerospace.







*This month, we feature Mike Rhodes, EAA 1345 chapter member*

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

My first airplane ride was part of a school 6th grade field trip to the Troutdale airport. I vividly remember sitting in the right rear seat, being afraid to lean over and look out the window in fear of tipping the plane over, just like a boat. After that, I was so enthralled about flight that I built plastic models of every airplane in the US Air Force inventory and built countless Estes model rockets. I even designed and built a few rockets of my own. I wanted to be a fighter pilot and astronaut! To be a fighter pilot, you had to be an officer, to be an officer you had to be a college graduate. So pretty much from the 6th grade, my course was set and I worked hard to achieve that goal.

When I was about 15, my Dad took up flying. But to my complete surprise, he was already a pilot and I never knew it! It was never discussed before that in the home. Dad had soloed when he was 16 and got his private pilot's license at 17, but my mom made him quit flying when I was born, or so I've been told.

In high school I got super lucky to land an after school and summer job working for the Forest Service in the Columbia River Gorge, which I used the money to pay for my own flying lessons at Evergreen airport (59S), east of Vancouver. Over spring break when I was 16, I flew twice a day, every day and soloed by end of the week with 5 hrs. 35 min of dual in a 65 hp Taylorcraft. I looked in my dad's logbook afterwards and discovered he had soloed with 5 hours 30 min... he had beat me by 5 minutes! By the following spring I had my private pilot's license at age 17.



Solo day, March 1970, 16 years old, Evergreen

Sadly, Evergreen airport no longer exists and is now part of an unfinished business park/shopping mall development.

More of our aviation infrastructure and history lost to urban sprawl and property taxes that can't be supported. The Evergreen Aviation hangar door was however rescued and currently stands at the end of one of the Hood River museum's hangars. Every time I walk in there, I can smell the old airplanes and hear the sounds of the birds roosting inside Wally Olsen's hangar.

At Oregon State University, in 197, I was in AFROTC the first two years and had passed all the aptitude and physical exams for AF flight school. But then the Viet Nam war ended and the USAF had more pilots than they knew what to do with. So I withdrew from ROTC with bleak prospects of getting a spot in flight school, as Academy grads got priority over ROTC grads, and my fighter pilot dreams came to an end. I finished OSU with a BS Nuclear Engineering Technology degree and went on to work in the nuclear industry for the next 26 years, followed by another BS degree in Radiation Therapy from OHSU, whereby I treated and designed radiation treatment plans to treat cancer patients for the next 14 years.

Having had a good careers, I was able to carry on flying for 50+ years now, never bent an airplane (although there have been a few pucker your pants moments) and never caught by the Feds doing something I shouldn't have been doing. I got to fly WHEN I wanted to fly, rather than when someone else said I HAD to fly. I always got to decide the old adage for myself, "I'd rather be on the ground wishing I was in the air, than in the air wishing I was on the ground".

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

Flying has been my drug of choice. Who needs "street drugs" when you can fly high without that self-destructive nonsense!?! Flying is something that when it's done right and safe, it takes all your concentration, all your focus, and as a result, all that other crap going on in your life, it all goes away! From start up to shut down, there is only you and the airplane, nothing else. It gives the purest high I've ever experienced. Life can be really stressful... and flying has always given me that release that makes everything better.

The other aspect of flying I love is experiencing the world from a greater, larger perspective. "Ground pounders" have such a narrow, small perspective of what's around them and what's beyond. To see the world in all its colors & textures, for hundreds of miles, makes you realize how small our individual place is in the world. The entire experience is humbling.

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

The first airplane I bought was in partners of a Piper Cherokee 140. I flew it up and down the west coast for several years, then started building my Long-EZ in 1983, completing it in 1985. I flew the Long-EZ for 22 years and all over the US, putting a 1,000 hours on the tach. It's a great airplane, you strap it on and fly it as though it's an extension of yourself. The longest non-stop flight I made with it was 5 1/2 hours from Fredrick, MD to Greenwood, MS by way of GA, to get around a line of thunderstorms along the Appalachian Mountains. At the end of that trip, my feet were so cold I couldn't feel my toes and had to go pee so bad I couldn't stand up straight! The things you remember....

As the family grew, we sold the Cherokee and I found a 1948 Ryan Navion A "tie-down queen" at the Camarillo Airport (KCMA). I ended up putting a lot of blood sweat and tears in that airplane to make it airworthy, which I flew for 12 years. The paint scheme in the picture is of my own design, a tribute to the Thunderbirds and Edwards AFB. I LOVED that airplane and was





sad when I had to let it go in 2002. I also flew it all over the US, including our first trip to OSH in 1991. They let me park it in the Warbirds area!

In the early 90's, I obtained one of the first imported Chinese CJ-6A's as a restoration project, with the idea of making some money to help pay for my son's college expenses. It turned out to be a massive project, took longer and cost more than I ever planned. But eventually I got it licensed (that's a whole other story) and few of the flight test hours. It was an "interesting" airplane, but that too is another story. After the flight test time, I sold it to a guy in Austin, TX who planned to use it for aerobatic training.



Before



After

In 2002, I left the nuclear industry in California, returned home to Oregon with the Long-EZ, and went back to school at OHSU. In 2006, I started building my RV-9A, 2007 sold the Long-EZ to fund the RV and finished the RV summer 2010. I've flown the RV to OSH twice and all over the Rocky Mountain area. I do love the RV... it's not as fast or "sporty" as the Long-EZ, but it's a lot more comfortable, has MUCH greater takeoff & landing performance, and handling.... I've never met a more honest and easy airplane to fly than the RV-9A! I've also flown the RV-6A and about 50 hours in an RV-8A.... all great airplanes.



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

Every 4th of July in the 80's and 90's a large contingent of canards would gather at Jackpot, NV (06U) to race our planes against each other. Typically 50-70 canards (EZ's and Cozy's) would come every year. It was an organized, timed race that was run in heats of up to 15 airplanes at a time. We would form up abreast from each other, maybe a wings length apart... it was quite a sight to see.

The pace plane in the middle of the pack would pull up and the race was on. The course was over top Jackpot at 7500 feet, to Wells VOR, then the beacon light tower at Wells airport, then straight back to Jackpot, making a slight

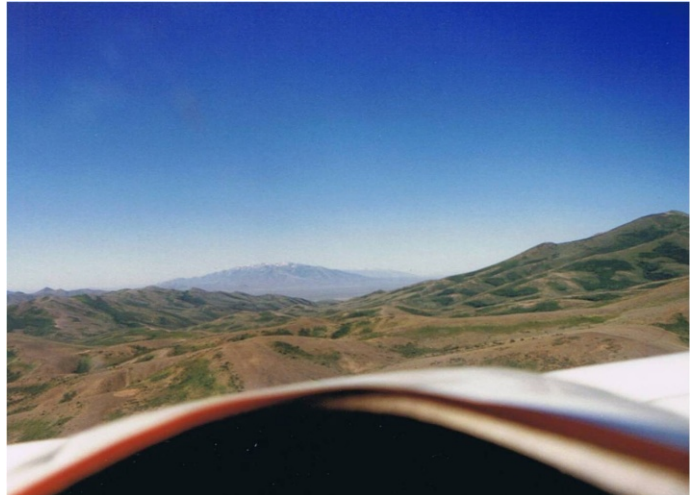




triangular course. Dick Rutan was on my immediate left and when the race started he dove to the ground out of sight! Scared the crap out of me because you can't see squat below you in the EZ's and I had no clue where he was or went. By the time the gaggle arrived at the Wells VOR ,planes were safely spread out. At the Wells airport you make a steep bank left turn around the beacon tower and as I rolled over into the turn, there was Dick Rutan and another EZ about 400 ft below me! Holy crap! About half way back to Jackpot there is a large high voltage transmission line the cuts across the route. As we came to the power lines there were now 4 of us pretty much abreast but separated by altitude. Dick was pretty much down in the dirt, "hugging" the ground. It was obvious he was going for maximum manifold pressure/power. The rest of us were high enough to safely pass over the power lines up ahead before dropping down for the final sprint to the airport finish line. But not Dick, he flew UNDER the power lines! Holy crap! I just shook my head in disbelief. As Jackpot approached, the 4 of us crossed the finish line and were timed within 1 sec total. Of course Dick did a steep climb and "victory roll", even though he wasn't the lead in our pack of 4. WOW, what a race!



Dick Rutan and his 69SH Long-EZ at Jackpot



Headed to Wells VOR. Airport is over the first ridge.

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

Oh my... there have been so many. I'll share the most memorable:

- KOSH - Airventure; flown the RIPON gauntlet 3 times.
- KEDW - Edwards AFB; Mojave CA. I got to fly my Long-EZ and Navion A to Edwards a number of times to participate as a static display at their annual Open House. We stayed overnight on base as a guest of sponsors who lived on base.
- KLXV - Leadville, CO; highest airport in North America at 9,934 ft. Been there in the Long-EZ and RV-9A. The airplane has a VERY "squishy" feel when flying that high in the pattern. It feels very unnatural at pattern speeds because the air is so thin.
- KMCD - Mackinac Island, MI; no autos on the island, got picked up at the airport with a horse and buggy that took us into town.
- MMPP - Punta Pescadero, Mexico; between La Paz & Cabo San Lucas on the Sea of Cortez. March 1999, a group of 11 canard's flew there for a long weekend vacation. It's a 700 SM trip from the US border, so we refueled at Loreto going south and return north. The coastline and sea is beautiful, and as Buzz Aldrin described the Moon.... magnificent desolation. We



actually lost a pilot on the return flight, Gus Zabo, who got caught up in a weather front and crashed into the Sea of Cortez. It took about a week before the wreckage of his plane was found, by a fishing boat. He was the airport manager at North Las Vegas, a hell of a nice guy, and we all took it very hard.

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

Never give up the fight for the freedoms we have in this great nation. Nowhere else in the world are free people allowed to imagine and execute your dreams like what we have in America. Dream it, design it, build it, test it, fly it.... it's all doable from the comfort of your home and garage. Climb high, fly low, it's all there for you to do.... just do it.

Building and/or restoring an airplane is literally a labor of blood, sweat and tears. Trust me, been there done that.... and I'd do it again. It's the closest thing a man can come to giving birth to a "living thing that's always talking to you". You become one with the machine that you brought to life. Even after flying my Long-EZ for 22 years, every time I strapped in, it was always a marvel to me that I built this and it takes me places only a handful of people in the world experience in this way. Building with today's plans & kits isn't hard or complicated, it just takes tenacity and patience. It's a marathon, not a sprint.

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

I've been an AOPA member since 1973 and EAA member since 1981. Being engaged with national and local clubs like EAA, AOPA, and OPA gives all of us the ability to be engaged in a large community of diverse people who all share the love of flight and all things aviation. We share passions, experiences and hard learned lessons that make us collectively and individually, safer pilots and better stewards of the rights we enjoy. Every time we get together, we make new friends and a stronger community.

I've been blessed to have made many friends and acquaintances through aviation, some very notable. When I think back, there are a LOT. Besides the Rutan brothers, Burt & Dick, some of the other names you might recognize are: Jeana Yeager, Chuck Yeager, Pappy Boyington, Scotty Crossfield, Tony Levier, Fitz Fulton, "Hoot" Gibson, Buzz Aldrin, a number of Space Shuttle astronauts, SR-71 pilots and RSO's. I've even had coffee and one on one conversations with a retired USAF Chief of Staff.... all through the love of aviation.

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

Right now, the Bend airport is under financial assault by the Bend City staff and duplicity of the city council. For a city who likes to think it's inclusive and diverse, this **extortion** of tenants at the airport is pure hypocrisy. What they are imposing at the airport will make it the most expensive in the state of Oregon to hangar your plane. The city manager proposed and city council approved 2 weeks ago, issuing new rental agreements that will require us to sign and accept these now 33+ % increases in rental rates over the next 12 months. They continue to ignore the facts that they violated their own city codes, violated FAA Airport Compliance requirements and did this with no input from airport stakeholders. I use the word extortion literally, because that's what it is.

*"Extortion is the act of [extorting](#)—using violence, threats, intimidation, or pressure from one's authority to force someone to hand over money (or something else of value) or do something they don't want to do. The verb extort is commonly used in this literal way, but it can also be used in a more general or [figurative](#) way meaning to overcharge for something or to obtain through relentless and unreasonable demands."*

The city is forcing a financial shift at the airport that will exclude airport users who are of "modest means", to only those who are "well to do". This action by the city toward the airport and users is discriminatory, only stratifies the aviation community and works to exclude the many. Make no mistake, it is shameful and

abusive. Whenever a government is willing to extort it's citizens, especially without due process, it's the equivalent of tyranny. What they take from one, they take from all of us. This is how you destroy what is fragile and has irreplaceable value, for the sake of greed.

I urge all our friends and members to stand up against the Bend city staff and city council and fight to save and protect our aviation infrastructure so it benefits everyone, not just the rich and famous. Contact Bend City council, sooner than later, at: [council@bendoregon.gov](mailto:council@bendoregon.gov)

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## ***Looking for a Fun Aviation Experience? Erickson Aircraft Collection, Just Up the Road!***

Recommended by TRIP ADVISOR, The Erickson Aircraft Collection in Madras, Oregon proudly displays a vintage aircraft collection started by Jack Erickson in 1983. The collection features over twenty rare aircraft, most of which are still in flying condition. The newly named Collection will feature rare aircraft that are still in flying condition such as the P-38 Lightning, P-51 Mustang, Ki43 Hayabusa, F4U Corsair, SBD Dauntless, Grumman Duck and B-17 Flying Fortress.

You can tour the cockpits of several vintage aircraft on the website, using the Cockpit 360 feature.



Visit the Erickson Air Collection website to learn more about the museum and all it has to offer:

<http://www.ericksoncollection.com/>





## ***From the desk of the Bend Municipal Airport Manager***

### AIRPORT MASTER PLAN UPDATE

After a protracted review process with FAA Headquarters on the Aviation Activity Forecasts for the Bend Airport, we finally have FAA approval. The Airport and planning team have dealt with FAA staffing changes, changes in FAA forecasting methodology, and the significant impacts that the



COVID-19 Pandemic have had on our national aviation system. These challenges resulted in significantly longer review times and also necessitated revisions to the forecast chapters to meet current requirements. Now that the FAA has approved the forecasts, we are ready to get back to work to restart the master planning process to define the 20 year vision for the Bend Municipal Airport. In the coming weeks, we will set the date for the next Planning Advisory Committee meeting for the project. The Planning Activity Committee (PAC) meeting will include an overview of work completed to date, provide an opportunity for input on the current priorities for the airport, and map out the course for the completion of the Airport Master Plan process.

### PUBLIC HEARING – DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM

The City of Bend announces its fiscal year 2021, 2022, and 2023 goal of **2.4%** for Disadvantaged Business Enterprise (DBE) airport construction contracts. An electronic version of the proposed goals and rationale are available for formal review on the City's website: <https://www.bendoregon.gov/government/departments/economic-development/bend-municipal-airport/airport-development/dbe-program>. Comments on the DBE goal will be accepted for 30 calendar days from the date of this publication to the individuals listed below. A public telecom will be held on September 16, 2020 at 11:00am. If you would like to participate please reach out to Rick Nichols at [rnichols@centurywest.com](mailto:rnichols@centurywest.com).

### PUBLIC HEARING – AMENDMENT TO DESCHUTES COUNTY CODE

The purpose of the amendment is to 1) Streamline the county review of personal-use hangars; 2) Revise outright permitted uses to include 'customary and usual aviation-related activities'; 3) Adopt Oregon Revised Statue definition of 'customary and usual aviation-related activities'; and 4) adopt Federal Aviation Administration (FAA) definitions of 'fixed-base operator (FBO) and 'hangar'. The Hearing is September 15, at 6:00 PM. To participate in this Zoom meeting, please contact the staff planner, Anthony Raguine at [anathony.raguine@deschutes.org](mailto:anathony.raguine@deschutes.org) or (541) 617-4739 before September 14, 2020 at 5:00 PM.

### PHASED-IN HANGAR RATE STRUCTURE

On June 17, 2020, City Council adopted a new Uniform Rental Structure Rate, which was based on the 2020 Market Appraisal designed to set fair market rents at the Bend Municipal Airport. In accordance with existing hangar agreements, notification was sent out informing tenants that the new rate would be effective August 1, 2020. Although the new rates across all tenant categories remain equivalent to or below other comparable airports that accommodate a mix of business and general aviation traffic, the City recognizes that rates increased significantly for some hangars. As such, on August 5, 2020 Council authorized the Airport Manager to phase in the monthly increases. Affected tenants have since received a detailed letter from me along with an updated new lease agreement. As an enterprise fund, the Airport seeks to operate as a self-sufficient entity, reducing the burden on the City of Bend's General Fund. This goal aligns with federal obligations that require airport revenue remain devoted to airport specific operations, maintenance, and the local share of state and federal grants. The recently adopted Uniform Rental Structure aids in accomplishing this goal.

Thanks for reading,

Tracy Williams, AAE  
[trwilliams@bendoregon.gov](mailto:trwilliams@bendoregon.gov)  
(541) 693-2168

# EAA National Free Webinars in September

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

9/1/20      7 p.m. CDT      **Zenith STOL Airplanes**      Sebastien Heintz  
**HOMEBUILDERS WEBINAR SERIES**

*Sebastien Heintz will discuss in-depth their high wing kit aircraft: STOL CH701, STOL CH750, CH750 Cruzler and STOL CH750 Super Duty.*

9/2/20      7 p.m. CDT      **Fresh Annual**      Mike Busch  
**Qualifies for FAA WINGS and AMT credit.**

*It's often said that when buying an airplane, the best prebuy is an annual inspection. Not so fast, says maintenance expert Mike Busch A&P/IA. In this webinar, Mike tells the story of a first-time aircraft owner who bought a Piper Warrior with the proverbial "fresh annual" provided by the seller's mechanic in Texas, ferried the plane home to California with his CFI, only to discover that the aircraft was a mechanical disaster. Mike illustrates graphically why an annual inspection provided by the seller is never a substitute for a proper independent prebuy arranged for by the buyer.*

9/9/20      7 p.m. CDT      **Keeping your Rotax Alive**      Prof. H. Paul Shuch  
**Qualifies for FAA WINGS and AMT credit.**

*Like most aviation maintenance technicians, Prof. H. Paul Shuch cut his teeth on Lycoming and Continental engines. In the decade since he bought his first Rotax 912 powered airplane, our presenter has learned a lot about these quirky engines, which now power 80 percent of the light-sport fleet. From operating tips to maintenance tricks, he shares his experiences with you in this FAA WINGS and AMT award webinar.*

9/15/20      7 p.m. CDT      **Unusual Attitude Training Versus Upset Prevention and Recovery Training: What's the Difference and Why Does it Matter?**      Randy Brooks and Norm Dequier  
**Qualifies for FAA WINGS credit.**

*All pilots must demonstrate recovery from unusual attitudes and stalls during training, and regularly at the professional level. Yet, loss of control in flight (LOC-I) has been the leading cause of fatalities in every sector of aviation worldwide for several decades. Randy Brooks and Norm Dequier will discuss what is missing in current pilot training that allows this persistent threat to continue, and why LOC-I will remain the primary cause of aviation fatalities until we change the way we prepare pilots for recovery from airplane upset events.*

9/22/20 7 p.m. CDT **So You Think You Can Make a 180 Back on Takeoff? An In-Depth Look at Engine Failure Options Qualifies for FAA WINGS credit.** Charlie Precourt, Chris Glaeser, Rick Marshall, and Terry Lutz

*Test pilots and EAA safety committee members Charlie Precourt, Chris Glaeser, and Terry Lutz will provide instruction on the use of the EAA Flight Test Manual test cards for climb and glide that will enable you to determine your own aircraft's capabilities should you find yourself in an engine failure scenario on takeoff. This presentation expands on the work of Rick Marshall published in the May edition of EAA Sport Aviation.*

9/23/20 7 p.m. CDT **Founder's Innovation Prize Grand Championship Preview** Terry Lutz

*Several Founder's Innovation Prize Grand Championship contestants will share the latest on their solutions that will ultimately reduce the number of fatal amateur-built accidents caused by loss of control. This event will revisit some of the strongest entries from the previous four years, and you will get a sneak peek into next year's postponed Grand Championship event.*

9/24/20 7 p.m. CDT **EAA Young Eagles Workshops: Day Camp Program for Chapters** John Egan and Megan Hart

*Chapters staff John Egan and Megan Hart introduce a new offering for chapters: EAA Young Eagles Workshops that will provide a turnkey day camp program for chapters that want to take their youth engagement to the next level. They will discuss the goal of the program and how chapters can get involved.*

[View Webinar Video Archives](#)

EAA Webinars sponsored by





## ***Fly-In Movie and Campout! August 8, 2020***

*Submitted by Kim Muinch*

Ken and Sheri Fayal and I were 2 of 3 planes that flew in and camped at Enterprise for the movie, Top Gun. We took off from Bend Saturday morning at 8, for the hour and a half excursion flight, in smooth, smooth air. Well, actually I flew in to the Joseph State Airport, just down the road 10 miles. There are two courtesy cars there, and a bicycle shed. I tied-down my plane, transferred my camp gear to the van, and made the 15 minute drive to Enterprise. The three of us drove down to the little Matterhorn Village, down at the end of Wallowa Lake. We parked at the <https://wallowalaketramway.com/> and rode it up to the top of 8,000 foot high Mt. Howard. We walked the easy trails up there, all of which provide views of "The Oregon Alps" from many directions. You can see Idaho from there! We had a long-long lunch on the covered patio of the Summit Grill. We made it back to Enterprise just in time for social hour.

One of the Bend Aircraft Mechanics' 172's "MG" showed up, piloted by a just-licensed young lady, "Madison" and her partner. We formed our own little "Bend" camp on the lawn right across from the improvised hangar movie theatre.

With the long daylight hours still in play, a couple airplanes from nearby places like McCall, ID flew-in for the social hour before the movie. Maybe around 50 locals showed up also. A couple young ladies staffed a hot dog / spicy sausage cart. Fresh, hot popcorn was available in the hangar. We were greeted warmly, and found the people to be exceptionally friendly.

It's been so long since I watched Top Gun, it was like watching it for the first time! It really held my interest. Following the movie, we sat out under the stars for a while and enjoyed the warm summer night.

We woke up to bright early morning sunshine and washed up in the pilot lounge restroom, then made a coffee run into town, just down the hill less than a mile. After a time of watching the locals come out and fly their planes in the calm, cool air, we packed up and headed for home. I took a little dog leg course eastward about 20 miles over to the Idaho border and flew south beside the Snake river, over the Oxbow dam, down to the town of Halfway, then then turned direct KBDN. You can view our photos here <https://photos.app.goo.gl/ozv1oLWXrn6iHjflA>

Now you're sorry you didn't go, huh? But wait, there's more! You get a second chance.

### **Mark your calendar for Sept. 19<sup>th</sup>!**

Memphis Belle is the movie. See the flyer to the right.

Yes, the Tram will still be running. Drop me a line if you plan to go, and I'll give you the tip for getting the key to one of the courtesy cars.

**20 MOUNTAINS & A MOVIE**

**SATURDAY SEPT. 19th**

**Fly In Movie @ 854**

Happy Hour @ 5pm  
Movie @ 6:30pm

★ Concessions ★ Camping Available ★

For more info contact: stangelind@gmail.com

## Samson Flying Sports Car Progress Update

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

- Wheel alignment helps bring speed
- Test pilot view of cockpit
- Test tower started
- Hitting takeoff speed
- Lobbied for NH State Jetson law (see below!)

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/>



## Jetson Bill Signed Into Law

*Story reprinted from the Samson Sky Newsletter*

Samson joined forces with flying car companies PAL-V and Terrafugia, to provide industry input on new legislation that the US State of New Hampshire was creating for registration of flying cars. The purpose of the bill was to help flying cars become more easily integrated into the existing highway system. While the Switchblade is an Experimental Category aircraft, and as a kit vehicle already had a route to registration as a ground vehicle, the others were not so lucky.

The process was started in January of 2020, and was going extremely well right up until COVID closed the New Hampshire Congress session. It looked like we might not get the bill passed, but we are a lucky group! The legislature re-convened near the end of July, and the bill was passed by both House and Senate. The Governor went on to sign the new bill into law, making New Hampshire the first US state to join the **Jetson Age!**



As part of this great stride forward for flying cars, Samson was featured prominently in many of the news stories, including Forbes, Yahoo Finance, Yahoo News, Robb Report, Government Magazine, and over 130 others who picked up the story. You can see a couple of these stories below in the media news section of our newsletter. More of them will be posted our our [IN THE PRESS](#) page very soon.



# Bend Airport Tenants Frustrated After City's Rent Increase

City says rent hike is justified, need for airport to be self-sustaining

*Reprinted from the Bend Bulletin*

[By BRENNNA VISSER • The Bend Bulletin](#)

Aug 2, 2020



Ryan Neil was already facing tough decisions about his new business when the pandemic arrived. This spring, Neil questioned whether it was worth the risk to launch his flight school — Specialized Aero Works — at the Bend Airport during a pandemic. He ultimately decided to move forward, only to find out on June 30 that his rent was going up by 42% starting in August. Between the hangar space and the office space he rents at the city-owned airport, his expenses will be going up \$250 a month, Neil said. For a new business, already struggling with how to navigate the pandemic, the increase feels like another blow, Neil said. “We feel slightly betrayed by (the) Bend Airport and management,” Neil said.

Neil is one of many tenants at the Bend Airport frustrated with how the city raised rates after seeing only roughly 3% increases in rent for years. At the end of June, most businesses and private pilots who rent hangars at the airport were notified of rent increases between 21% and 41%, according to city documents.

The Bend Airport, which sits about six miles northeast of town, is the third-busiest airport in the state of Oregon, with 167,000 take offs and landings a year, according to city data. The Oregon Pilots Association, which represents some of the tenants at the airport, is asking the city to pause a rent increase scheduled to begin Saturday, arguing that the increase is unfair and in violation of Federal Aviation Administration guidelines. Kim Muinch, the director of the Oregon Pilots Association’s Central and Eastern district, rents a hangar for his personal plane at the airport, and saw his own rent go up by 100%, though he said that percentage was an anomaly. He argues the city did not allow for adequate public comment about the rate increase before adopting it, and the city is in violation of federal guidelines that say that general aviation airports that receive federal grant money cannot receive a revenue surplus — basically meaning, the city can’t make a profit from the airport. Muinch said the city hired a consultant to



determine what fair market rates would be for property at the airport, versus doing an appraisal of what it costs to actually run the airport.

"Just like our roads and highways, (general aviation airports) are supposed to serve the public," Muinch said. "In this case, the flying public."

But Tracy Williams, the Bend Airport manager, and Carolyn Eagan, the city's economic development director who served as an interim manager until Williams arrived in April, firmly dispute that the city is violating any FAA regulations. Both said it is standard procedure for a city to have a rate structure to make the airport be as self-sufficient as possible.

Allen Kenitzer, a spokesperson with FAA, also said in order to keep federal grants, airports must maintain a fee structure that makes the airport financially self-sustaining. Kenitzer also said when setting rates at an airport, hangars and aviation offices may be rented at a fair market rate, but those rents are not required to be higher than a level that reflects the cost of services and facilities. "The FAA will not ordinarily investigate the reasonableness of an airport's hangar fees absent evidence of a progressive accumulation of surplus aeronautical revenues," Kenitzer wrote in an email.

In the city of Bend, the opposite has been happening for years, Eagan said. The city has subsidized the airport with roughly \$30,000 out of the city's general fund, which is generally made up of property tax revenue, Eagan said. Other than the fact that it is standard for airports to do appraisals every five years, one of the reasons the city made sure to do market rate increases this year was because of a financial forecast that showed the airport was going to need \$800,000 in subsidy over six years to maintain the airport, Eagan said. "We have an obligation to maintain this facility in the long term," Eagan said. While there are examples of rents going up by \$100 or more for some, for many the reality of the increase is more like \$36 more a month, Eagan said. "I think some of the portrayal of rental increases as percentages are not all the time the right metric," she said.

The increase in fees is expected to bring in about \$45,000 more a year, Williams said, and go toward deferred maintenance at the airport. There was technically proper notification about the appraisal and the rent increase and a time to give public comment during a budget committee meeting, which adopted the increase on June 17, Eagan said. But Eagan and Williams said they recognized communication about the increase could have been better.

"There was a lesson learned in this," Williams said. "I certainly understand the tenants frustration of not being at least notified that this appraisal was being conducted or going before council."

But for Alan Smith, who has been an airport tenant for the past two years, it may be too late. After being notified that his rent was going to be raised \$100, Smith, who is retired and living on a fixed income, has come to the conclusion that his hobby of flying may no longer be sustainable. Smith said he built his plane from a kit with his brother 15 years ago as a way to celebrate his brother successfully getting through chemotherapy and radiation treatment for non-hodgkin's lymphoma. Flying is something he does to relieve his stress, he said. But with few options to put his plane somewhere else with only a month's notice, Smith may now give up flying and donate his plane. The hangar rent, he said, is his greatest expense. "It's not like selling a car, where you run it on craigslist and sell it to someone with cash ... it's a lengthy process," Smith said. "There aren't any good options."

Reporter: 541-633-2160,  
[bvisser@bendbulletin.com](mailto:bvisser@bendbulletin.com)

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## ***Mystery "Bullet Plane" Revealed!***

What is it??? A mysterious bullet-shaped plane was spotted at the Southern California Logistics Airport near Victorville in April 2017. Its unusual design prompted immediate speculation, with military website The War Zone being the first to report that the aircraft was the work of California-based Otto Aviation -- and that development was very much under wraps.



But the mystery plane is now revealed! You can solve the mystery by visiting the newly unveiled website about this futuristic plane. This changes everything! Here is the link: <https://www.ottoaviation.com/>









# Fly-Out to Troutdale, August 23, 2020

Submitted by Mike Rhodes

Four planes from Bend flew over to the Troutdale Airport KTTD on Sunday, August 23, 2020.

## Aerial photo

**WARNING:** Photo may not be current or correct



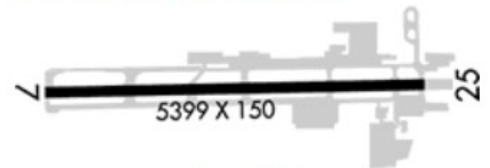
Photo taken 03-Sep-2008  
on a 1/2 mile final for runway 25, shows taxiway B  
expansion and widening in progress

## Sectional chart



## Airport diagram

CAUTION: Diagram may not be current



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

## Airport distance calculator

From [KBDN](#)- Bend Municipal Airport  
To KTTD- Portland-Troutdale Airport

**101.1 nautical miles NNW**  
Initial true course: 330





# **GLAStar** Building Progress on the Glastar Project



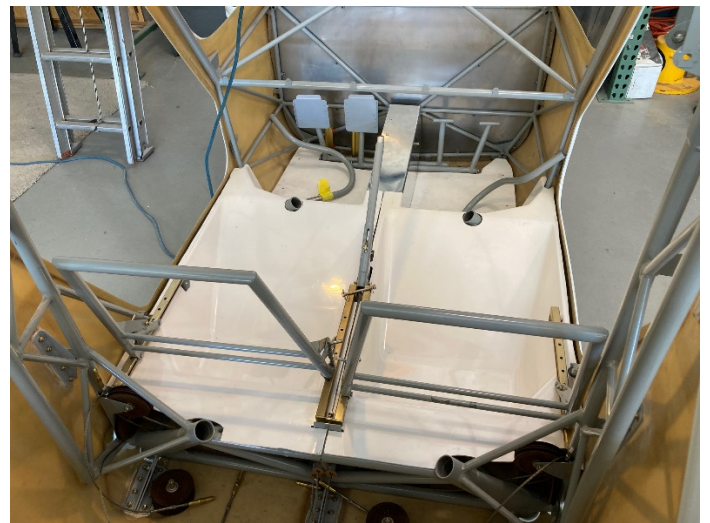
More work on the seat pans and cables (John at work)



Working on and installing cable tunnel (Kellan at work)



Work in the seat tracks (Dale at work)



# Oregon COVID 19 Precautions in Place



**SOCIAL EVENTS  
AND COVID-19**

When planning a get-together, consider:

**RISKS**

**SETTING**

**GUESTS**

**RISKS**

The coronavirus is spreading faster.

Getting together again is fun, but it brings risk.

Risk increases with the number of people, location and length of time.

You can lower risk, but not to zero.

**SETTING**

Outdoors is best.

Choose a place where guests can easily stay 6 feet apart.

Set tables/chairs 6 feet apart  
(households can sit together).

Make it BYO: food, drinks, plates and utensils.

Set up a hand washing/sanitizing station.  
Have guests use it on arrival.

**GUESTS**

Keep gatherings  
as small as possible.

Ask guests to wear cloth face coverings when not eating.

If hosting at home, only let guests inside to use restrooms.

Ask people to stay home if they are ill  
or recently cared for someone who was.

Make sure you can contact everyone later if a guest gets sick.



OREGON FORWARD


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**#OregonForward**

When attending EAA Chapter 1345 events, please wear an effective mask to protect those around you, wash your hands often, social distance, and be outdoors if possible.



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Fly into Fall!

