



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

October 2020, Vol. 19, #10

## Prez Sez

I am going to keep this short because I've been out of the pattern.

The Central Oregon Flying Club is looking for members.

The Friends of the Bend Airport is looking for support.

Builders Group is still going strong, thanks to John, Kellan, and Ben, though I was able to help a bit.

Looking for volunteers for officers – see Nominating Committee report later in this newsletter.

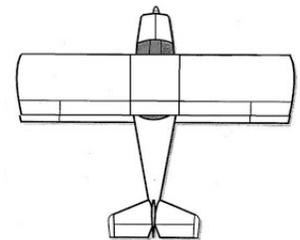
Thanks to David James for his support with the Tri-Motor last year. It will be great to have him as a guest speaker at our October meeting.

And I am looking for a less swollen knee! Surgery went well and I have a new knee. Physical Therapy is painful but helping.

Fly Safe,

Dale

President, EAA Chapter 1345



**EAA CHAPTER 1345  
MEETING AGENDA  
OCTOBER 14, 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/84090809857?pwd=Y0pSaDlzZVd1cHIiVXJzNmMzQ3eHk1Zz09>

Meeting ID: 840 9080 9857

Passcode: 705825

**Opening remarks, funny moment**

- President updates

**New Business**

- Zenith donation update
- Nominating committee report

**Guest Speaker**

- David James, Honda Jet Pilot

**Committee Reports**

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



**Other**

- Lorraine Martinelli, Chairperson of the Central Oregon High Desert Chapter of the Ninety-Nines

**Next Meeting: November 11, 2020, 6:30 PM**

# Meeting Minutes September 2020



The regular meeting of EAA Chapter 1345 took place on 9 September 2020 at the airport and via Zoom. The meeting started at 6:35 PM. There were 10 present at the airport and 7 people attended online.

## ZENITH DONATION

Dale announced that he may have jumped the gun by sending out the word about the Smith's donation of the Zenith. Alan and Nathalie are still looking into the best options for them and their Zenith. Obviously, they need to do what is in their best interest, and we appreciate them considering our Chapter for donation.

## FLYING CLUB

The flying club exists on paper. Tom Wright gave an update on the progress of the flying club. The goal is safe, affordable and fun flying for the club members. The short-term plan is to get an airplane for the club, possibly leased to the club. Tom Wright and Jeff Stolasz have been looking at successful clubs to base this club off of. If anyone knows anyone who may benefit from the club, please pass their names on to Tom or Jeff.

## NOMINATIONS

The officers nominating committee is Lynn Anderson, Nathalie Smith and Jeff Stolasz. Nominations will take place before our November meeting, elections at our November meeting, and induction of our new officers at our December meeting. At this time we do not know where our December Christmas dinner/meeting will be . . .

## CHAPTER BYLAW AMENDMENTS

Dale asked for a motion to amend the Chapter by-laws, which were sent out to paid members last week. Jack motioned and Faye seconded Jack's motion. Dale called for a discussion. No discussion, and the decision to adopt the new by-laws was unanimous.

## PROGRAM: MIKE RHODES

Mike Rhodes gave a presentation on building airplanes, pro and con. He suggests just buying a pre-built home-built if you just want to fly. If you really want to be able to say you built it yourself, then you should build one. Before you build, you need to consider your mission: just local flying, taking friends and family, etc. Next, consider if you want metal, composite or tube and fabric. You will need special tools; consider what you will need. What kind of builder support is available? Do you want to build from a kit or straight from plans? Consider joining a model-specific club. You need to build an airplane the same way you eat an elephant: one bite at a time. You must have tenacity. You must keep with it. There will be blood, sweat and tears. (Mike showed a photo of his finger, which he had drilled through.). Mike showed photos of his build project, from start to finish. After the powerpoint presentation, Mike showed us a damaged propeller that got damaged while racing at Jackpot. It took over 1900 hours to build the EZ and 1630 hours to build the RV, which was a quick-build. He developed an emergency reaction to the epoxy during his last year of building. Though he loved flying the EZ, if he had to do it over again, he would not build it; it just took too long.

## WRAP-UP

Dale wrapped things up by taking reports from the various groups.

- The Builders Group LLC is being dissolved and the Glastar is returning to the Chapter. The LLC was formed to finance the RV and is no longer needed. It was external to the Chapter
- THE BUILDERS GROUP CONTINUES TO WORK, the Glastar building is still going on, though slower because of COVID and inability to have people working in close proximity.
- Samson Flying Car is something we hope to have a report on during an upcoming meeting sometime.
- Fly-in and movie September 19th in Enterprise.

## NEXT MEETING

Next meeting October 14th, 6:30. We expect it to be another hybrid meeting; both online and at the airport. Dale is getting a knee replacement next week, so be sure to wish him well. The meeting ended at 8:05.

Respectfully Submitted, **Faye Phillips, Co-Secretary**

# Treasurer's Report

Financial for Period 01/01/2020 to 09/26/2020 (Year to Date)

|                    |             |
|--------------------|-------------|
| Total Income       | \$14,894.94 |
| Total Expenses     | \$ 0        |
| Net Income (Loss)  | \$ 0        |
| Total Cash on Hand | \$14,894.94 |



**Nathalie Smith, Treasurer**

## COMMITTEE/GROUP REPORTS

### Program Committee

#### This Month's Program: A Flying Honda?

Do Hondas fly?

Those of you that were present for the Ford Trimotor weekend tour visit in May of 2019 may have noticed an unusual-looking jet which graciously shared its large hangar with the Trimotor.

Yes, there is a flying Honda, and it's pretty unique as very light jets go.

It is the fastest, farthest and highest-flying plane in its class, and incorporates many technological innovations, including the unique Over-The-Wing Engine Mount configuration, Natural Laminar Flow nose and wing, and composite fuselage.

Honda even makes its own jet engines, which contribute to the aircraft's superior performance, efficiency and maximized fuselage space, making the aircraft's cabin the largest in its class. The cabin accommodates as many as 7 passengers and 1 pilot and features a full-service galley and a private lavatory. The flight deck is enhanced customized Garmin® G3000 avionics suite.

We'll watch Honda's video-tour of the jet. Then, David James who flies the "Bend Honda Jet" will be with us to share what it's like to fly the jet. David will also give us a walk-around and show its many unique characteristics.

**Kim Muinch, Program Committee Chair**



## Chapter Volunteers Needed October 2<sup>nd</sup>

The chapter is going to have a chapter information table at the October 2<sup>nd</sup> open house event up at the red Gibson Air Service hangar. Would you consider volunteering?

We need a couple people to:

- 4:30 pm: Bring one table to the Gibson hangar and set it up with EAA and chapter membership information. Membership information and applications will be provided.
- 4:45 pm – 5:15 pm: Attend the table to answer questions from as prospective members arrive.
- Attend the table immediately following the meeting for about 15 minutes as prospective members leave for home.

We also need a couple volunteers to:

- 4:30 pm: Bring chairs to the Gibson hangar for open house attendees who do not bring their own chairs.
- 4:00 – 5:00 pm: Assist Ryan Neil of Specialized Aero Works with food service setup. Set up serving tables and other details for hamburger/hot dog BBQ service. SAW will provide everything.
- Bring the chairs back to the Bend Builders Assist hangar following the open house.



## Nominating Committee

The Nominating Committee, comprised of Lynn Anderson (chair), Nathalie Smith, and Jeff Stolasz, has a tentative slate for the upcoming elections. Each term is for two years (January 2021 to December 2022). Here is each vacant office and the person running for that office:



### • **President**

- Candidate: Dale Anderson (incumbent)
- Duties:
  - Chief Executive Officer and Chairperson of the Chapter Board of Directors
  - General charge of the Chapter business
  - Execute with the Chapter Secretary all contracts and instruments which have first been approved by the Chapter Board of Directors
  - Call any Special Meeting of the Members of the Chapter Board of Directors and/or general Chapter Membership
  - In case of the absence or disability of the Chapter Treasurer, execute checks for expenditures authorized by the Chapter Board of Directors (in such circumstances, either the Chapter Vice President or Chapter Secretary shall be called upon to co-execute such checks)
  - Serve as primary point of contact with EAA National Headquarters

### • **Membership Chairperson**

- Candidate: Faye Phillips
- Duties:
  - Keep a Chapter Membership book, roster or record showing the name and contact information of each Chapter Member
  - Invoice all members annually for dues
  - Coordinate with the Secretary (rosters), Treasurer (dues receipts), and Newsletter Editor (mailing lists)
  - Coordinate membership recruitment efforts for the chapter
  - Form a membership committee if needed

- **Young Eagles Coordinator**

- Candidate: Mike Wissing (incumbent)
- Duties:
  - Coordinate programs and flights for Young Eagles activities
  - Coordinate with EAA for event and flight insurance coverage
  - Ensure that all EAA requirements are met (e.g., Youth Safety Training, background checks, waivers).

- **Eagles Coordinator**

- Candidate: *NEED A CANDIDATE!*
- Duties:
  - Coordinate programs and flights for Eagles activities
  - Coordinate with EAA for event and flight insurance coverage
  - Ensure that all EAA requirements are met (e.g., waivers)

We are still soliciting a person to run for the **Eagles Coordinator** position. Do you love getting others passionate about learning to fly? Do you prefer working with adults versus children and adolescents? Then this position is for you!! You can learn more about the Eagles program here: <https://www.eaa.org/ea/learn-to-fly/introductory-flights-for-free/ea-eagle-flights-program> . Email the Nominating Committee Chairperson (Lynn) if you want to get your name on the ballot for the most fun officer position!!



As stated in our chapter bylaws, the Nominating Committee will be doing the following:

- Beginning in September, the Nominating Committee shall canvas the current Chapter Officers to determine if they wish to seek re-election to their current position or be nominated for any other position – DONE.
- The Nominating Committee shall also canvas the Chapter Members of all committees and groups to seek those who may be interested in an elected position – PLEASE LET US KNOW IF YOU ARE INTERESTED IN ANY OPEN POSITION, BUT ESPECIALLY FOR THE EAGLES POSITION!
- Further, the Nominating Committee members shall make themselves available to the Chapter Membership seeking any Chapter Members who may be interested and who are eligible to run for an elected position – PLEASE EMAIL ANY OF THE NOMINATING COMMITTEE MEMBERS IF YOU ARE INTERESTED IN RUNNING:
  - Lynn Anderson – [dalelynnanderson@gmail.com](mailto:dalelynnanderson@gmail.com)
  - Nathalie Smith – [n.smith@bendbroadband.com](mailto:n.smith@bendbroadband.com)
  - Jeff Stolasz - [jstolasz@yahoo.com](mailto:jstolasz@yahoo.com)
- At the October Chapter Membership Meeting the Nominating Committee shall present to the Chapter Membership the nominations they have obtained. In addition, open nominations will be accepted from the Chapter Members during the October Chapter Membership Meeting.
- Elections will take place at the November meeting (or possibly an online ballot due to the pandemic)

## **Builders Group**

The Builders Group has been meeting on Wednesday afternoons and Saturday mornings. We have resumed progress on the Glstar. 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! There has been a little slow down due to Dale's knee surgery, but hopefully things resume at a more normal pace soon.

## **Flying Club**

See info later in this newsletter.

## Scholarship Committee

**Samuel Conklin**, Ray Scholarship recipient put together a video about his journey to his private pilot's license as a Ray Aviation Scholarship recipient.

You can watch his video here!  
<https://youtu.be/wnRtADOzFao>

Samuel Conklin received his private pilot license and has fulfilled the Ray Scholarship requirements. Congratulations to Sam! We are now soliciting candidates for next year's Ray Scholarship.



## Young Eagles/Eagles

No report at this time due to pandemic.



## Fly-Out Group

No fly-outs this month due to smoke!



## Chapter Membership Report

Please pay your dues!  
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.



## Central Oregon Flying Club



# Central Oregon Flying Club in Formation

**\*LEARN MORE AT OUR ZOOM MEETING OCTOBER 7 2020 7 PM\***

- ✓ Are you looking for safe and affordable flying?
- ✓ Do you have an airplane, find the costs too much, but not ready to stop flying because of costs?
- ✓ Do you like and benefit from having flying colleagues?
- ✓ Our Club now being formed may be the answer!

Central Oregon Flying Club is a new club, registered in Oregon as a nonprofit social club.

The Mission of the Club is to provide safe, affordable, and fun flying for Club members.

- The plan is to start the Club with an airplane familiar to most of us, one we used in our training. This means a Cessna 150 or 172, or a Piper Cherokee.
- Once the Club has sufficient members, and a track record of success, add a second plane of interest to Club members. This could be a tail dragger, complex, or acrobatic plane.
- We are *actively* seeking an airplane. We have seen other successful clubs start with a member leasing their plane to the Club, then growing into buying or leasing a second plane.

➤ **\*Contact Thomas Wright cell: 717-724-7139 email [wright.thomas@yahoo.com](mailto:wright.thomas@yahoo.com)\***



*This month, we feature Jeff Stolasz, EAA 1345 chapter secretary*

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

I always had an interest in aviation. I discovered the true passion in an industrial arts class in high school. That's when I cemented my interest in Aerospace Engineering. I was in ROTC in college then went on my first post in Germany. I learned to fly at the Coleman Army Aero Club in Heidelberg, Germany. I had a lot of great flying in Germany. With an FAA pilot's license I could fly N registered aircraft in Europe.

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

I love being at the controls of the airplane. I enjoy landing at out of the way airports and exploring the countryside. I would really like to get into Bush flying. I also enjoy the technical aspects of flying like navigation, weight and balance etc.



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

I've never had my own airplane. I've never been in a position to own an airplane. The closest I ever became to owning an airplane was almost investing in a partnership with a Cirrus when living in Houston. While I was thinking about making the investment the bottom fell out of the Industry I was in and I decided against it.

I've always wanted to build an airplane. My wife says we are in our forever house so it is nearing that time. So I recently ordered a kit plane! It is a Just Highlander. I estimate the kit should arrive sometime this winter. I am in the middle of building a barn on my property that will be the build location. This barn was supposed to be my summer project but since COVID turned the world upside down I was not able to get a permit and materials until last week of July. Now I am in a hurry to get the shell up before both the snow arrives and the kit shows up.

The Just Highlander is a two seat high wing tube and fabric kit plane similar to the Avid Flyer and the Kitfox. It will be powered by a 100HP Rotax 912.



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

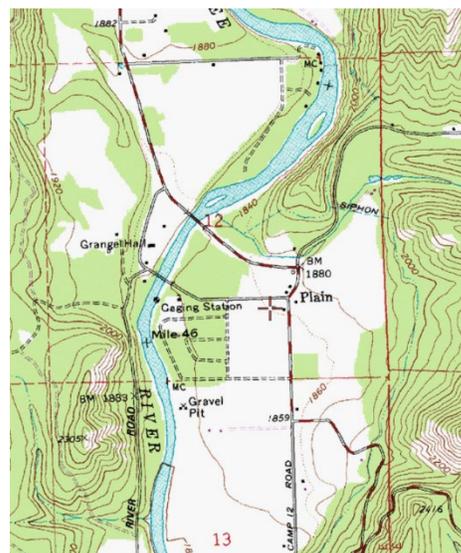
A bit of a scary story and it's a tale of stupidity and inexperience. I was flying a 182 from Bend to PDX because I was dropping off two friends who were flying commercial back to the east coast after visiting. I was almost complete with my instrument training and feeling quite comfortable flying IMC. Somewhere over the Cascades there was one towering cumulous cloud right in the middle of my path on an otherwise clear day. There was no other traffic around, so I decided to save 20 minutes and fly through it instead of going around. I had NO Idea that the turbulence in one of those clouds is a violent nightmare. Luckily as a result of my instrument training, I had been conditioned to set the heading bug on the DG. Therefore it was a quick decision to do a 180 and get out of there as fast as possible. In the heat of the moment I would not have remembered what heading I was flying to roll out on the 180.



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

Plain, Washington.

We were invited to a friend's wedding in Plain, Washington for the weekend. It is a tiny town near Wenatchee with no airport. There is a small forest service dirt strip on the outskirts of town. The wedding was at one of those places with the small cabins and outdoor venue. Judging by the size of the town, I figured I could spot the venue from the air so I told my friend when you see a small plane circling over the wedding venue drive to the strip and pick me up. It happened exactly like that. I did a low pass to check the surface and landed without a problem. Takeoff was a textbook short field takeoff with trees at the threshold. Definitely had to do a density altitude and weight and balance check before departing.



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

Hang on to your dreams. If the reality is half as good as it is in my daydreams, then it's going to be awesome.

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

I really enjoy working on the GlasStar. However with work, three teenagers, and a time crunch on the barn my priorities have been elsewhere lately.

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

Don't be afraid to get involved. The chapter is only going to be what we make it.



# Friends of Bend Airport

## Open House: Hosted by Specialized Aero Works

### Dinner - Flight Safety Seminar – Bend Airport Update

**Spend a wonderful early fall evening with fellow Bend Airport users, in the shade of the Gibson Air Service hangar.**

Come celebrate the grand opening of Bend Airport's newest business - Specialized Aero Works, with a BBQ burger or hot dog, and a safety brief/discussion led by Mike Kloch, SAW CEO/Chief Pilot/FAAST Rep. concerning flying at and around the Bend airport. This qualifies for FAA Wings credit. [https://www.faasafety.gov/SPANS/event\\_details.aspx?eid=101866](https://www.faasafety.gov/SPANS/event_details.aspx?eid=101866)

The newly-organized **Friends of the Bend Airport** representing Bend Airport users and businesses will provide a series of short briefings on current projects and issues affecting Bend Airport users and businesses.

Cadets from the Bend Civil Air Patrol will be present. Representatives and information will also be available from the Oregon Pilots Assoc., the Bend EAA chapter, and a new flying club being formed.

**Meeting Date & Time: Friday Evening, Oct. 2<sup>nd</sup>, 5:00 pm**

**Location: The red-colored Gibson Air Service Hangar, 63120 Powell Butte Hwy.**

Outside, socially-distanced, in the shade of the hangar on the ramp. Seating will be available, however bring your own chair if you wish. Masks and hand sanitizer available.

**Or, use this link** [meet.google.com/vsu-saoy-xmh](https://meet.google.com/vsu-saoy-xmh) to watch and hear the meeting from your home, or other location. Google Meet works on your PC, Mac, tablet or smartphone.

**Questions? Kim Muinch 541-848-3600 text/voice [kmuinch@hotmail.com](mailto:kmuinch@hotmail.com)**



# EAA National Free Webinars in October

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

10/6/20      7 p.m. CDT      **\$500 HUD**      John Muzzoli  
**HOMEBUILDERS WEBINAR SERIES**

*This is a presentation on a \$500 Head Up Display that is legal to use in any airplane. It is a free and open-source system that builds on the data available from ADS-B receivers.*

10/7/20      7 p.m. CDT      **The Looming Mechanic Shortage**      Mike Busch  
**Qualifies for FAA WINGS and AMT credit.**

*What if your airplane breaks and there's no one to fix it? Many maintenance shops have gone out of business, not because of lack of demand, but because they can't find enough qualified mechanics. In this webinar, maintenance expert Mike Busch A&P/IA relates the experiences of a number of his colleagues who own and operate maintenance shops, and the difficulties they have had with staffing. Mike discusses why the continuing deterioration of the maintenance infrastructure for piston GA airplanes should be of concern to every aircraft owner.*

10/14/20      7 p.m. CDT      **Strategies for Limiting, and Protecting Yourself from, Liability as an Aircraft Owner or Renter**      Jack Harrington, Paul Herbers, Alan Farkas, and Jim Anderson

*This webinar will cover contractual liability that may affect an aircraft owner or renter through hangar leases, airport use agreements, and agreements with FBOs or other entities. It will also reference aviation-related waivers that might either limit or increase an airman's exposure to potential liabilities. The session will provide specific examples of common injury and property damage claims that arise in aircraft operations. The presenters will comment on effective utilization of aviation releases and their legal effect. The webinar will also address the realities of aviation insurance coverage in this day of increasing premiums and limited liability coverages. Finally, council members will explain the relationship between the aircraft owner's or renter's insurance coverage, and the coverage provided by EAA for Young Eagles flights.*

10/20/20      7 p.m. CDT      **Emergency Bailout Procedures for Pilots and Survival Equipment**      Allen Silver  
**Qualifies for FAA WINGS credit.**

*Allen Silver is an FAA master parachute rigger and former FAA-designated rigger examiner who will be talking about how to use a parachute in an emergency bailout and some survival equipment pilots can use. Do you have a plan if you have an emergency? Do you have the right parachute fit for you? Once you decided to bail out of your aircraft do you know what to do next? These are some of the questions that will be answered during this webinar. You may download handout material from Mr. Silver's website at [www.silverparachutes.com](http://www.silverparachutes.com) to use during and after the presentation.*

10/27/20

7 p.m. CDT

**Flying Clubs – Growing Participation in Aviation**

David Leiting

*EAA's initiative to support the formation of flying clubs by the members of EAA's chapter network continues to grow, and David Leiting from the EAA will help you learn the ins and outs of forming a separate nonprofit flying club at your local airport!*

[View Webinar Video Archives](#)



EAA Webinars sponsored by



## Samson Flying Sports Car Progress Update

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

- TRANSMISSION INSTALLED WITH NEW MOUNTS – September 18, 2020
- STATIC TEST OF NEW SWITCHBLADE SHOCKS – September 17, 2020
- STUDENT PILOT FROM PRADESH, INDIA SCORES RESERVATION POSITION #1313! – September 16, 2020
- EXHAUST FLEX-COUPPLERS INSTALLED – September 14, 2020
- FLYING CAR SHOCKS – September 11, 2020
- TESTING SWITCHBLADE DEFLECTIONS (Deflection)
- OUR NEW SWITCHBLADE TAIL PIPE – September 8, 2020
- "SHOCKING" NEWS – September 4, 2020

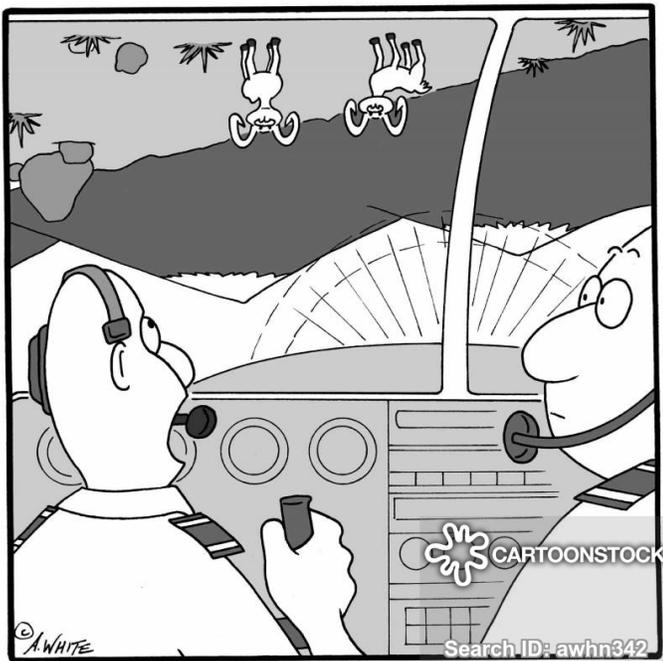
And more..... Learn more at the blog here:

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



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/>



"I thought we'd *never* break through those clouds!"



"I'll be honest. Your chances of success are slim."

# Silver Lake Airfield Saved

From: SEPTEMBER 2, 2020 BY [GENERAL AVIATION NEWS STAFF](#)

The [Recreational Aviation Foundation](#) reports that Silver Lake F S Strip Airport ([45S](#)) in the Fremont-Winema National Forest in central Oregon has been saved.

For the past several years, maintenance at the 3,000 x 55-foot runway had been neglected. "Earlier this year the Forest Service discussed closing and de-listing the airfield because it was considered unsafe and a liability risk," RAF Oregon Liaison Richard Mayes said.

He contacted District Ranger Doug McKay and Unit Aviation Officer Chad Bergren with a solution to save the airfield. Mayes made it clear that the recreational aviation community values remote airfields like Silver Lake, and that the RAF is willing to invest volunteer time and money toward their preservation.



"It was agreed by all that improving the safety of the airfield would greatly reduce any potential liability," he said. His proposal included volunteers clearing encroaching brush and repairing surface damage, at no cost to U.S. Forest Service (USFS).

Thanks to Maye's action, the USFS decided that Silver Lake was indeed an asset worth protecting, RAF officials noted.

"As a result of our collaboration, brush removal and grading of the airfield surface has been recently completed and the surface is now in very good condition," Mayes reports.

The RAF plans to install a new windsock and volunteers will clear brush from the parking area. RAF officials urge pilots to be aware that 45S is located on private property leased by the USFS. Visitors may camp and explore, but open fires and the discharge of firearms are prohibited.

"Please don't do anything to offend the land owner, and avoid flying low over nearby ranches and the town of Silver Lake," Mayes said.

Once all the improvements are completed, details about Silver Lake will be entered in RAF's [Airfield Guide](#).



# Fighting the Fires

[SEPTEMBER 23, 2020](#)

BY [CHRIS HENRY](#) IN [MEMBER STORIES](#) of the EAA Hotline

Recently I was driving through Montana and Wyoming and could see active forest fires burning off on the horizon. I could see people leaving the area because of the smoke. I could also see fire crews and firefighting pilots heading toward the fire to contain and put them out. I wondered what it might be like to fly aircraft working to extinguish these raging fires. I would soon get my answer.



This answer came in my chance to talk with an amazing young woman named Ashli Blain. At the age of 19, Ashli, EAA 1166835, is already flying as co-pilot in firefighting helicopters such as the massive CH-47 Chinook and legendary UH-60 Blackhawk at the Billings Flying Service based out of Billings, Montana. This family-owned business has been a staple in the community for more than 30 years.

"My love of airplanes started as a kid," Ashli said. "I was around them a lot as my dad and uncle own Billings Flying Service. My dad was going to California on a business trip and I tagged along. While there I took a glider flight, and was just immediately in love."

Ashli then decided to pursue glider training at 14 years old. "While I was just starting training the EAA Ford Tri-Motor came in on tour," she said. "I bought a ride and had the chance to sit right seat in it. The pilot was a CFI and asked if I had a logbook and he would put it in there. I did not even have a logbook yet. When we landed, I ran to the FBO, bought a logbook, and he made the entry for me. The Ford Tri-Motor is my first entry in my logbook."

Ashli got her private glider certificate at the age of 16. After hitting the books and studying she earned her private pilot certificate, both fixed and rotary wing, at the age of 17.

"My dad was cautious of me taking helicopter training and I made a deal that if I could find a good helicopter to use, I could do it," Ashli said. "I found a wonderful Hiller 12C. I really loved this aircraft and we spent time in it herding cattle."



Ashli then went on to the Bell 206. Not one to rest on her achievements, she kept going and earned her commercial and CFI at the age of 18.

"It was a ton of studying," Ashli said. "It was worth the work, but I certainly felt like crawling into a ditch by the time I was done. I took thirteen checkrides in one year."

Currently she is SIC in the CH-47D Chinook and UH-60 Blackhawk. Both aircraft hold special and different places in her heart. "The Blackhawk is just a wonderful aircraft. Just easy to fly and really a great machine," Ashli said. "I remember

my first fire call in it with Dad. Ground units were calling for help and we were the only ones around. I said, 'Dad this is it, let's go.' That would be a special day for me as my first time responding to a live fire."

The CH-47D Chinook is one big helicopter. "I love the Chinook," Ashli said. "It can just lift anything. We recently lifted a drill part which weighed in at 25,300 pounds! The parts are still being made for them so it is a very easy airframe to support."

In all of the footage I had seen on television, flying into a fire looked intimidating. Ashli admitted there are challenges, but not ones that make the task insurmountable. "It usually is not that bad," Ashli said. "Depending on where you are dropping your eyes can get pretty irritated from the smoke, and if you are near the fire it can get pretty hot in the cockpit. The transmission of the Chinook can really help heat the flight deck up to temps sometimes around 110 degrees."

The aerial firefighters work with a ground unit on where to drop their loads of either water or retardant. "We don't really dictate where we drop," Ashli said. "Either firefighters on the ground or air attack will guide us to where they want us. We will drop on the edge of the fire or sometimes take a retardant out and drop way out ahead of the fire."

The hours can be long. A twelve-hour shift can see the crews flying for as many as eight hours. During this time, one would certainly become close to the team you are working with. "The firefighting community is a small one so there is a definite family feel to it," Ashli said.

Ashli is enjoying her time in the firefighting world and is not sure what adventures lay ahead, but in a time where we can all use some good news, Ashli certainly delivers.

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## Fello'Fly: Airbus to Test Formation Flying on Transatlantic Routes

By Robert Silk |Dec 02, 2019|

From Travel Weekly

<https://www.travelweekly.com/Travel-News/Airline-News/Airbus-testing-formation-flying>

Airbus next year will begin testing a project it calls Fello'fly, which is designed to facilitate the introduction of formation flying on transatlantic routes as soon as 2025. The goal of the project is to help airlines reduce emissions, with a trailing aircraft taking advantage of the wake updraft created by the leading plane, much as geese do when they fly in their familiar triangle formation. Earlier testing has led Airbus to believe that trailing aircraft could produce 5% to 10% fewer emissions by flying in a leading plane's wake.

The project will commence next year, with Airbus conducting a series of test flights in which two aircraft are separated by just 3 kilometers, with the trailing aircraft lined up to "ride" the upwash created by the leading aircraft. By the end of the year, Daniel Percy, director of Fello'Fly, said, Airbus wants to conduct a test in which the two aircraft travel in that fashion from Western Europe to the U.S. West Coast.





The goal of the first year of testing is to prove that such flying is safe. Currently, aircraft flying over the U.S. are required to maintain a separation of at least 3 nautical miles (approximately 5.5 kilometers). Aircraft over the North Atlantic have traditionally been spaced 40 nautical miles apart or farther, although a satellite system launched this year by Aireon has given controllers the real-time visibility to separate aircraft by just 14 nautical miles. Also during next year's testing, Airbus plans to design pilot systems to facilitate formation flying. Without them, pilots can't see the updraft of a leading aircraft, Percy said.

Assuming next year's tests go according to plan, in 2021 Airbus will enlist airline and air traffic control (ATC) partners for broader testing. A key goal over that year would be to establish the viability of two aircraft rendezvousing in flight. As Airbus envisions it, planes that fly as partners wouldn't have to depart from the same airport; they could also meet up en route. The use of rendezvous would make the formation-flying concept more operationally practicable, since an airline or airlines wouldn't have to schedule multiple services on identical routes at the same time. Percy said that in discussions, air traffic controllers have said that they don't expect facilitating rendezvous to be an especially complicated task, since they have long done that with military aircraft.

Airbus' formal launch of Fello'fly will take place as the commercial airline industry is facing more pressure than ever to reduce emissions. The flight-shaming movement led by teen Swedish climate activist Greta Thunberg has already led to a decline in flying in her native country. Meanwhile, Germany and France have laid out plans for new and increased ecotaxes on airlines. For Airbus, the idea of exploring the emissions benefits of formation flying isn't newly germinated. In 2016, the aircraft manufacturer conducted a series of tests to examine initial questions of how much fuel such flying could save and if it could be done comfortably for passengers. That's how the company developed the estimate that formation flying would reduce emissions by 5% to 10%.

It was also during those early tests that Airbus determined the separation target of 3 kilometers. That distance, Percy said, is a sweet spot balancing the need for safety with the back aircraft trailing the front one closely enough to realize strong benefits. It's also a distance at which passengers won't experience wake turbulence.

Percy said that advancements in air traffic control satellite technology are a prime reason that Airbus decided the time is right to consider formation flying. He said the company envisions such flying beginning over the Atlantic because

airspace over land is much more crowded. The partner flights would be phased in slowly. Flights will initially involve two aircraft but could evolve into larger formations.

Still, such a radical departure from traditional ATC procedures is bound to be viewed with some skepticism. Among the skeptics is analyst Bob Mann of R.W. Mann and Co., who said that under current rules, 3 kilometers of separation is a nonstarter. And while Mann acknowledged that existing requirements could be modified over time as aircraft around the U.S. and Europe are equipped with mandated satellite transponders, he said operational considerations will present another problem.

"Birds do it, but since airlines don't manage flight activity in real time, good luck with proposed formation flying," Mann said.

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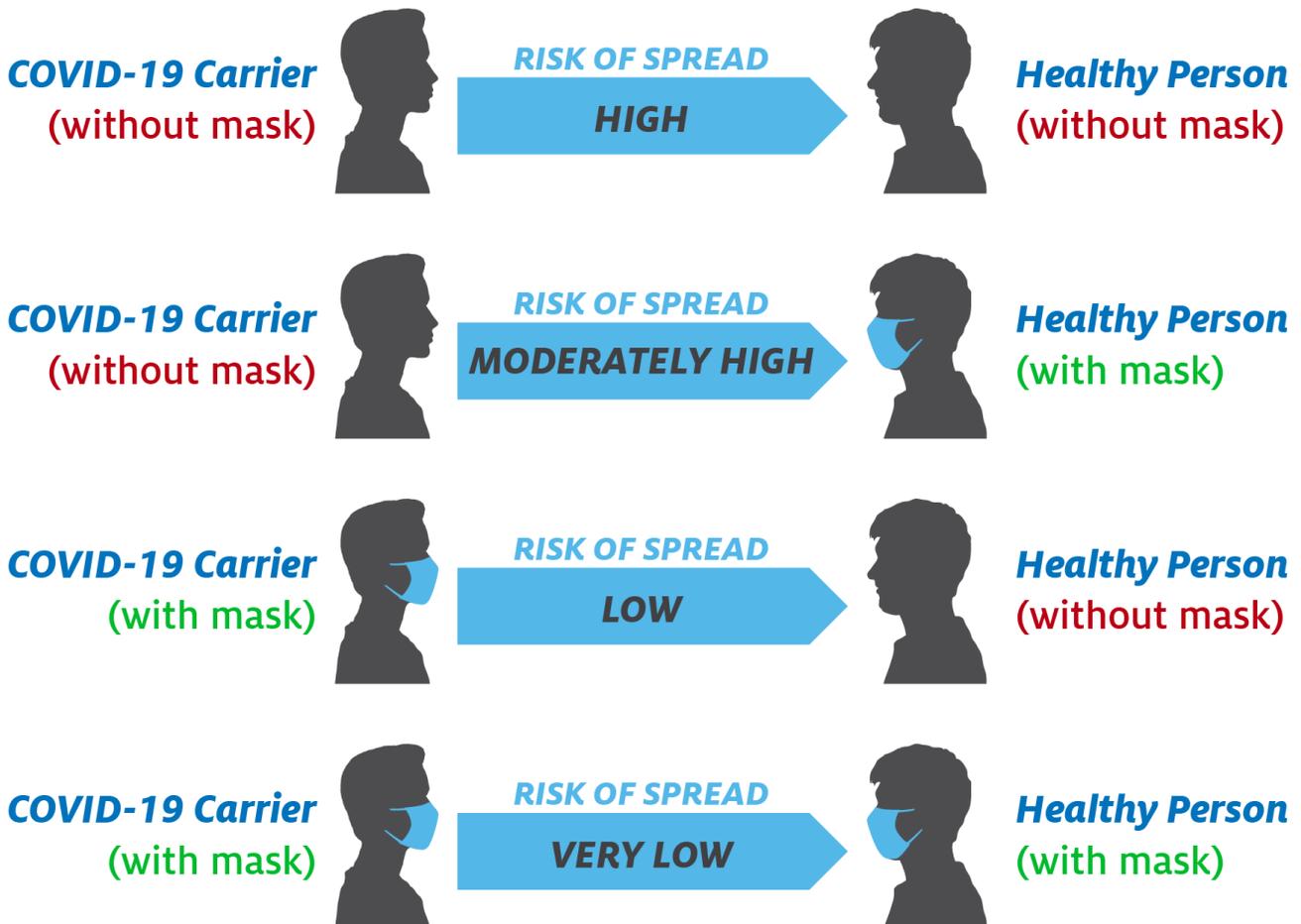
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