



The Bend High Desert Flyer of Chapter 1345

WEBSITE: <http://1345.eaachapter.org/>

KBDN AWOS 134.425

July 2018, Vol. 17, #7

Candidates for a new president:

Our next meeting is at 6pm Wednesday, July 11th, 2018, at the "Bend Builders Assist"/Robertson Hangar at the Bend Municipal Airport. At this meeting we will be voting for a new president. This is also the date for our annual chapter picnic. The chapter board is supplying the 'meats' ... just bring desserts or sides and your family and friends

Statement: Candidate for President of EAA Chapter 1345, High Desert Flyers



Candidate: Dale A. Anderson, born & raised in Minnesota (Yaa, sure!)

Qualifications: Private Pilot, member of EAA for over 10 years. I have been a member of 2 other EAA Chapters (811 in Ithaca, NY and 617 in Prineville, OR). Young Eagles Coordinator for over 10 years (Ithaca and Bend Chapters). I have held numerous offices and positions of authority over other people since high school. I have been a teacher, coach, advisor, etc. at the college level from 1969 to retirement in 2008.

Philosophy: I feel very strongly about encouraging people to fly for recreational as well as professional

purposes. I have utmost respect for the Paul Poberezny mission of EAA. I plan to create more family opportunities within the chapter's activities.

I would like to see more aviation opportunities for girls and women as well as for people with disabilities.

Our chapter is all about having interesting, enjoyable, educational pursuits for members of the community. I would like to involve more family members in the regular activities of the chapter. I plan to continue flying Young Eagles and Eagles as my airplane can handle.



I plan to continue promoting our cause to the Bend Airport, community, and region. I believe we should share our flying experiences. I would be honored to serve as president of the chapter.

I am bowing out of the Presidential race!
I have just completed a 5 year stint as CAP Squadron Commander and am heavily involved with Special Olympics as well as CAP cadets and CAP pilot training. After a careful review of my time requirements for CAP and SO, I will not be able to commit 100% to our wonderful Chapter. I will be available to help and fly Young Eagles. I vote Dale for Prez!
Regards, Mike W

Mike Bond. Newsletter Editor

Treasurer's Report

Financial For period: 01/01/18 to 06/30/18

TOTAL INCOME	\$886.83
TOTAL EXPENSE	\$419.00
NET INCOME	\$467.83
TOTAL CASH IN BANK	\$10,043.89

Jack Watson,
Treasurer

June meeting minutes

Minutes of a regular meeting of The Chapter held on Wednesday, June 13, 2018, at the "Bend Builders Assist"/Robertson Hangar at the Bend Municipal Airport. Meetings are held on the second Wednesday of each month.

BEND BUILDERS ASSIST HAS A NEW WEBSITE: www.BendBuildersAssist.com

ATTENDEES

There were 20 in attendance who signed the roster at this meeting. There were some returning members and some new visitors. We offer a big, friendly welcome to all!

DINNER

We had of pizza and hamburgers. We were also treated to some Mexican-style chip dip made by Lynn Anderson (Dale's wife—not the country star!), some watermelon and also some pastries brought to us by Meredith Clark, who had been caring for Tom Phy over the past several months. Everything was DELICIOUS!

CALL TO ORDER

The meeting was opened at 6:55 PM by Mike Robertson. Dinner got started a little late, which caused the meeting to open a little late.

PROGRAM

Mike Robertson spent the first 10 minutes updating everyone on Tom Phy's situation. Tom has moved into Prestige Assisted Living,

2660 NE Mary Rose Pl., Room#. At the time of the move-in, Tom was walking but is now in a wheelchair.

Tom continues to receive chemo treatment, both by injections and by pill. He is in our thoughts and prayers. Visitation by members was encouraged by Mike.

Topics discussed during the rest of the meeting included the ramp construction update. A test strip is to be poured on or before 25 June. At that time, pilots should be able to retrieve their airplanes out of hangars that have been rendered unreachable during the construction, and pilots unable to use their hangars should be able to access them. The heliport is completed, but the permits issued were for the pads only—not the buildings. The City said that new permits need to be applied for and a new environmental study needs to be completed. Next phase of the construction will be the north ramp and taxiways.



We went around the room and introduced ourselves for the benefit of the new members and visitors. Several members updated us on their airplanes: buying, selling, bought, sold, building, doing annuals, etc. Liz Stalford talked about the heavy (large) drones she and her company are flying, and the importance of checking NOTAMs and being aware of when and where the drones are in the air.

At about 8:05 the meeting was then . . .

ADJOURNED

Faye Phillips, Secretary

Young Eagle & Eagle Meetings

(open to everyone)

3 to 6 pm, Wednesday, July 11, 2018

3 PM Intro to airplane building: Progression on the Glastar Project. Instruction as needed. Young Eagles Flights weather permitting. Plans for who can fly on Sat. July 14. A completed and signed form is required prior to flight. Airplane tours as time permits.

5 PM FAA Safety Team monthly topic: The Need for Transition Training (Topic extended from last month).

5:30 Special Topic: Discussion of homebuilding options. Kits, scratch built, materials, accessories, component requirements, engine types, prop selection, etc.

6 PM Chapter picnic or Burgers & Pizza

6:30 EAA Chapter 1345, High Desert Flyers, Monthly Meeting - Election of a President

Where: Bend Builders Assist (EAA) hangar,
Bend Municipal Airport

Why: For Aviation fun, safety, and education

Dale Anderson

Young Eagles Coordinator



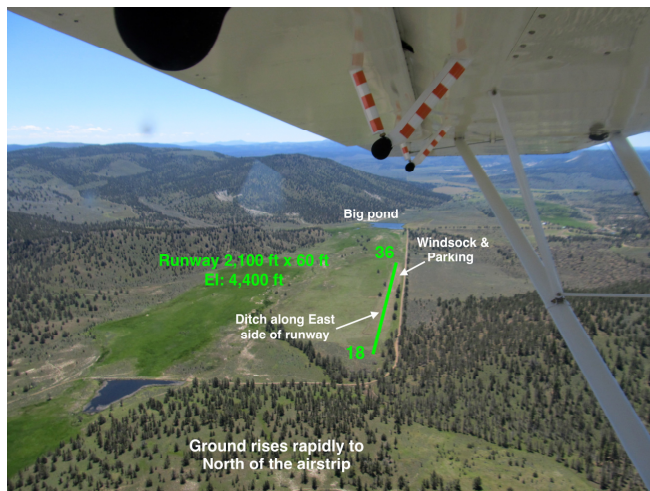
Tom sold his BD-5 ...

From UPS squawk sheet ...

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.

S: **Took hammer away from the midget.**

Sunrise Valley Ranch Airstrip - Post, Oregon



ID: OR29 Great food and lodging --- call ahead

Coordinates: 44 0 0.603'N / 120 0 16.813'W

Elevation: 4,400 ft.,

Runway 18/36: turf, length 1915, width 70ft

Special Considerations

Airstrip elevation is 4,400 ft. - the affects of density altitude must be considered.

The airstrip is surrounded by higher terrain on the East, West and North sides. The terrain to the North rises to 6,000 ft. in less than 3-miles.

Winds permitting, landing to the North and departing to the South is recommended.

There is a drop-off at the arrival end of runway 36 – do not land short of the threshold.

There is a drainage ditch along the East side of the airstrip - do not taxi off of the airstrip to this side.

Operations

Use CATF 122.9 to announce your approach, arrival and departure.

Overfly the field to check for aircraft as well as wildlife.

Left traffic pattern.

Please avoid directly overflying the neighboring ranch houses to the South.

Bring your own tie-downs.

Contacts

Larry and Susan Fildes tel: (541) 477- 3711

email: sunrisevalleyranch@hotmail.com

Memphis Belle Rises ... Again

By Robert Goyer

The first post restoration of the B-17 Flying Fortress Memphis Belle is a great story. An historic airplane, *Memphis Belle* was famous during and after WWII. It was the first B-17 to complete 25 bombing missions in Europe and return with its crew intact, an achievement that was about both luck and skill. The captain of the bomber, Robert Morgan, named the plane after his wartime sweetheart. Margaret Polk inspired by a famous riverboat called Memphis Belle. The pinup art on the side of the plane came from an *Esquire* magazine pinup illustration unrelated to either the girlfriend or the riverboat.



The original crew with Memphis Belle.

With the completion of the 25th successful raid, the Eighth Air Force had the B-17 flown back to the States, where the bomber, captained again by Morgan, went on a U.S. tour selling war bonds.

It's where the plane after the war ended that's cause for concern, not now, really, as it couldn't have landed in a better home than the Air Force Museum in Dayton, Ohio.

But up until 2005, when the museum acquired the plane its future was far from bright. It got saved from a government scrapyard in 1946 by the City of Memphis, which bought the namesake plane for \$350 and put it on public display outside the armory and then, later, a different public display, all for more than 60 years in all.

During that time it was stripped to the bone by vandals, thieves and souvenir hunters.

In 2004, the Air Force Museum, which since the 1970s was the owner of the plane but had it on loan to the City of Memphis, stepped in and brought it to Dayton for restoration.

That effort was incredibly expensive and took more than a decade to accomplish. Was it worth it? Hell yes! But let's not fool ourselves into thinking that there are many outfits that could have pulled off this restoration.

A few years ago when the Commemorative Air Force's B-29 Fifi needed a new engine, it was a crisis of the first order for the CAF. To say that Wright R-3350 Duplex-Cyclone engines are expensive is a huge understatement. The repair to the CAF's Superfortress powerplant cost in excess of \$100,000, and that was with no cylinders damaged.

Then there's the question of who does the work on the many hundreds of vintage warbirds in collections around the country. The CAF, which has active chapters in 26 states and a number of foreign countries, too, is greying, apparently at an even faster rate than aviation in general, and many chapters are losing members faster than they can replace them.

So that leads to the question, who is going to support the thousands of antique warbirds that live in museums and live-flying venues around the country and around the world? And support means resources, which means money, workers, facilities and materials. And for aircraft that actively fly, like the vast majority of CAF planes, those costs are not easy to meet and they are constantly on the rise as parts get harder to locate and aviation fuel gets more expensive.

Recruiting younger people to work on these planes--- and to fly them, too---is the first step. Encouraging people to donate to the cause is critical, as well.

Efforts like the Museum of the Air Force to get Memphis Belle flying again helps a lot to put the focus on these flying masterpieces and priceless historical artifacts. Our job is to pitch in to help in any way we can, whether that means getting involved in the restoration and maintenance of these timeless birds or chipping in financially in any way you can.

2018 CHAPTER BOARD:

President	TBV	
Vice-president	Mike Robertson	509-998-1793 mrobert569@hotmail.com
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