



The Bend High Desert Flyer of Chapter 1345

WEBSITE: chapters.eaa.org/eaal345

KBDN AWOS 134.425

April 2021, Vol. 20, #4

Prez Sez

I'm on a "soap box" for the month. Our mission is to share the spirit of aviation with others and to provide meaningful aviation opportunities particularly with young aspiring pilots. This past winter, we had some excellent publicity through local news media, even though we couldn't do much because of the Covid issues. Right now we have people knocking on our door looking for Young Eagle and Eagle flights. I handed over a list of names and contacts to Mike Wissing, our Young Eagle/Eagles Coordinator. I expect we will be getting more inquiries each day as summer begins to materialize. We need to accommodate them soon. I encourage everyone capable to fly some newcomers. To fly Young Eagles, you need to complete the EAA Youth Protection on-line course and background check, which take about 20 minutes. It's good for two years. We really need more pilots with airplanes.



The Scholarship Committee has a Ray Scholarship recommendation, who will be sharing experiences with us and family and friends. It's wonderful that we got the scholarship again. We will announce who our candidate is at the April meeting, and describe what's next.

I have applied for our chapter to do a "Flying Start" event on June 12. EAA will be sending us some helpful materials. It will be focused on Eagle flights for adults. I'll explain the tentative content at the meeting. The Flying Start event will be fun for everyone. We would like as many volunteers as we can drum-up.



Airventure is July 26 to August 1. We were going to organize a chapter camping area in Camp Scholler, but it looks as though it's not really worth it price-wise. Contact me if you plan to go to Oshkosh - we can at least get together for some activities.

The Airshow of the Cascades is on for this August and looking for volunteers. We plan to have an info table at it once again, as we did for many years. Having planes on display or working on the flight-line could be interesting. And the show is always good too.

I'm asking everyone to think about making a commitment to our mission and to grow the chapter as we share aviation with others.

Fly Safe,

Dale

President, EAA Chapter 1345

EAA Chapter 1345 Meeting Agenda

April 14, 2021

6:30pm

IN PERSON at Bend Builder's Assist Hangar

and **ON ZOOM** using this link:

<https://us02web.zoom.us/j/82178821463?pwd=bi9nOE9VUXhMdFNqd1pvMzd1K0pxdz09>)



Bring your own food (maybe....Mike Robertson's burgers on the grill)

AGENDA

Announcements

- President's updates
- Future projects

Program

- "Meet and Greet" with old and new members



Committee Reports and Updates

- Committee updates

Other

- **Next Meeting: May 12, 2021, 6:30 PM**
- (will likely meet in person and via Zoom again)

NOTE: Those planning to attend the meeting in person at the BBA Hangar MUST comply with these requirements:

- **MUST wear a mask**
- **MUST social distance 6'**
- **MUST use hand sanitizer**



Meeting Minutes March 2021

The minutes of the regularly scheduled monthly meeting of the EAA Chapter 1345. The meeting took place on the second Wednesday of the month, March 10, 2021 at 6:30 pm and was held via Zoom.



Attendees

There were 16 people in attendance on the Zoom meeting.

Announcements

- Saturday there will be a Composite workshop on skills and techniques of working with airplane composites. It will be taught by Andy and Fred of Bend Builders assist. They are the ones who do all the composite work at BBA.
- We received the EAA Ray scholarship award. We have a candidate who must still be approved by EAA and she must officially apply and make a commitment.
- Dale asked who is going to EAA Airventure this year. EAA is encouraging chapters to camp together. We would get a discount on a group campsite. We need to make commitments around June.

Program

The feature event was CeCee and Jonathan. They are the proprietors of CJs at the Airport restaurant at the Bend Airport, located where the Pickled Pig used to be. Their primary mission is a place for workers at the airport to eat. It is open 8am to 2:30pm Monday through Saturday. New menu item this Friday is runway ravioli! And everything is made from scratch.

Committees

- *Builders Group*
Various parts have been ordered and there are some more to go. The team works on the plane Wednesday afternoons from 3 to 5 and Saturday morning starting at 9am. Engine decisions should be made soon. Right now they are focusing now on the composite workshop.

The next chapter meeting is April 14 and will be a Hybrid meeting broadcast via zoom from our live location at Bend Builders Assist. Everyone is welcome to attend in person.

We heard from new member Chris who moved from California.

Dale showed an EAA announcements video.

May 15 is EAA learn to fly day. If we hold a flying start event in May or June with at least 5 attendees from the community EAA will give the chapter 2 AirVenture bracelets.

June 12 is international Young Eagles Day. EAA is doing a promotion where EAA HQ will give the chapter double Young Eagles credit for the months of June, July and August. That is \$10 per Young Eagle flown instead of the normal \$5.

The meeting adjourned at 7:24.

Respectfully submitted,

Jeff Stolasz, Secretary

Treasurer's Report

Financial: For Period 01/01/2021 to 03/26/2021 (Year to Date)

Total Income	\$815.00
Total Expenses	\$119.98
Net Income (Loss)	\$695.02
Total Cash on Hand	\$20,716.63

Nathalie Smith, Treasurer



COMMITTEE/GROUP REPORTS

Program Committee

Program for the next meeting:

- Member Meet and Greet at the Bend Builders Assist Hangar and on Zoom

Fred Berardo, Program Committee Chair/VP



Builders Group

The Builders Group continues to work on the Glstar project on Wednesday afternoons and Saturday mornings. When we meet as a group, we have been wearing masks and social distancing to keep everyone safe. See more information at the end of the newsletter. Composite workshop was a success. Feel free to join us!

Flying Club

No report

Scholarship Committee

Dale Anderson, President, submitted the application for a new Ray Aviation Scholarship in January. We got one!! The Scholarship Committee (Dale Anderson, Mike Wissing, and Sam Conklin) has chosen a candidate, who needs to be approved by EAA national.



Young Eagles/Eagles

Time to get your background check and training done, so you are ready to fly Young Eagles and Eagle once the pandemic restrictions lift. Learn more at:

[Become a volunteer pilot](#)

Please let Mike Wissing know that you are interested in flying either Eagles or Young Eagles.

Fly-Out Group

One fly-out this month to Lenhardt Airpark! See article later in the newsletter!

Chapter Membership Report



As of March 15th, we have 27 paid members for the 2021 year. We have had a few guests join our meetings recently and we welcome them to join us and pay dues.

We should plan some activities to welcome back current and past members and open the door to new members as we start meeting in person again. I'm open to ideas and suggestions.

Best,

Faye Phillips, Membership Chair, EAA Chapter 1345

<https://www.1345.eaachapter.org/>

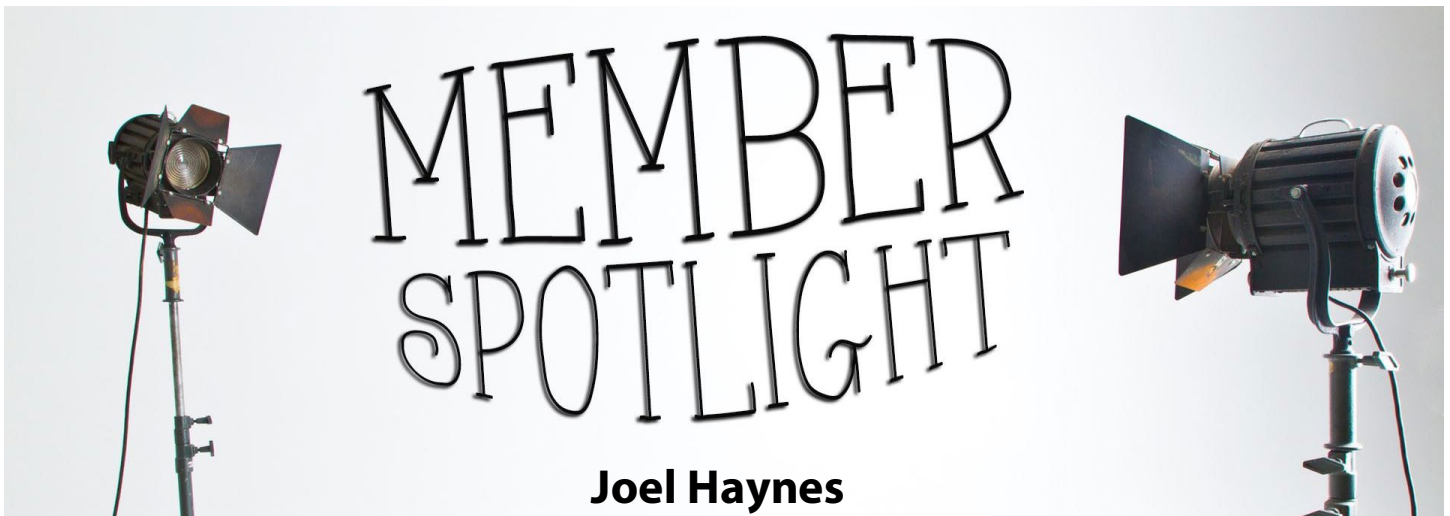
(C) 541-480-2945

fayephil@gmail.com

As a reminder, dues are:

- \$25 for individual membership
- \$40 for family membership

Checks can be made out to **EAA Chapter 1345** and mailed to: **PO Box 6732, Bend, OR 97706**



This month, we feature Joel, EAA 1345 chapter member

How did you get started in recreational flying?

I wanted to learn to fly since I was a boy but didn't have the financial resources to do so until about the time I turned 40. I took a \$25 introductory flight lesson in a Cessna 152 at Morey Airport (C29) in Middleton, Wisconsin (suburb of Madison) and became hooked. I pursued my private pilot certificate with a passion and earned my certificate in 1993. After taking my then wife and daughters on a few cross country trips to visit family, I became interested in working toward my instrument rating and completed that in 1995 (more below on that topic). From that point until 2006, I accumulated about 400 hours in various rental aircraft: C152, C172, C172RG, C182, T182RG, and a Mooney M20C.



What do you love about flying?

While I do enjoy the scenery while up in the air, for me flying is more about the feeling of accomplishment after a tricky crosswind landing, or precisely holding altitude during steep turns. And I especially enjoy going places. Rather than just punching holes in the sky, I enjoy the ability to visit new places and see them from the air before seeing them from the ground. Also, the camaraderie among pilots that you meet is always fun whether you are at Oshkosh or visiting a new airport for the first time or attending EAA or OPA functions.



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

After renting airplanes for a number of years, I developed the urge to have my own airplane. I almost bought a share in a Mooney M20F in Madison then later almost bought an old C182 while living in Fort Collins. I am glad that I didn't go through with either transaction because I got bit by the home building bug.

I began with a starter rudder kit for a Glasair but decided that an all composite airplane was not for me. That led me to investigate the all metal kits and I got sucked into the RV world. Living in Madison at the time, I would attend Airventure Oshkosh every year and seeing hundreds of RVs there resulted in me taking the famous \$65,000 introductory flight in an RV-6A with Mike Seager. Right after the RV-7 and RV-7A kits were released around 2000 I ordered an RV-7/7A tail kit (kit #33) and got to work. There was much to learn but after a number of drilled out rivets and a few choice words I ended up with a pretty decent set of tail feathers.



I completed the RV-7A in 2006 (6 years of effort while working full time and raising a family). I put 400 hours on that wonderful airplane before selling it in 2013 due to personal reasons. In 2017 I remarried and my wonderful new wife pointed out the fact that I didn't have an airplane. So we fixed that by starting an RV-12iS. The RV-12iS kit goes together quickly and we had a new airplane in less than two years which included more than six months of waiting for kits since the RV-12iS was a new modification of the original RV-12 and there was a delay in meeting the kit demand.



But the story doesn't end there since on one of our flights to Oregon while we were in the process of relocating from Bozeman to Bend I looked over at my wife and said, "This airplane is nice but it's not fast and nimble like my old RV-7A." Her reply was, "I think I know where this is going." So, I am now about 1.5 years into the new RV-7A project and will be selling a very nice RV-12iS. Anybody interested?

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

Probably one of my most gratifying flying experiences was the way I earned my instrument rating. Rather than flying the same approaches multiple times in my home area to build actual or simulated instrument time, I enrolled in a cross country IFR training trip operated by Field Morey, the owner Morey airport. The trip involved two students and 1 instructor/examiner (Field Morey) and a nicely equipped Cessna Turbo 182 RG with all of the latest IFR instrumentation (this was 1995). We took off from Wisconsin and traveled to the Pacific Northwest, down the California coast, then back across the southwest, returning to Wisconsin after about a week. Each student got 20 hours of either real or simulated instrument time in many different types of ATC environments from the middle of nowhere to crowded airspace around San Francisco and LA. If there was weather we went through it in real IFR or if it was VFR we were under the hood. The only time we did any VFR flying was when we took a break to land at a few Idaho back country airports and get some nice mountain flying experience. The trip was worth every penny. Interestingly, Field is still offering these courses today but instead of Wisconsin, he is now based in Medford. Check out IFRwest.com.

What is the most interesting place you have ever landed?

That has to be Oshkosh for sure during AirVenture. Having lived in Wisconsin for 11 years, I was a regular at AirVenture. I just drove up from Madison since I lived so close to Oshkosh. After I moved to Montana in 2004, I completed my RV-7A in 2006 and flew it to AirVenture for 5 straight summers. The arrival procedure seemed daunting at first but it went smoothly every time and was always exciting being one of 10,000 airplanes to visit AirVenture every year. The controllers who work the arrival and departure operations at AirVenture are the cream of the crop.



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

Homebuilding is great but you have to really really really want to do it. It's incredibly gratifying to build your own plane but if you are not passionate, you might never complete it. There's much enjoyment and much frustration and you have to be able to persist through the frustrating periods. But it's all worth it in the end if you persist.

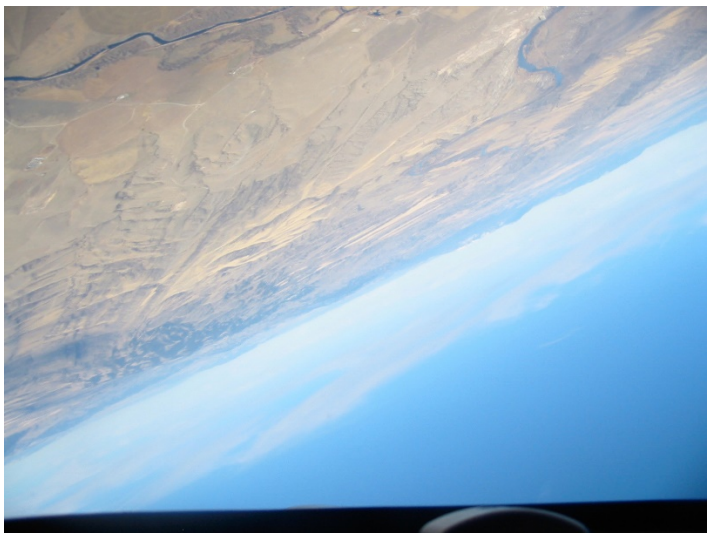
What do you find the most rewarding about being a member of the High Desert Flyers and EAA?

Having lived in Montana for 15 years without a local EAA chapter, it's great to now live somewhere that offers more opportunities for pilot camaraderie. Plus the chance to participate in the Young Eagles program and give future pilots their first taste of aviation is a wonderful opportunity. I am very much looking forward to future Young Eagles events with The High Desert Flyers.

Anything else you want to share with our membership?

Yes, if you are building or thinking of building, keep pounding those rivets! You'll get there.





From the Desk of the Bend Airport Manager

MAJOR AIRPORT IMPROVEMENTS PLANNED

On April 7, 2021, the City Council will consider authorizing the City Manager to accept an FAA grant in the amount of \$247,500 for the design and rehabilitation of Runway 16/34. Upon authorization, design work will begin in May 2021. Design includes the following:

- Seal coat of the runway and connector taxiways to extend the useful life of the asphalt.
- Runway 16/34 magnetic variation (MagVar) Change. This will adjust the runway designation to 17/35, matching the Earth's shifting magnetic field.
- Guidance Sign Replacement with an LED upgrade.

We expect to apply for and receive a separate \$1.8M grant for the actual construction to occur sometime next year. More information will follow.



MINOR HANGAR IMPROVEMENTS CONTINUE

Over the last several months, deferred maintenance on City-owned hangars has been underway. Work has included repairing leaky roofs, greasing doors, siding replacement and straightening bent rollers. Please do not hesitate to report maintenance issues at (541) 389-0258, then press option #2.

For those who have reported issues, THANK YOU for keeping us accountable and allowing us to be of service.

NEW HANGAR CONSTRUCTION PLANNED

Gwil Evans requested that I pass on that they are now fully engaged in building a second T-hangar building at Aero Facilities. They have decided to build a 10-hangar building, with over-sized T-hangars, on the Southeast portion of Aero Facilities. There will be four (4) 2,250 sq ft T-hangars, and six (6) 1,500 sq ft T-hangars for sale. All will have hangar doors that are 14 ft tall X 49 ft wide and anticipate breaking ground this spring with completion by the end of the year. Also available are two custom 70 x 70 box hangars for fall delivery. Interested parties can contact Gwil directly at (541) 408- 2630, or GwilE59@gmail.com.

FRIENDLY REMINDERS

- Please remember to close your flight plans.
- No vehicles or pedestrians in the movement areas
- Fly friendly and avoid noise sensitive residential areas.
- Use the runway - landing on taxiways and gravel areas is prohibited.

Thanks for reading and please fly safe,
Tracy Williams, AAE
Bend Airport Manager



Bend aviator, airport manager soars through 'glass ceiling'



By [Arielle Brumfield](#)

Published [March 15, 2021](#) 5:43 pm

In honor of Women's History Month, NewsChannel 21 celebrates women in aviation

BEND, Ore., (KTVZ)-- NewsChannel 21 sat down with Bend Municipal Airport Director Tracy Williams to discuss how far women have come in the aviation and aerospace fields.

Williams became airport director at the Bend Airport last April, but she's flown high in the aerospace and aviation industry as a private pilot and airport director for more than 30 years.



"Aviation is what I do -- it's all I've ever wanted to do, and it's all I ever want to do. I absolutely love this industry," Williams said.

Williams has been paving the way-- or rather, the sky-- for other women in aviation, who can, as she put it, "say, 'Yes! I can do that! I can be that person when I grow up!'"

Her interests in aviation sparked early on, she told NewsChannel 21 she was just 5 years old when her father first took her to the Detroit Metro Airport. Williams says she knew then that she'd become a pilot.

Historically, she says, the aviation industry is a male-dominated field, with roots stemming for most men by way of the military.

The Federal Aviation Administration reports women make up roughly 30 percent of the aviation industry, and fewer than 8 percent of pilots in the U.S. are women.

Yet slowly but surely, women are charting new territory in the skies. Williams explained, "Now, there are (women) aircraft and power plant mechanics, there are astronauts and pilots and CEOs of industry."

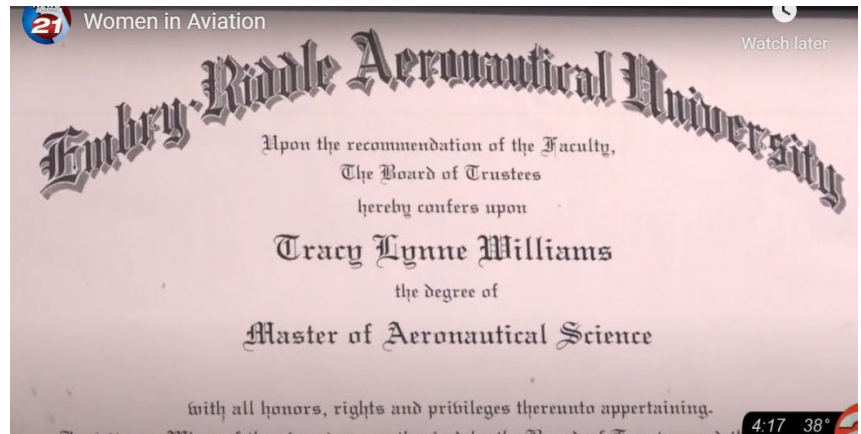
While navigating the gender imbalance in the air and space industry, Williams soared to new heights, receiving several degrees in professional aeronautics and aeronautic science and serving in the Air Force.

"I was the first African American female to earn accreditation as an accredited airport executive through the American Association of Airport Executives," Williams said.

She said she's accomplished many firsts in aviation, and one of her biggest influences is Bessie Coleman, the first African American woman to become a pilot in the U.S.

"I had a school teacher who gave me a book on Bessie Coleman when I was very young, and I was like, 'Yep -- if she can do it, I can do it. She looks like me. I can do this,'" Williams recalled.

She says regardless of ethnicity, gender or background, women should pursue non-traditional fields, especially aviation. She adds that the industry afforded her many opportunities and opened many doors for her, and believes other women can accomplish the same.



Watch Tracy's interview here:

<https://ktvz.com/news/2021/03/15/bend-aviator-airport-manager-soars-through-glass-ceiling/>

EAA National Free Webinars in March

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

4/6/21 7 p.m. CDT **Wittman Tailwind & Buttercup** Earl Luce
HOMEBUILDERS WEBINAR SERIES

Steve Wittman's homebuilt designs were pivotal to the birth of the homebuilt movement and are still viable option for today's scratch builder on a budget. In this webinar, Earl Luce, who reverse engineered the Buttercup and helped update the Tailwind plans, will discuss the building and flight characteristics of each design.

4/7/21 7 p.m. CDT **How Risky is Maintenance** Mike Busch
Qualifies for FAA WINGS and AMT credit.

As pilots and aircraft owners, we've all experienced maintenance-induced failures (MIFs). But just how risky is maintenance? How often do MIFs occur? How serious are the consequences when they do? In 2002, the FAA studied 10 years of NTSB accident reports involving maintenance-related GA accidents. In this webinar, Mike Busch discusses what they learned and concluded.

4/13/21 7 p.m. CDT **The E-1 and the Pursuit of a Record** Eileen Bjorkman
MUSEUM WEBINAR SERIES

Join us as Eileen Bjorkman discusses her father, Arnold Ebnetter, and his daring attempt to design his own aircraft and break a distance record in it. It is a story decades in the making.

4/14/21 7 p.m. CDT **Canadian Airspace 101** Radek Wyrzykowski
Qualifies for FAA WINGS credit.

Airspace is complicated, but learning about airspace does not have to be. Join Radek Wyrzykowski, EAA manager of flight proficiency, as he breaks down complex airspace and discusses it in simple terms you can understand without being an expert in the CARS. This webinar has been specifically developed for Canadian airspace and the rules in Canada. Radek's technique will teach you practical information that's easy to remember and useful for each flight.

4/20/21 7 p.m. CDT **Aerobatic Aircraft Modifications**

Tony Horvath

Tony Horvath from Specialty Aero will talk about how his passion fell into a business doing custom modifications to aerobatic aircraft. Tony develops and installs modifications to aircraft such as: Sean Tucker's Oracle Challenger III, Wyche Coleman's Wolf Pitts Samson II, Peter Kohmann's Pitts S-1T and Pete Diaz's Pitts S-2S. His modification projects have fine-tuned aerobatic aircraft all the way to one hanging in the Smithsonian National Air and Space Museum.

4/27/21 7 p.m. CDT **Flying Clubs – Getting Started**

David Leiting

EAA's initiative to support the formation of flying clubs continues to grow, and David Leiting from the EAA HQ will help you learn the ins and outs of forming a separate nonprofit flying club!

4/28/21 7 p.m. CDT **Flying Safe with BasicMed
Qualifies for FAA WINGS credit.**

Dr. Brent Blue and Tom
Charpentier

EAA Government Relations Director Tom Charpentier and EAA Pilot Advocate AME Dr. Brent Blue provide a summary of BasicMed and answer your questions. As we approach 4 years since the creation of the rule, tune in to learn what you need to do to stay current and safe while flying under BasicMed.

[View Webinar Video Archives](#)



EAA Webinars sponsored by



Samson Flying Sports Car Progress Update

Samson Sky reports the following updates in their March 2021 blog:



CHECKING ROUND – March 25, 2021



ENGINE FINAL MOUNTING – March 23, 2021



CHECKING THE TAIL – March 10, 2021



DOUBLE CHECK THOSE WINGS – March 8, 2021

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/>



March 25, 2021 – The opportunity for an EAA AirVenture Oshkosh once-in-a-lifetime camping experience is the grand prize in the EAA "Pilot Your Own Adventure" contest, supported by Flight Outfitters, beginning in April.

"Aviators around the world share a passion for adventure and relish both the journey and the destination that celebrate the fun, freedoms, and friendships of flight," said Jim Busha, EAA's vice president of publications, marketing, and membership. "We want to hear those stories of real-life aviation getaways so we and Flight Outfitters can share them with the world and give people the opportunity to create another unforgettable memory at Oshkosh."

Aviators can enter by writing 500 to 1,000 words about flying a non-commercial general aviation aircraft to a unique adventure, whether that is a particular place, an event, the people and/or fun environment, or anything else memorable. It must be an actual event and include three to six photos with captions of up to 30 words each.

"We're so excited to be partnering with EAA and can't wait to see our tagline of Pilot Your Own Adventure come to life through the experiences of the GA community," said Mark Glassmeyer, Flight Outfitters president. "We've always said the A in Adventure is for Aviation, as most once-in-a-lifetime trips start and end with a flight."

The contest opens on April 1, 2021, and closes on June 1, 2021. Entries can be submitted either online or via the mail.

Along with the camping experience at EAA AirVenture Oshkosh 2021 in a fully branded Flight Outfitters camper, the grand prize winner will receive a bounty of Flight Outfitters clothing and gear. Second through fifth prizes will also be awarded.

Full details and entry information are available at EAA.org/FlightOutfitters.



From the Air Safety Education Foundation Oregon Pilots Association

Background Information: Raymond Meyer

Raymond Meyer learned to fly on the GI Bill after serving in the South Pacific for the US Navy during World War II. He became a student pilot in November 1949 at the Beaverton Airport in Beaverton, Oregon. This is where the Beaverton Chapter of the Oregon Pilots Association was first organized. He became a private pilot on May 25th, 1950. After the war, Raymond took over the family auto repair business which developed into a Chrysler dealership. Raymond left the business in 1968 and became an automotive instructor at Portland Community College. He eventually became the head of the department and retired in 1985.



Although automobiles had been a large part of his life, Raymond's true passion was flying. He and his wife Mary, also a pilot, built a home and turned the property into the Meyer Riverside Airpark. You can still find that airstrip on the sectional chart, 10 nm SE of the Hillsboro Airport. Raymond flew countless trips out of his private airstrip accumulating over 5,000 hours of flight time. He owned 45 different airplanes during his life and introduced hundreds of people to flying, some becoming private pilots and others advancing into professional flying careers.

On May 10, 1997, Raymond and a young passenger, Alex Musatov, were tragically killed on approach to the airpark strip after experiencing engine problems. During his nearly 47 years as a private pilot, Raymond loved flying and enjoyed the excitement of others as they experienced flight. It is in this light that the Raymond Meyer Flight Fund Scholarship has been established, enabling others to experience the joy of flight.

Mission Statement

The Raymond Meyer Flight Scholarship is perpetual and has been created for two primary reasons. First, to remember Raymond Meyer as an Oregon Aviator with a passion for flying and for sharing that passion with others. Second, to continue to promote aviation, just as Raymond did during his lifetime, by enabling the opportunity of learning to fly by providing financial assistance.

Apply Now

(<https://www.oregonpilot.org/scholarship-application>)



Fly-out to Lenhardt Airpark, Oregon on March 27, 2021

Five planes headed out, and five came back! Jerry Campbell, Jon Foster, Forest Seale, Gary Miller and more.

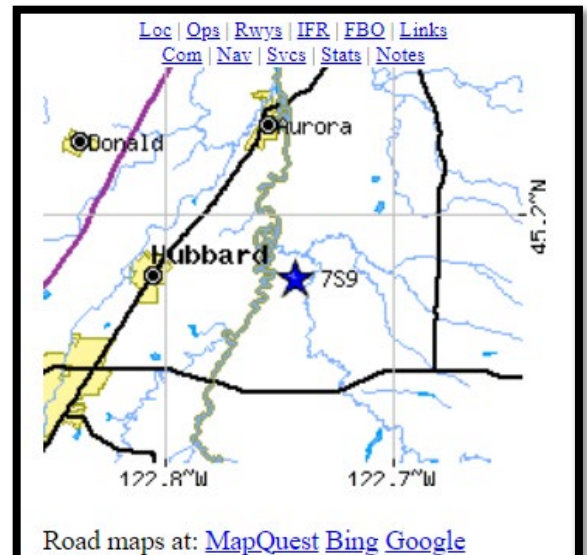
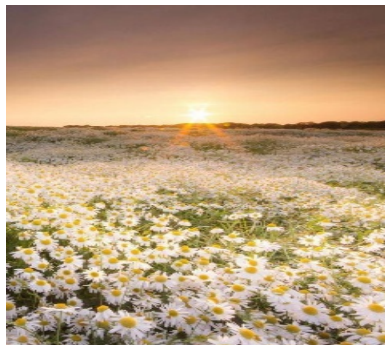
A good one! Perfect weather. Good food. Good people.
Good speakers. Cool planes to look at. Nice airpark.

Becky Breckenridge, President of Oregon Pilot Association, gave a presentation about the "Aviation Accident" that she was recently involved with, and the resulting FAA investigation. Neither Becky, nor her airplane, was damaged, the other guy was not so lucky. And to provide an additional perspective, the investigator from the local FDSO gave his perspective. Everyone took home some valuable lessons.

And the daisies are in bloom there!

The only sad part is the extensive burned forest. From Mt Jefferson, right through Breitenbush, almost all the way to Stayton. Ouch.

Submitted by Gary Miller



Aerial photo

WARNING: Photo may not be current or correct



Photo taken 11-Oct-2008



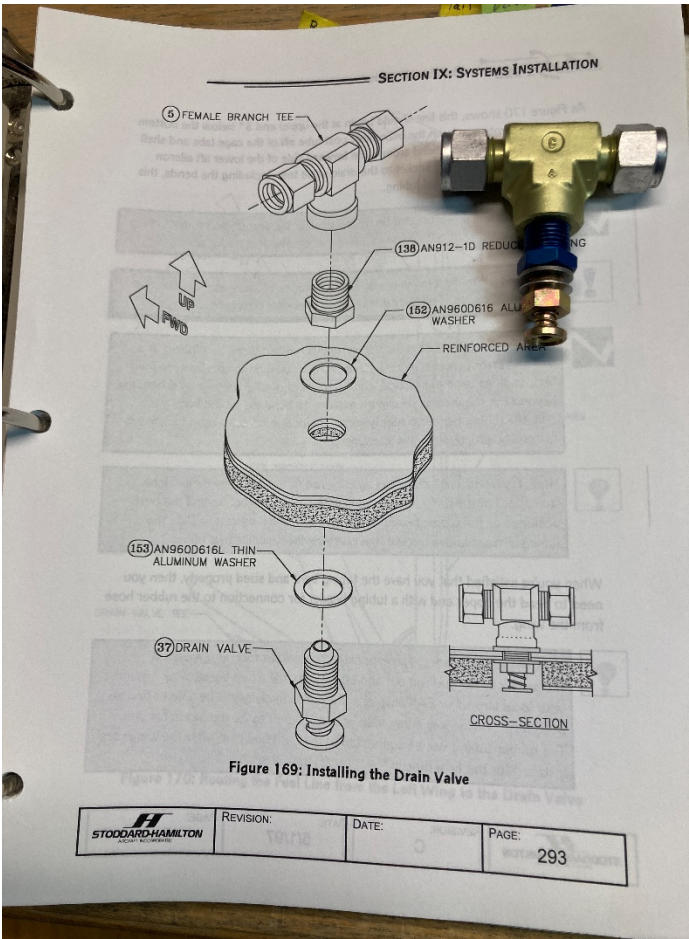
Builder's Group - Glastar Project

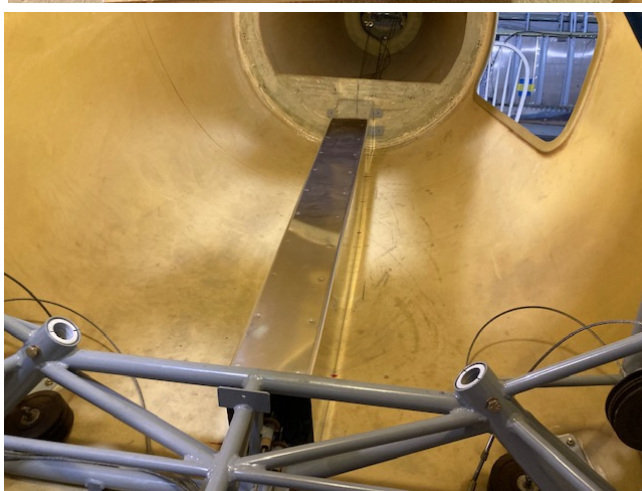
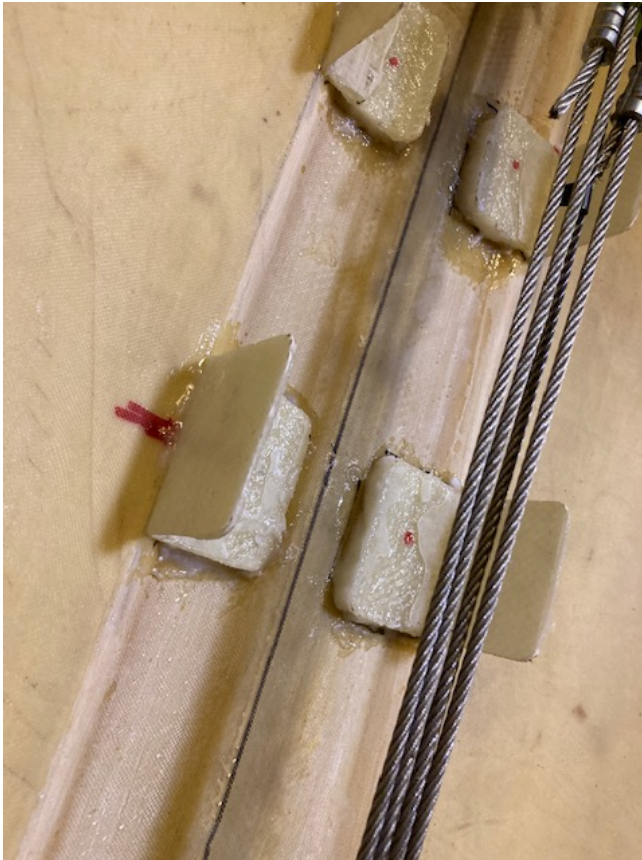


Composite Workshop on March 13 was a success!

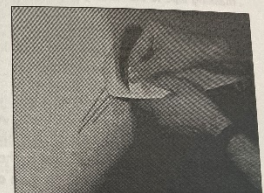
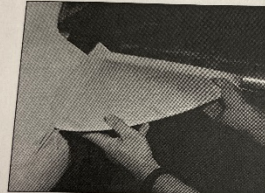
Thank you Fred and Andy!







With the strake halves paired off, use a few strips of masking tape to bind each pair together, aligning the leading edges of each half reasonably well. Then position each pair against the leading edges of the fuselage shell and the horizontal stabilizer, as shown in Figure 38a, aligning the seam between the halves with the marked strake centerline. If necessary, readjust the tape strips, as shown in Figure 38b, in order to get the fuselage flanges of each half to lie flat against the shell and the "stabilizer flanges" (that is, the shorter flanges that lie against the stabilizer) to fit snugly against the taped stabilizer leading edge.



(a) (b)
Figure 38: Fitting the Strakes to the Fuselage and Stabilizer

COVID 19 Updates

Life after your vaccine according to the CDC (<https://www.cdc.gov/coronavirus/2019-ncov/vaccines/fully-vaccinated.html>)

What's Changed

If you've been fully vaccinated:

- You can gather indoors with fully vaccinated people without wearing a mask.
- You can gather indoors with unvaccinated people from one other household (for example, visiting with relatives who all live together) without masks, unless any of those people or anyone they live with has an [increased risk for severe illness from COVID-19](#).
- If you've been around someone who has COVID-19, you do not need to stay away from others or get tested unless you have symptoms.
 - However, if you live in a group setting (like a correctional or detention facility or group home) and are around someone who has COVID-19, you should still stay away from others for 14 days and get tested, even if you don't have symptoms.



What Hasn't Changed

For now, if you've been fully vaccinated:

- You should still take steps to [protect yourself and others](#) in many situations, like wearing a mask, staying at least 6 feet apart from others, and avoiding crowds and poorly ventilated spaces. Take these precautions whenever you are:
 - In public
 - Gathering with unvaccinated people from more than one other household
 - Visiting with an unvaccinated person who is at [increased risk of severe illness or death from COVID-19](#) or who lives with a person at increased risk
- You should still avoid medium or large-sized gatherings.
- You should still delay domestic and international travel. If you do travel, you'll still need to follow CDC [requirements and recommendations](#).
- You should still watch out for [symptoms of COVID-19](#), especially if you've been around someone who is sick. If you have symptoms of COVID-19, you should get tested and stay home and away from others.
- You will still need to follow guidance at your workplace.



Until we know more about those questions, everyone — even people who've had their vaccines — should continue taking [basic prevention steps](#) when recommended.



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April Showers Bring May Flowers!

