



# The Bend High Desert Flyer of Chapter 1345

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

KBDN AWOS 134.425

July 2021, Vol. 20, #7

## Prez Sez

Happy Summer!!! We sure have been getting some serious summer weather lately. I'm longing for the lakeside lifestyle (having grown up in Minnesota).

Our July meeting (Wed. July 14 at 6:30) will be in person and we hope to have our favorite cook, Mike Robertson, back in action flipping some burgers. Come early, by 6:00, to eat, browse, and socialize.

The Young Eagles event on June 26 at Prineville was enjoyable despite the heat and a small turnout of kids. Eight or so Young Eagles were flown. It was a joint exercise with chapter 617 and us. Six pilots from 1345 participated. Thanks, guys for your interactions with another EAA chapter and some potential pilots. This was the first time we actually had more planes and pilots than Young Eagles. At the least it was a good start to getting back to "normal". I think we need to regain this momentum.

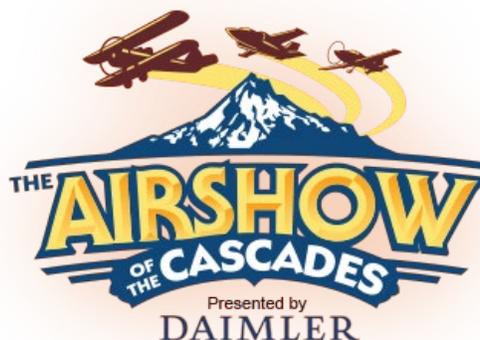
We are "on" for a table/tent at the Airshow of the Cascades at the Madras Airport August 27 & 28. We need volunteers for several tasks:

- Recruit members, Eagles, and Young Eagles for future events
- Talk about flying with all those attending the airshow
- Represent EAA and the aviation community.
- Take sign-ups for the Flying Start event we will do in September

Those that volunteer get to see the airshow. It would be nice if we have some things of interest on display, like airplanes or interesting objects to attract attention. One year we had Tom's BD-5, which drew a crowd. Give away items help, like magazines, gliders, sunglasses, etc., but there should be a unique attraction. Do you have any ideas? Please share.

We plan to do a "Flying Start" Rally for adults sometime after the Airshow of the Cascades, so that will be a primary recruitment effort. Dates for that are TBA at this point.

We have had a continuing interest in ultralight aircraft. Some of our members are buying or building an ultralight (see Member Spotlight on Steve Gette in this newsletter). I have received numerous phone calls asking "where can I get



some instruction or help with getting started". I don't have any good answers. There are no CFI's or others who train new pilots to fly ultralights in this area that I know of. EAA has a few ultralight chapters around the country, but the nearest one is south of San Jose at San Martin, California (EAA Chapter 110). Does anyone know of other ultralight groups that could help with some training? Should/could we start some kind of support group, bring in a trainer??? In my opinion, we are doing the aviation community a disservice to ignore those who want to fly part 103 aircraft, without a license or medical. Also, electric flight is becoming more feasible and what better airframe to make it function than an ultralight? Let's make flying more available to everyone.

Fly high and often!

Dale

President, EAA Chapter 1345



EAA Chapter 1345  
Meeting Agenda

July 14, 2021

6:30pm

**In Person Meeting!**  
**Bend Builders Assist Hangar**

6pm burgers!



## AGENDA

### Announcements

- President's updates
- Update on Flying Start

### Program

- High Desert Soaring Club – talk and tour (tentative) (still being confirmed)
- Plan Airshow of the Cascades booth

### Committee Reports and Updates

- Committee updates

### Other

- Next meeting: August 11, 2021, 6:30 PM - In person meeting



# Meeting Minutes June 9, 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, June 9, 2021 at 6:30 pm and was held in person and via Zoom.

In person meeting  
and on



## Attendees

We had our first face to face meeting at the Bend Builders Assist hanger in over a year!  
16 people in attendance (1 via zoom)

## Announcements

- Chapter 617 will have a young Eagles rally on Saturday June 26. Need volunteers this Saturday on the 26<sup>th</sup>.
- There will be a breakfast Saturday, June 19<sup>th</sup> hosted by the EAA chapter 617 in Prineville. Prineville airport should be open on the 11<sup>th</sup> of June. The threshold is moved 300 ft. Working on taxiway lights and the runway number changes from 11 to 09.
- The Chapter 1345 Flying Start event was postponed. Regarding future dates, one idea is to do it on the 27<sup>th</sup> of June. Another date option is September and use the Madras Airshow the last weekend of August for advertisement. We will need about 5 pilots.
- Leading Edge Aviation is having a summer camp June 28 to July 1 The Second is July 26 to July 29 cost is \$995.
- High Desert Soaring Club is doing intro rides in Bend first Saturday of the month.
- Tom gave us an update on the flying club. The first 172 is still an option there is another 172 that Tom is looking at. We discussed the option of using the RV-12 in the flying club but the insurance for something like that is about double that of a 172 when used in a flying club.
- We did introductions of all the attendees in person.

## Feature Presentation:

Dale gave us a tour of the newly donated RV-12 and discussed the build schedule. The work will be conducted mostly on Saturday mornings starting about 9am. It was donated by Gar & Jan Pessel, who live at Dry Creek Airpark. They are both bush pilots in Alaska. Their desire is to use the airplane for training purposes.

## Other Business:

The meeting adjourned at 7:30 for the RV12 tour.

Respectfully submitted,

**Jeff Stolasz**, Secretary

## Treasurer's Report

Financial: For Period 01/01/2021 to 06/28/2021 (Year to Date)

Total Income	\$940.00
Total Expenses	\$139.98
Net Income (Loss)	\$800.02
Total Cash on Hand	\$20,821.75

*Nathalie Smith, Treasurer*



## COMMITTEE/GROUP REPORTS

### Program Committee

Program for the June meeting:

- Burgers on the grill
- High Desert Soaring Club presentation (tentative)
- Plan the Airshow of the Cascades booth

*Fred Berardo, Program Committee Chair/VP*



### Builders Group

See report later in newsletter. Lots of action, despite the heat.



### Flying Club

See meeting minutes.

### Scholarship Committee

Gabriella Favia is basically on hold until her student pilot certificate is finalized and EAA gives final approval for her to start her training.



### Young Eagles/Eagles

See article and video on Young Eagle event later in newsletter.

### Fly-Out Group

One fly-out this month to Prineville, Oregon - see article later in the newsletter.

## Chapter Membership Report

We have 30 currently-paid members. We have 5 new (joined within the past year) members, 3 of whom have joined in 2021. Other potential Chapter members are finding us online and are interested in attending our meetings and checking us out. Our newest Chapter members are:

- Chris Wallace
- Josh Holcomb
- Robert Adams
- Kenneth Hayes
- Tom Wright

### DUES:

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

Make checks out to **EAA Chapter 1345**

Mail to: **PO Box 6732, Bend, OR 97706**

We have some new prospective members. Miles Lundgren just moved up from CA with his Cherokee 140. Mark Harris, retired from the Navy and the airlines, just moved here from Portland.

Our Chapter helped the Prineville Chapter with a Young Eagles event earlier this month. We plan to be involved in more events in the upcoming months.

Best,

**Faye Phillips**, Membership Chair, EAA Chapter 1345

(C) 541-480-2945

[fayephil@gmail.com](mailto:fayephil@gmail.com)





*This month, we feature Steve Gette, EAA 1345 member and ultralight enthusiast*

**From Steve:**

This is an update on the build progress of my ultralight airplane kit and I will get to that shortly. But first, I chose to use a slightly different format than the usual monthly interview. So here is a little background about me.

My initial involvement with airplanes was when I enlisted in the Air Force in 1965. I was assigned to attend airframe structural repair training school in Amarillo, TX. My grades were top of the class so upon graduation I was tapped to be an instructor. Oh boy, a teacher! After 2 ½ years training 25 students a day, I was transferred to Okinawa and went on to Viet Nam where I applied my skills in support of C-130 aircraft. Keep in mind, this is during the peak of the Viet Nam war. Boy, did I fix a lot of bullet holes and destroyed aircraft.



After my four year tour in the service, I got back in school and became a software engineer. During my 35 year career in software development and management at two major corporations in Portland, I did a lot of air travel. In fact, in one of my positions of 11 years, I racked up about 5 million air miles not as PIC (pilot in command) but as PIB (passenger in back). During this time, I worked with a friend who owned a C172. After going on a couple of flights, he convinced me that I should take flying lessons. So, Aurora Aviation here I come! I did get through much of the solo work when I realized there was too much on my plate. With family, travel, job, money, and just life in general, regrettably I didn't finish my PPL.

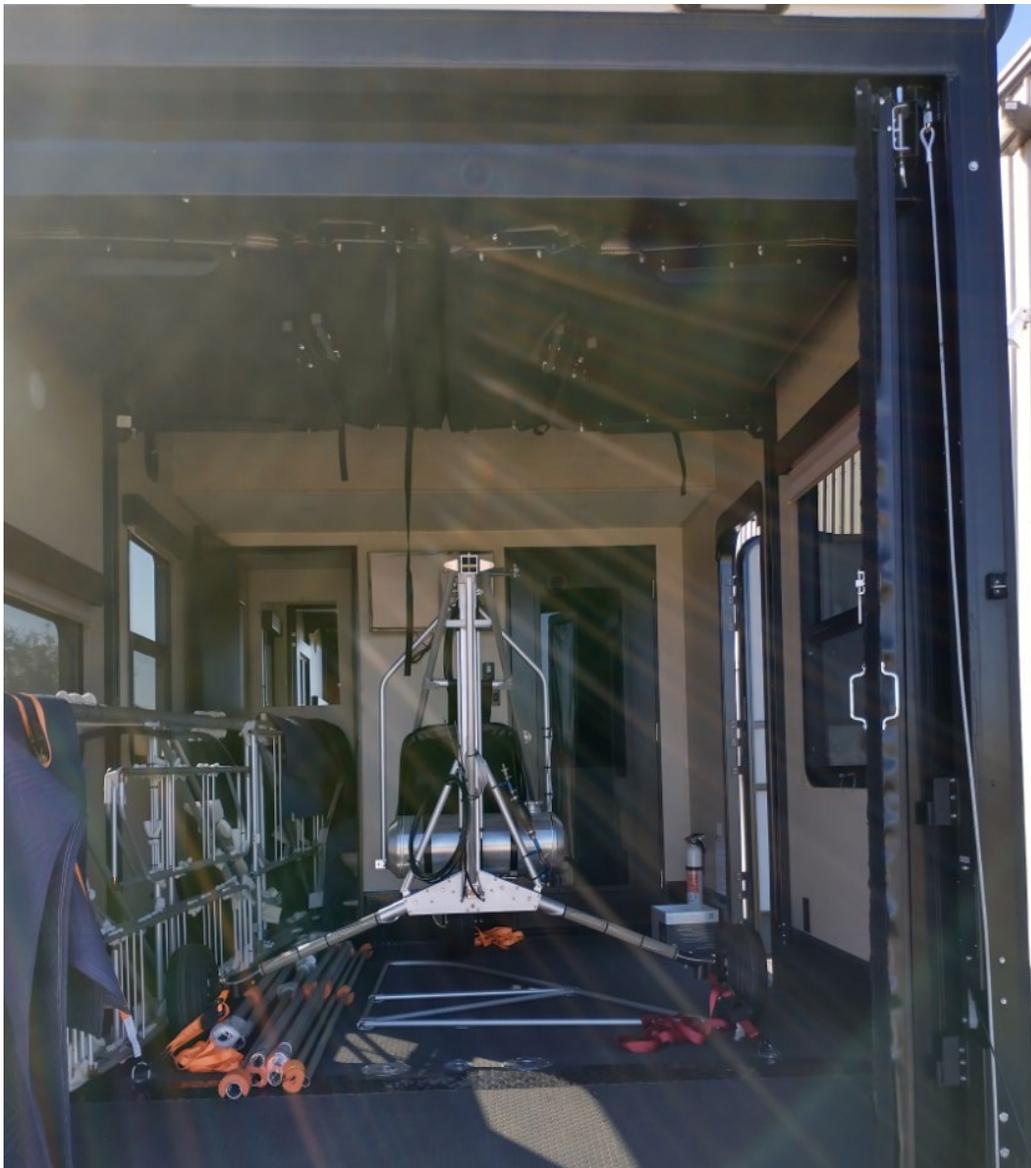
In 2002, I early retired and moved from Beaverton to our beach house in Seaside and have kept busy with a variety of projects since. Four years later, I built another new home in Saint Helens. Not able to sit still you say? In 2014 I built another new home here on the high desert! I guess you could say that I enjoy building things, whether it be in electronics or out of wood, metal, or even plastic. I'm also a ham radio operator (W7XQ). My wife Patty and I live on eight acres on the east side of Sisters. We do greenhouse gardening, quad riding, snowmobiling, and occasional camping when time permits. Oh, I also make cheese and brew beer. And, I digress, but now you know more about me.



So, why did I want to build an airplane? Wow, the answers are endless but mainly it would be fun! Every time a plane would fly over I would look up; maybe I should get re-involved? So here I am! Besides, it would also make a good addition to my "bucket list". I wanted something that wouldn't take too long to complete (thus a kit), would have minimal maintenance that I can perform, and be simple to fly. I didn't need to go fast, so low and slow was focus. OK, the choice was an ultralight.

I did a lot of research on different manufacturers and their models, narrowed it down to four, and ultimately chose the Aerolite103. It is likely the most popular ultralight on the market at this time. I'm not sure yet whether I may complete my PPL or possibly get a SPL. But for now I can fly this aircraft under Part103. I've also built this plane using the 51% rule in case of upgrading to a future experimental class. A real plus would be to fly out of my backyard!

Enough about me, let's look at my progress. I purchased this plane last July 2020, with over a four month backlog prior to pickup. On October 22, 2020, we loaded the fifth wheel toy hauler trailer and took off for DeLand, Florida where the manufacturer is located. Prior to leaving I made sure the fuselage parts and wing structures would fit in the garage of the toy hauler; there was just an inch to spare after opening up and sliding the wings through the rear bathroom door!



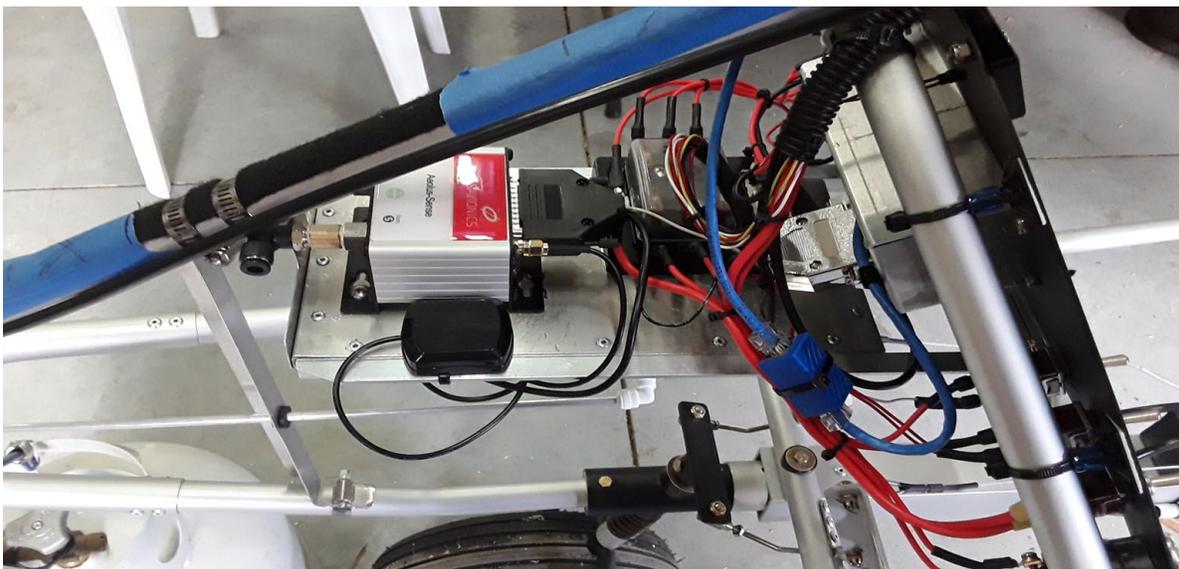
Trailer loaded with fuselage, wings, tail, struts, components

Being able to see the Aerolite production facility first hand (in a hangar off the runway) was a real treat for me. Meeting the owner and employees, seeing the quality and their work ethic, and learning why their order backlog is so big was truly a plus. I wasn't happy about some of the backlog as it also affected the future delivery of some of my items. The pandemic didn't help either as it impacted availability of the Hirth F23 engine, Dacron sails, and some electronics which didn't show up until five months later in May.



Aerolite manufacturing facility DeLand, Florida airport

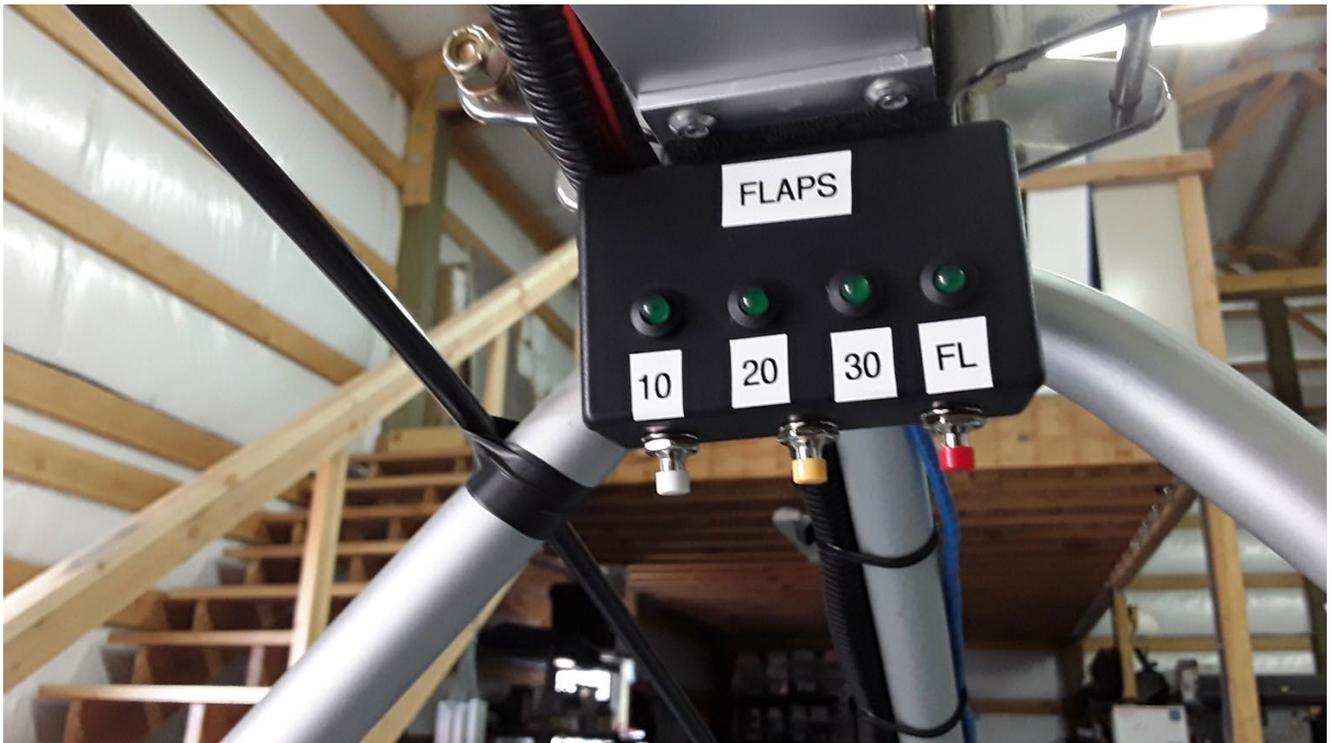
Although this aircraft has been in production for many years, I found a few areas for improvement. I also added my own touches by installing the electrical system in the cockpit as opposed to overhead on the root tube, created an LED/LDR electronic light position indicator for the electric flaps, added a three button remote control for the EIS display, installed a cost-effective EFIS, and made a retractable nose cone pitot tube. These additions in no way make this plane fly better, but I thought it might improve some safety issues.



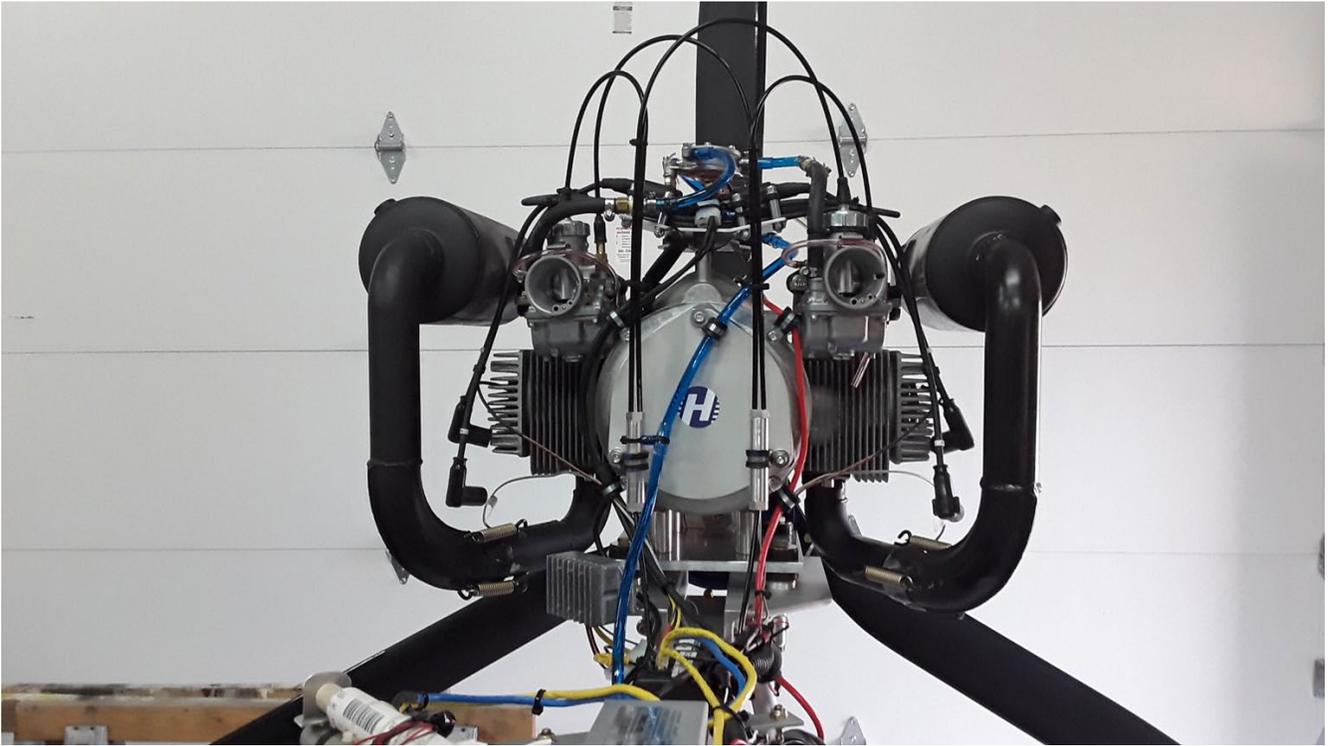
Electrical system, EFIS controller for glass panel, retractable pitot tube



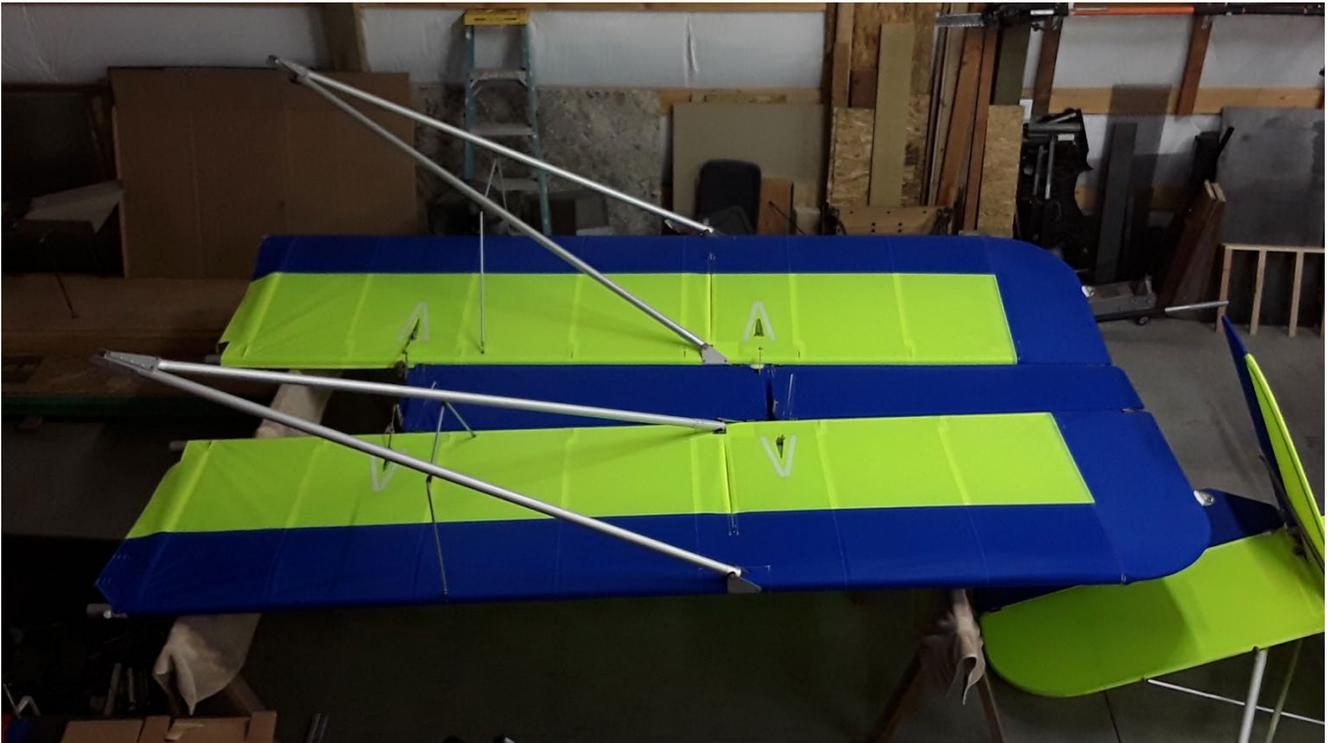
Panel with EIS and EFIS



Flap position lights and 3 button remote for EIS



Hirth F23 50HP engine with twin carbs



Completed wings with attached flaps, ailerons



Completed tail section with rudder, elevator



Windscreen, pretty blue nose cone

In spite of a few frustrations like incorrect or missing parts, and some unclear specifications and examples, this is still a fun project. I take it one day at a time with no set schedule. Hopefully, within the very near future I will have the engine running and do a burn-in. It was a long winter wait and I'm excited to be near completion.

Lastly, here's a question for the chapter. Are there any members that have an interest in forming an ultralight sub-group? Although it's not GA flying and you can't go as fast or far, it's an economical method to enjoy fair-weather flying that's also supported by EAA. If you have any interest please contact me. Until then, thanks for reading and I'll see you in an upcoming meeting.



# EAA National Free Webinars in July

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



Date	Time	Title	Presenter(s)
6/30/21	7 p.m. CDT	<b>Ultralight/Homebuilt Rotorcraft Arrival Procedures - AirVenture 2021</b> <b>Qualifies for FAA WINGS credit.</b>	Mark Spang
<i>Flying into the ultralight/homebuilt rotorcraft grass runway at EAA AirVenture Oshkosh 2021 requires compliance with the <b>FAA-issued NOTAM</b>. Mark Spang will discuss the NOTAM arrival and departure procedures specific to the grass runway on the south end of the airport used by ultralights/lightplanes and homebuilt rotorcraft.</i>			
7/6/21	7 p.m. CDT	<b>Propeller Selection for Homebuilts</b> <b>Qualifies for FAA WINGS and AMT credit.</b>	Steve Boser
<i>Steve Boser from Sensenich Propeller will discuss how to choose the right propeller for your experimental aircraft. He will explain the black art of propeller design and how to make good choices for your homebuilt. There are other considerations beyond diameter and pitch which can turn your hotrod into a hangar queen. Propeller materials and construction have also come a long way since the Wright brothers.</i>			
7/7/21	7 p.m. CDT	<b>The Great Beyond (TBO)</b> <b>Qualifies for FAA WINGS and AMT credit.</b>	Mike Busch
<i>Many owners and mechanics start getting nervous when an aircraft engine gets to TBO. Although the FAA doesn't require Part 91 operators to overhaul at TBO, countless numbers of healthy engines are euthanized when they reach that consecrated number of hours. In this webinar, Mike Busch talks about his own extensive experience operating past TBO that has convinced him that TBO is a concept that is best ignored.</i>			

EAA Webinars sponsored by



7/13/21 7 p.m. CDT **EAA AirVenture 2021 Features and Attractions** Rick Larsen and Dennis Dunbar

*Rick Larsen, EAA vice president of communities, member programs and AirVenture features and attractions, with Dennis Dunbar, director of air show operations will discuss the latest news on what to expect at EAA AirVenture Oshkosh 2021.*

7/14/21 7 p.m. CDT **Get Your Gas In Gear: Preventing Misfueling Accidents Qualifies for FAA WINGS and AMT credit.** Prof. H. Paul Shuch

*Several times each year, GA aircraft crash on takeoff because they were serviced with the wrong type of fuel. In this FAA Safety Team WINGS and AMT award webinar, Prof. H. Paul Shuch will teach you how to determine the proper fuel to use in your aircraft, and ensure that it never suffers the slings and arrows of outrageous fueling. Qualifies for FAA WINGS and AMT credit.*

8/3/21 7 p.m. CDT **Homebuilt Highlights from AirVenture Homebuilders Webinar Series** Marc Cook

*Kitplanes Magazine's Editor in Chief Marc Cook will cover the important homebuilt news, products, and just plain cool aircraft that caught his eye at AirVenture 2021. Even if you attended AirVenture 2021, put this one on the calendar as you just can't see it all.*

[View Webinar Video Archives](#)

**Free Admission for Ages 18 and Under at EAA AirVenture Oshkosh 2021  
July 26 – August 1, 2021 in Wisconsin!**



<https://www.eaa.org/>

# 'Young Eagles' Program Gives Youth a Chance to Fly

By Carly Keenan

Published June 26, 2021 11:15 PM on KTVZ TV

Young people got a chance to take a flight, learn about being a pilot and even take the controls during a 'Young Eagles' program Saturday at Prineville Airport.



<https://youtu.be/t1yih2HajQs>



	<b>AirVenture Dates</b>
	2021: July 26 - Aug 1
	2022: July 25 - July 31
	2023: July 24 - July 30

## ***A Little Summer Camping?!!***

### **An Air Force Veteran Turned a Troop Transport Plane into an Insane-Looking RV**

The DC-3 is the same type of troop carrier that parachuted men into Normandy.



The owner of a vintage World War II-era transport plane decided to do something radical—but still practical—to the big prop plane: he turned it into an RV. The result is the "Fabulous Flamingo," a traveling camper that boards like a real airplane, but drives like a recreational vehicle.

Aviation fan and Air Force veteran Gino Lucci purchased the old Douglas R4D airplane in 2019. Damaged in a tornado, the plane no longer flew. So by the time Lucci purchased it, he bought it "for the cost of a used car," according to an *Insider* report.

To make the conversion from plane to RV, Lucci purchased parts from Bontrager's Surplus in Michigan, which specializes in RVs and RV parts. Then, he began the year-long renovation process at his home in Nashville, Michigan.

Lucci's RV incorporates as many parts of the original plane as possible. He bolted the front fuselage of the plane to a delivery truck frame. The air stairs, which unfold from the right side of the fuselage, are the only way in and out of the vehicle. The original plane intercom still works. And he turned the engine cowlings into wheel guards (as he explains in the video below).



<https://youtu.be/PLnHFwiE1cM>

The airplane, which Lucci renamed "The Fabulous Flamingo," offers 300 square feet of internal living space, and even features a play area for his youngest son. As Bontrager's describes it on their Facebook page:

*"The seats from the old airplane were used for the driver & front passenger seats in the RV. They added a kitchen, bathroom and bedroom - complete with a stove, sink, fridge, microwave, cabinets, sofa, dinette booth, toilet and even a tub!"*

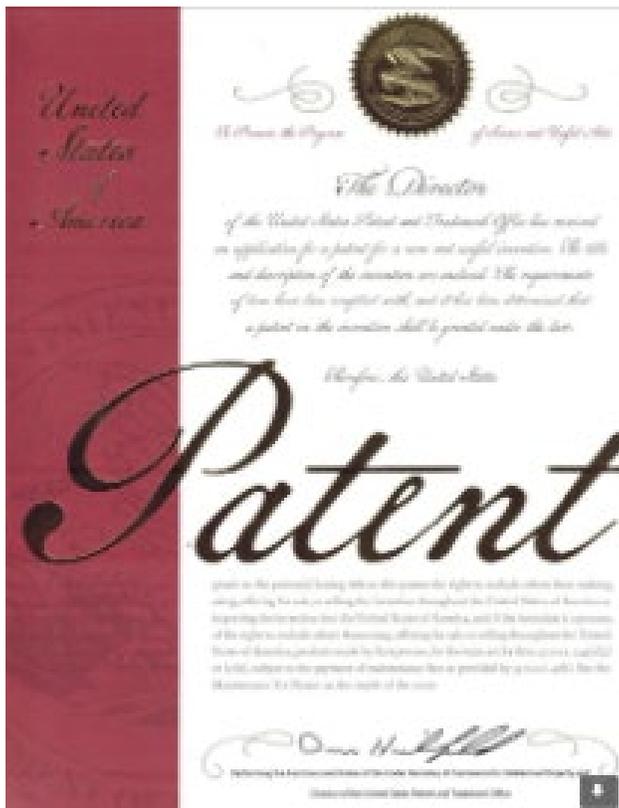
The southern California-based Douglas Aircraft Company (now a part of Boeing) built and delivered the first DC-3 plane—called the Douglas Sleeper Transport—to American Airlines in June 1936. It was the "height of luxury" at the time, according to Boeing, and could accommodate 14 overnight passengers or up to 28 on shorter daylight flights. Eventually, the DC-3 went on to become the first airplane that made air transport profitable without government subsidies. By 1939, over 90 percent of U.S. air passengers were flying on DC-2s and DC-3s.

During World War II, the Air Force acquired 10,174 DC-3s, produced as C-47 military transport planes—the same type of troop carriers that parachuted men into Normandy. The planes became renowned for their easy operation and maintenance, as well as for their strength and flexibility. In fact, hundreds of DC-3s are still in the skies today. And of course, one is on the roads. The Fabulous Flamingo is now an official Class A motorhome and is fully street-legal. So far, the furthest trip that Lucci has made in the hybrid plane/RV took him from Michigan, to Texas, and then onto Maine.

Next, he hopes to take his family on a cross-country trip in it. "When you get out West and there is nobody around, it's just like you're flying," Lucci told *Insider*.

Reprinted from [this link](#)

# Samson Flying Car Updates



Samson, in Prineville, continues to make progress on the Switchblade. Here is what is in their most recent newsletter:

- Engine start
- Patents approved

To receive the Samson Motors email newsletter, you can also call at (855) 772-6766 or check out the website: Samson Motors [www.samsonsky.com](http://www.samsonsky.com)



# Fly-Out to Prineville, Oregon on June 19, 2021

Contributed by Gary Miller

## Airport distance calculator

From [KBDN](#)- Bend Municipal Airport  
To S39- Prineville Airport

**17.2 nautical miles NE**  
Initial true course: 047

The Monthly CO-OPA fly-out was pretty thin. Seems like everyone had some post COVID trip and no time for a mere fly-out. So just one plane, with Gary Miller, and Don Wilfong took the long early morning trek all the way out to Prineville for the EAA 617 monthly pancake breakfast.

We were the last to arrive at the late hour of 9am, but there was lots of good food for us. Just a shortage of coffee. Chuck Rosenfeld then briefed all present on the upcoming (26 June) Young Eagles event at Prineville. Quite an operation.



## Aerial photo

WARNING: Photo may not be current or correct



Photo taken 20-May-2014  
looking northwest.

Do you have a better or more recent aerial photo of Prineville Airport that you would like to share? If so, please [send us your photo](#).

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## Sectional chart



Sectional aeronautical chart for Prineville, Oregon. Key features include: Runway 3149 (305) with a 3500-foot elevation; Runway 052; Taxiway A (TAXI A); Taxiway B (TAXI B); Taxiway C (TAXI C); Taxiway D (TAXI D); Taxiway E (TAXI E); Taxiway F (TAXI F); Taxiway G (TAXI G); Taxiway H (TAXI H); Taxiway I (TAXI I); Taxiway J (TAXI J); Taxiway K (TAXI K); Taxiway L (TAXI L); Taxiway M (TAXI M); Taxiway N (TAXI N); Taxiway O (TAXI O); Taxiway P (TAXI P); Taxiway Q (TAXI Q); Taxiway R (TAXI R); Taxiway S (TAXI S); Taxiway T (TAXI T); Taxiway U (TAXI U); Taxiway V (TAXI V); Taxiway W (TAXI W); Taxiway X (TAXI X); Taxiway Y (TAXI Y); Taxiway Z (TAXI Z); Taxiway AA (TAXI AA); Taxiway AB (TAXI AB); Taxiway AC (TAXI AC); Taxiway AD (TAXI AD); Taxiway AE (TAXI AE); Taxiway AF (TAXI AF); Taxiway AG (TAXI AG); Taxiway AH (TAXI AH); Taxiway AI (TAXI AI); Taxiway AJ (TAXI AJ); Taxiway AK (TAXI AK); Taxiway AL (TAXI AL); Taxiway AM (TAXI AM); Taxiway AN (TAXI AN); Taxiway AO (TAXI AO); Taxiway AP (TAXI AP); Taxiway AQ (TAXI AQ); Taxiway AR (TAXI AR); Taxiway AS (TAXI AS); 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# Builder's Group

The RV-12 Donation from the Pessel's is a great opportunity to learn homebuilding. We have numerous Service Bulletin's to carefully review and comply with. It seems the RV-12 had many more changes to its basic construction than any of the other RV's. Thanks to Mike Rhodes, who did a great service by compiling the notebook full of service information. This is a reminder to the builders that the project requires critical attention to the PAPERWORK. (Something that is often less fun and therefore neglected).

Building hours have been interrupted by the oppressive heat. The hangar is not air conditioned. So please check ahead of time if you plan to stop by to help. We continue Wednesday afternoons and Saturday mornings.

As far as progress is concerned, we have been taking apart more than we have put together in order to make necessary upgrades. The pictures illustrate a change that is required in the stabilator, as an example. Drill out some rivets, add in some more structural components, put it back together.

The RV-12 is a fun airplane to fly. I'm looking forward to flying it. How about you?

## RV12 Project



Blast tube to direct cooling air was installed



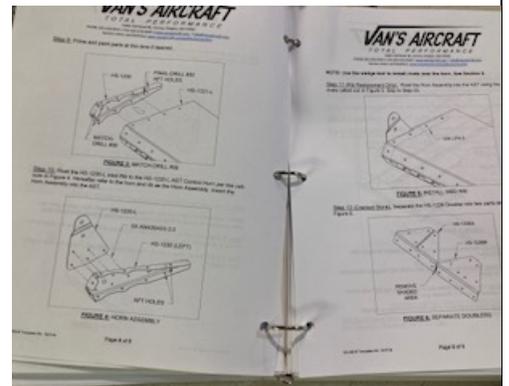
The cooling air goes here



Miscellaneous RV parts



Drilling out the trim tab rivets



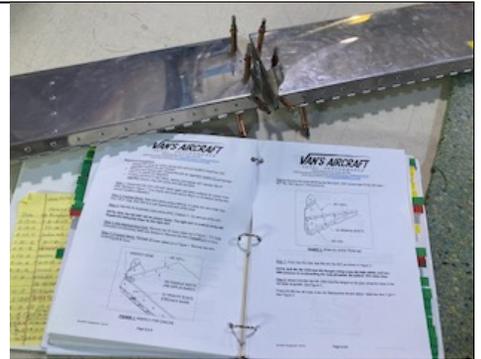
Parts to upgrade the trim tab per service bulletin

# RV12

(cont.)



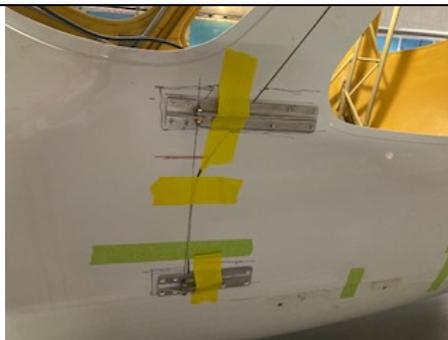
RV canopy is done but might need cleaning up



Overview of trim tab service

## GlaStar Project

# GlaStar



Locating door hinges



Installing door latches



Fabricated door dogs that will be mounted on the doors for the door latches



Fitting top of the cabin

# COVID 19 Updates

## When You've Been Fully Vaccinated

How to Protect Yourself and Others

Updated June 17, 2021

### Choosing [Safer Activities](#)



- [If you are fully vaccinated](#), you can resume activities that you did prior to the pandemic.
- Fully vaccinated people can resume activities without wearing a mask or physically distancing, except where required by federal, state, local, tribal, or territorial laws, rules, and regulations, including local business and workplace guidance.
- If you haven't been vaccinated yet, [find a vaccine](#).

[COVID-19 vaccines](#) are effective at protecting you from getting sick. Based on [what we know](#) about COVID-19 vaccines, people who have been fully vaccinated can start to do some things that they had stopped doing because of the pandemic. These recommendations can help you make decisions about daily activities after you are fully vaccinated. They are *not* intended for [healthcare settings](#).

### Have You Been Fully Vaccinated?

In general, people are considered fully vaccinated:

- 2 weeks after their second dose in a 2-dose series, such as the Pfizer or Moderna vaccines, or
- 2 weeks after a single-dose vaccine, such as Johnson & Johnson's Janssen vaccine

If you don't meet these requirements, regardless of your age, you are NOT fully vaccinated. Keep taking all [precautions](#) until you are fully vaccinated.

If you have a condition or are taking medications that weaken your immune system, you may NOT be fully protected even if you are fully vaccinated. Talk to your healthcare provider. Even after vaccination, you may need to continue taking all [precautions](#).

## What You Can Start to Do



## If you've been fully vaccinated:

- You can resume activities that you did prior to the pandemic.
- You can resume activities without wearing a mask or staying 6 feet apart, except where required by federal, state, local, tribal, or territorial laws, rules, and regulations, including local business and workplace guidance.
- If you [travel in the United States](#), you do not need to get tested before or after travel or self-quarantine after travel.
- You need to pay close attention to [the situation at your international destination](#) before traveling outside the United States.
  - You do NOT need to get tested **before** leaving the United States unless your destination requires it.
  - You still need to [show a negative test result](#) or documentation of recovery from COVID-19 **before** boarding an international flight to the United States.
  - You should still get tested 3-5 days **after** international travel.
  - You do NOT need to self-quarantine **after** arriving in the United States.
- 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 or work in a correctional or detention facility or a homeless shelter and are around someone who has COVID-19, you should still get tested, even if you don't have symptoms.

## What You Should Keep Doing



For now, if you've been fully vaccinated:

- You will still need to follow guidance at your workplace and local businesses.
- If you [travel](#), you should still take steps to [protect yourself and others](#).
- Masks are required on planes, buses, trains, and other forms of public transportation traveling into, within, or out of the United States and in U.S. transportation hubs such as airports and stations. Travelers are not required to wear a mask in outdoor areas of a conveyance (like on a ferry or the top deck of a bus). CDC recommends that travelers who are not [fully vaccinated](#) continue to wear a mask and maintain physical distance when traveling.

- Fully vaccinated [international travelers](#) arriving in the United States are still [required to get tested](#) 3 days before travel by air into the United States (or show documentation of recovery from COVID-19 in the past 3 months) and should still get tested 3-5 days after their trip.
- 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.
- People who have a condition or are taking medications that weaken the immune system, should talk to their healthcare provider to discuss their activities. They may need to keep taking all [precautions](#) to prevent COVID-19.

## **What We Know**

- COVID-19 vaccines are effective at preventing COVID-19 disease, especially severe illness and death.
- COVID-19 vaccines reduce the risk of people spreading COVID-19.

## **What We're Still Learning**

- How effective the vaccines are against variants of the virus that causes COVID-19. Early data show the vaccines may work against some variants but could be less effective against others.
- How well the vaccines protect people with weakened immune systems, including people who take immunosuppressive medications.
- How long COVID-19 vaccines can protect people.

As we know more, CDC will continue to update our recommendations for both vaccinated and unvaccinated people.

Want to learn more about these recommendations? Read our expanded [Interim Public Health Recommendations for Fully Vaccinated People](#).



## 2021 CHAPTER BOARD

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***Happy 4th July!***