



The Bend High Desert Flyer of Chapter 1345

WEBSITE: www.1345.eaachapter.org

KBDN AWOS 134.425

April 2020, Vol. 19, #4

Prez Sez

Hello everyone! I sincerely hope everyone is healthy. We are certainly under some very unique and scary circumstances. Stay home, stay well. We are NOT having our usual monthly meeting on April 8, as planned. Enjoy the “virtual” special April program this month later in the newsletter: Frank Fitzgerald on “Flying IFR” (that’s not I Follow the Road)!

Ray Scholarship: As you know from last month, Sam Conklin is our chapter’s candidate for the Ray Scholarship from EAA. Sam has thus far applied for the scholarship, which included records about his aviation interests and experience. He is all set up with an instructor (Matthew Phillips) at Bend Aircraft. And, he will resume his flight instruction when his application is approved and given the all-clear to fly. You can learn more about the Ray Scholarship program here, if you are interested in knowing more:

<https://www.eaa.org/en/ea/eaa-chapters/ea-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund>



The builder’s group has shut-down on group meetings, but individual work on the Glastar may be permitted as long as Bend Builder’s Assist is open for business. That may become restricted. A look at some of the recent building activity is included in this issue, thanks Lynn! Those members that have been working on the Glastar have agreed that it would be a good flying club candidate.

It looks as though plans for the Chapter meetings, Olympics, AirVenture, Flying Start, Young Eagles rallies, etc., etc., are on hold at this point. Yet, I would encourage our members to look forward to hosting some sort of special event, when feasible this year. I’m encouraging a “Flying Start” event when and if possible for this summer or fall. We need a method of celebrating our livelihood, when we have one.

New Airport manager? Haven’t heard yet.

Dale Anderson

President

**MEETING AGENDA
APRIL 8, 2020
CANCELLED**



Due to the COVID-19 pandemic, the April EAA High Desert Flyer meeting is

cancelled

The executive committee will meet in lieu of a regular meeting (possibly via Zoom or Skype)

Stay safe follow all the advice given by the CDC and other health experts:

- Wash your hands often with soap and water for at least 20 seconds, especially after blowing your nose, coughing, or sneezing; going to the bathroom; and before eating or preparing food.
- Avoid touching your eyes, nose, and mouth with unwashed hands.
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

Hopefully we will meet again in May, but stay tuned for more information in the May newsletter

Meeting Minutes March 2020

Minutes of a regular meeting of the Chapter held on Wednesday, March 11, 2020, at the "Bend Builders Assist"/Robertson Hangar at the Bend Municipal Airport. Meetings are held on the second Wednesday of each month.

ATTENDEES

There were 30 in attendance for this meeting. This included new members who signed up tonight.

Raffle tickets were given to everyone interested in the raffle for 5 donated headsets.



DINNER

Dinner began at 6 pm with pizza, soft drinks, donated cookies, rice krispy squares, and beer.

MEETING

The EAA chapter video for March was shown

At 6:30 pm, Dale called the meeting to order. He began with a series of quotes that pertained to experimentals and homebuilding.

Visitors introduced themselves including Will Dennis, a local attorney who will be on a future meeting agenda with his ultralight and/or his Wittman Tailwind.

ANNOUNCEMENTS

- An airport manager has not yet been finalized.
- Donations this month included 4 headsets and misc. cases & pilot supplies, and a partial RV-9 kit (wings and empennage parts).
- The chapter has received notification that we can award a Ray Scholarship this year.
- Bend Builder's Assist has a new customer – Mike Nichols, who is building a Sling fast build kit. Mike commented on the project and offered to show it off afterward.
- Member spotlight this month was to be an interview with Alan Smith, postponed to next month. Alan and Nathalie are self-isolating because of a trip to Hawaii and possible exposure to the C. virus.

SPECIAL PROGRAM

Civil Air Patrol, its mission, and how it functions in central Oregon was described by Jill Simmons, Mike Wissing, adult CAP members, and several cadets. The group answered several questions from the audience. The new CAP aircraft, a Cessna 206, was parked outside for inspection.



RAY SCHOLARSHIP

Cadet Captain Samuel Conklin was announced to be the candidate put forward to EAA for the Ray Scholarship. More information about Sam in the May newsletter.

Sam was asked to draw the tickets for the headset raffle. I believe CAP got a few of them for the new airplane.



Committees gave quick updates on their activities. More complete committee reports are part of the monthly newsletter.

Fly-outs will be in conjunction with Oregon Pilots Assoc. March 21 is the next probable date.

Respectfully Submitted, **Dale Anderson, President**
(both secretaries & VP were traveling this month)

Treasurer's Report

For Period 01/01/2020 to 03/22/2020 (Year to Date)

Total Income \$1,057.99

Total Expenses \$229.92

Net Income (Loss) \$828.07

Total Cash on Hand \$14,262.19



Nathalie Smith, Treasurer

COMMITTEE/GROUP REPORTS

Program Committee

As you can imagine, we may not be meeting for an indefinite period, but we'll keep working on lining up programs. I'm sad to report that we'll have to wait for a tour of a local flying car factory. They are preparing for first-flight, and that's about all they want to focus on for now. Stay tuned. We'll still aim for a tour of the newly-certified Epic LT Turboprop factory, a day at the WAAAM Museum in Hood River, a fly-in/drive-in campout, and chapter development/fellowship meetings with other EAA chapters. Do you know of someone we can contact that can present something of interest to our members and prospective members? What about you?



Builders Group

The Builder's Group is temporarily shut down as a group activity. Individuals may work on the Glstar by following the plans and if the hangar is open. See our progress later in the newsletter.

Flying Club

No report this month.

Scholarship Committee

Cadet Captain Samuel Conklin was announced to be the candidate put forward to EAA for the Ray Scholarship.

Young Eagles

Young Eagles rallies will be coordinated with chapter 617 at Prineville

Fly-Out Group

Fly out to Monument (12S) – Saturday, March 21st (*see photos later in newsletter*)

The weather was perfect, and 5 brave pilots in four airplanes ventured farther out on the Oregon frontier. Our 40 minute flight was highlighted by the progressively dramatic landscape and snowcapped peaks.

This is basically a one-way-in, the-other-way-out airport, with a 3.6% grade. The runway is 29 feet wide, and it's on the short side at 2,104 feet. We all did a good job of keeping our nosewheels on that centerline. It's a fun place to fly into for sure.

We made the walk down the hill to town and had a look around. It wasn't difficult to keep our distance from the Monument-ites, because we hardly encountered any. One thing we noticed is an RV park just as we entered town, probably 10 minutes walking time from the airport. We noted they have a café there, and we noted that for future times when life returns to "normal".

We brought chairs and tables and sack lunches, and enjoyed the shade of the T-210's wings for a couple hours of "Story telling" amidst the amazing views of the valley below.

These fly outs are sponsored by the Central Oregon chapter of the OPA. We "normally" meet the 3rd Thursday of the month in the Bend Builders Assist hangar at 6 pm for a potluck and story-telling. We also have a look at the weather forecast for the following Saturday, and set a flyout destination. If you'd like to get on the OPA chapter newsletter mailing list, drop Gary a line at gem@rellim.com

Chapter Membership Report

Many thanks to the 23 members who have paid dues for the 2020 calendar year. For those members that still need to renew their chapter membership, an individual "Regular" membership is \$25, and a family membership is \$40. You may mail a check made out to EAA Chapter 1345 to Kim Muinch, C/O EAA Chapter 1345, 20926 Clearview Ct., Bend, OR 97702.



Your dues support the chapter in many ways, including our Young Eagles.

Kim Muinch, Membership Chair

An Update from Mike & Cheryl Robertson on their World Cruise

We are doing fine. Our cruise is being cut short in Honolulu. We are going to stay with our son for a few days then fly to San Diego.

Interesting in that we left Sydney just before things went crazy with COVID-19. And we left Auckland just ahead of everything as well.

We have only been able to stop in Fiji and Rorotonga since. Everybody else has blocked us.

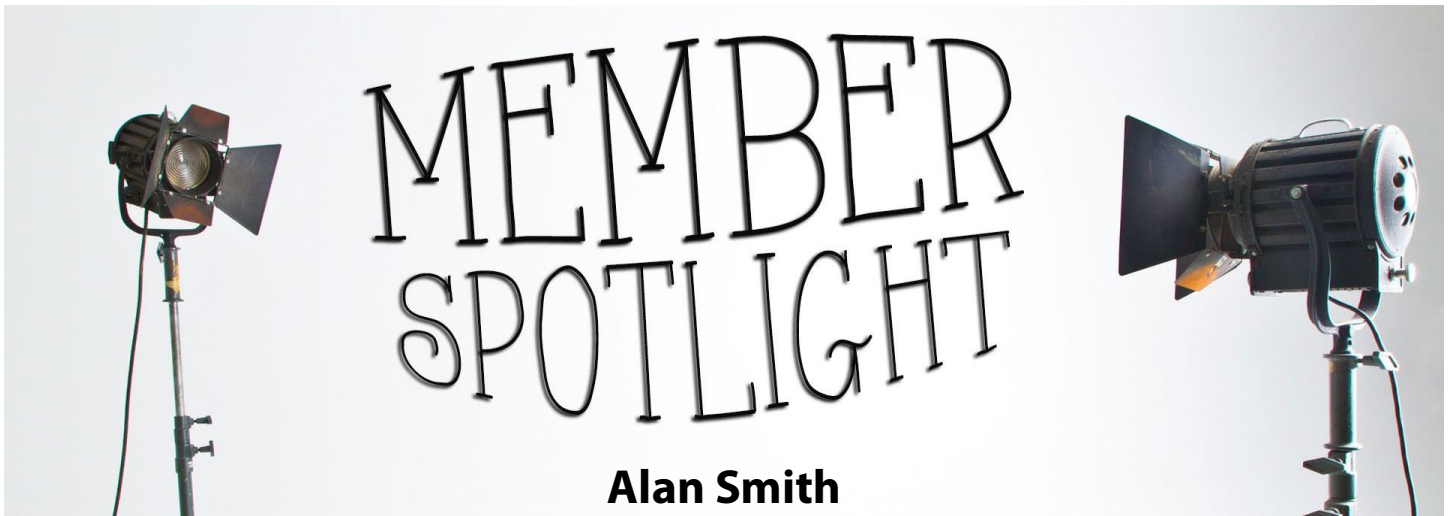
We don't have anybody sick on the ship at all, not even a cold. We are kind of a little isolated moving island that's safe from everything right now.

Mike Robertson, Bend Builders Assist

UPDATE: Mike and Cheryl's cruise ship was not allowed entry to Honolulu as of 3/20/20. We will share any updates as we learn more.

<https://www.kitv.com/story/41923500/8-passengers-allowed-to-leave-maasdam-cruise-ship-in-honolulu>





This month, we feature Alan Smith, chapter member webmaster!

1. How did you get started in recreational flying?

I have been drawn to flying by watching birds playing in the wind, dogfighting and moving about the world. Flying is a sensation that I have wanted for as long as I can remember. I guess I had a three "starts". When I was ten or so, I had my first encounter with recreational flying, which ended in a violent encounter with the ground, a totaled-out Cesena 150 and a trip to the ER. I had a second start twenty or so years later, when my wife (Nathalie), younger brother and I all decided to learn to fly. My third start was when we built our own plane.



2. What do you love about flying?

I find flying to be incredibly relaxing and restorative. There is something very uplifting about navigating in 3D and the freedom to explore the world around me. I also love the minimalist aspects of flying, the "less is more," "simple is better" aspects.

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

We have only owned one plane, a Zenair Zodiac 601XL-B with a Jabiru 3300 engine. Nathalie, one of my older brothers, and I built two of them over about five months of very focused effort.

We went the experimental route mostly so that we could afford to fly. We went light sport because my older brother was recovering from cancer and didn't think that he could get a private pilot license. The build process went really well. Nathalie did the project management,



accounting, parts/tool inventory and procurement. She also did a fair amount of hands on work. We did the work in Cloverdale CA, at a build assist shop that was run by Michael Heintz, the son of the designer. We also spent some time learning the flight characteristics of our plane by flying the original prototype.

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

Let's go with departing AirVenture 2011. We were lined up on the taxiway, waiting for an Alabama Air National Guard F-16 to clear the

active runway. The pilot seemed to be demonstrating his ability to hold the nose off, maybe a little too long. He overshot the end of a runway and used the nose to plow a ditch in the ground. The pilot climbed out without injury, but his sensational "landing" prompted the closure of the runway, which caused a significant traffic jam (on the ground and in the air). After nearly an hour of ineffective taxiing about, we were directed to take off from the taxi way. Getting into the air, and away from that airspace was a big relief!

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

Well, with low wings, wheel pants and tri-gear, our plane is not a back-country craft. I have landed on grass strips a couple of times, once when the tallest of the grass was even with the leading edge of the wing at the root. But probably the most fun was on the beach. I was flying along the coast of WA when I saw a yellow Cub sitting on the sand. I looked at my tablet and saw that there was supposed to be a runway down there. I was a ways off shore, so I negotiated a down-wind and landed on the dark but not too wet sand. Coming in over a steep bank, cut in the sand by a little river, made me a little nervous, but the slope of the beach looked reasonable and there seemed to be plenty of room. So rather than going around, I just pulled power and settled right down. It was surprisingly smooth and solid. I walked around on the beach for a while (watching the tide coming it...), took off and flew back home. There was no one else around, don't know who flew the Cub in. This was at *Copalis Beach Airport, S16*.



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

I guess I would suggest a hard, honest look at your expectations around flying. What's it really going to cost you, in time and money, to get where you want to be? I have known quite a few people who spent a lot of time and money learning to fly, only to discover that they can't afford to fly. That's what happened to me in the early 2000s, I got my license, but couldn't afford to rent a plane often enough to stay current. If you have the ability (mechanical, electrical, financial, temporal...) to build your own plane, then flying is much more affordable. There are a lot of ways to experience flying, own/rent, certified/experimental, VFR/IFR... what are your expectations and how/can you make it work?

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

Since retiring, I have kept my eye out for things to do that enhance activities that I already enjoy. Our chapter is one of those things. I appreciate the opportunities to continue to learn, opportunities to socialize, just being around the airport and doing a little to help our little flying community to thrive.

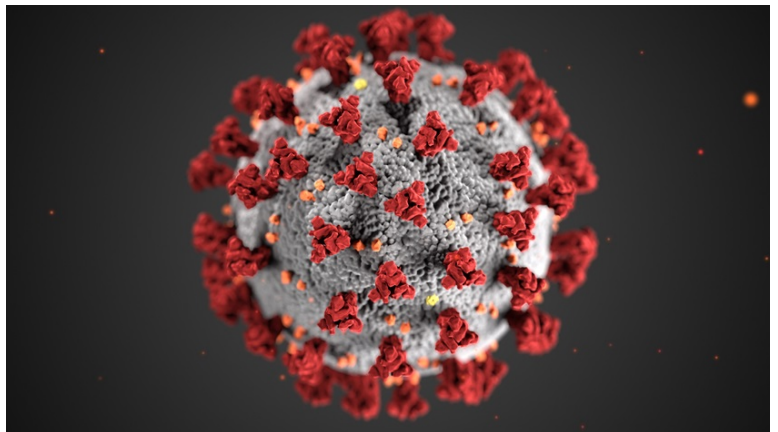
SENIOR AME OFFERS TIPS TO PROTECT YOURSELF FROM CORONAVIRUS

March 12, 2020 By David Tulis (from AOPA)

Dr. Brent Blue, an AOPA Pilot magazine contributor, FAA senior aviation medical examiner, and airline transport pilot with more than 9,000 hours of flight time, offered several measures to help keep pilots and passengers safe in general aviation aircraft during the coronavirus pandemic.

GA is not immune to the effects of COVID-19, the disease caused by the coronavirus that prompted the World Health Organization to declare a pandemic on March 11.

Blue said if pilots "are sick for any reason, they need to do a self-analysis of their readiness to fly." (AOPA offers a free [Medical Self-Assessment](#) online course to help pilots better understand how to assess their fitness for flight.)



He also suggested that if a pilot transports a person "who is sick or becomes sick shortly after a flight," it's important to wipe down the aircraft's interior surfaces "including headsets and mics. If they have a foam mic cover, it should be taken off the mic and rinsed in a 10 percent Clorox solution and dried thoroughly before reinstalling." He also reminded pilots to clean the underlying microphone with a disinfectant wipe, and any touch screens, too.

Blue said to be mindful that altitude can adversely affect sick people. He said to thoroughly clean or discard oxygen masks or cannulas if a sick person used one of the devices, because "the virus is attracted to lung tissue."

IFR for Normal GA Pilots

By Frank Fitzgerald, EAA 861261, chapter member

When I think of flying on an IFR flight plan, I often think of a baseball game- 90% of the time things are rather slow and boring, the players scratch, pick up grass, check things in their pockets and occasionally watch toward home plate.

Then the chaos happens. The ball is hit, everyone seems to be running somewhere and fast, things have to be done according to the plans for that play and have to be done correctly and fast.

Then it is back to boring.

It is best to look at the normal IFR flight in four obvious phases: Flight planning, departure, cruise and approach. I will attempt to describe each phase below and hopefully, you will see how that 90% boredom and that nasty 10% chaos come into play for a fun filled, safe and legal IFR flight. I will avoid any FAR references since I am sure the astute reader will fact check me anyway.

Flight Planning

When you get ready for an IFR flight, planning is critical but you have to have a clairvoyant knowledge of Air Traffic Control (ATC) and their mystic ways to avoid diversions as much as possible. It is best to use a tablet with current charts, approach plates and all of the other information that is needed and required. I use Foreflight and it works great. Put in your departure and destination and look at the IFR chart – if you see victor airways that are convenient, use them, since ATC prefers that and will probably move you over anyway. Also check the altitude minimums and think about oxygen especially out here in mountain country. Once you have your flight plan figured out, you can send it to the Flights part of Foreflight to check, modify and file. Foreflight sends you an email confirmation that it indeed did get filed. Also look at the destination airport and think about the approach procedures. Make sure you are prepared – busy airports will tell you in the ATIS which approach they are using so get ready. I ALWAYS fill my tanks when I do an IFR flight- I just eliminated 60% of the cause of problems with that simple idea.

Departure

Once you have your flight plan filed, you have to contact ATC to open your flight plan, preferably on the ground. We can now pick up ATC on the ground at the Bend airport and that makes things much easier – we used to have to get up in VFR and contact them while flying which sounds easy unless you have to copy a lot of instructions just under a cloud deck, with traffic. I use CRAFT (Clearance Limit, Route, Altitude, Departure Frequency and Transponder code) and a knee pad to help out since they will expect a read back of their clearance – hope and pray that you get AS FILED. Also expect departure procedures these days which are not very difficult but they want you to follow them. One thing that always got me was “Climb via the SID” which means climb as indicated on the departure procedure.

So you have your clearance and CRAFT and now you have to make sure you have everything loaded in the GPS and all bugs set and correct squawk and the check list and the clearance limit clock is running down



and there are 4 planes ahead of you and two helicopters landing. I call this chaos but hang on, it gets better. You take off, contact ATC, they give you your position and you start your trip. Get ready for the Auto Pilot.

Cruise

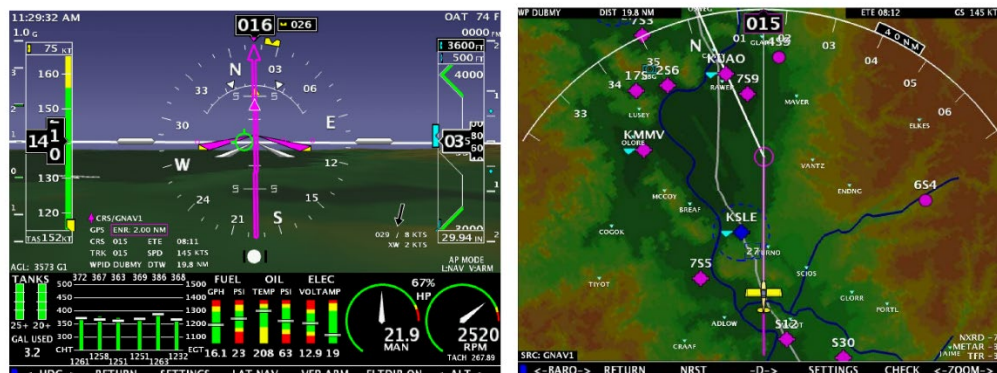
The plane has now been trimmed out and climbing, the heading is correct for the first waypoint, the bugs are correct and the autopilot is ON. So far so good. As you approach the first waypoint, the plane turns to the next waypoint and reaches altitude. This is the boring part of the flight and if all goes well you can do whatever you want to watch the panel, make sure the gauges are where they should be and listen to ATC tell you to change frequency every so often and then change the barometric meter. Congratulations – you are now in the 90% boring part of the flight so keep your eyes and ears open and start planning for the next piece of chaos; it will come.

One thing I see a lot in this area is icing. When you go through a nice dense cloud and it is about 35 F on the ground, expect some icing to happen at 8,000' or above. Try to get above the IMC if you can to avoid it – I have had more than one bad days with too much ice on my plane to take this lightly.



Once my heated pitot tube froze with ice and the indicated air speed went to zero when I going from Bend to Corvallis (about 270 W) got hit by a downdraft over the Sisters and lost 2000'. Pondering how a plane can be flying with zero indicated while dropping covered with ice, I looked at my GPS and noticed a ground speed of 140 kts. I quickly repeated "heading and altitude" and started to climb at the heading that I was using when this started and lost the ice when descending to 6,000' around Sweet Home. Lesson learned – avoid icing conditions.

This is my Advanced Flight glass panel. It seems confusing to those who use steam gauges but it is actually very intuitive. The left side monitor shows a virtual horizon generated by data from geographic maps of the US with mountains and all other features - indicated air speed is on the left, Altitude on the right, engine data on the bottom, fuel bottom left, manifold pressure and RPM on bottom right. The screen on the left shows a range of what is ahead and we usually show weather on that one to avoid any problems. We have ADS-B in and out which is very handy. You should always set your heading bug to the current heading and know how to change your autopilot input from GPS to Heading especially if ATC gives you a diversion – they will do that in heading degrees and it is easy with the bug. This is why we think most airline pilots are nob turners – basically they are.



Approach

If you planned correctly, approach procedures should be no problem but I count this as part of the 10% chaos since you have a lot to do in a short period of time.

Fortunately my plane's GPS has approach procedures loaded and I can use the GPS to get into the approach and fly it down – if it is an ILS procedure the altitude is adjusted according to the plane by the autopilot. I can also bring up the plate on the right hand monitor and see the plane geo-located on the plate. It seems like cheating but heck, it works.

Most of the time if the weather is nice we get visual approached but don't bank on it – keep current and practice those approaches and holds. It keeps you sharp and is a fun way to spend a few hundred dollars going nowhere.

This is pretty typical of what we see during an approach. I have a lot of respect for the folks that did this with a paper approach plate and CDI – HSI and other instruments. Our system seems to be much safer and more fun as well



Debrief

I shared some of the IFR experience that 200 hours instrument flight time out of 800 total has taught me. It is a bit more work and can be challenging but it is definitely safer and can get us to our destination without the other most common mistake of VFR pilots – flying into IMC.

Go have some fun, learn to use our IFR system and fly safe.

Frank Fitzgerald

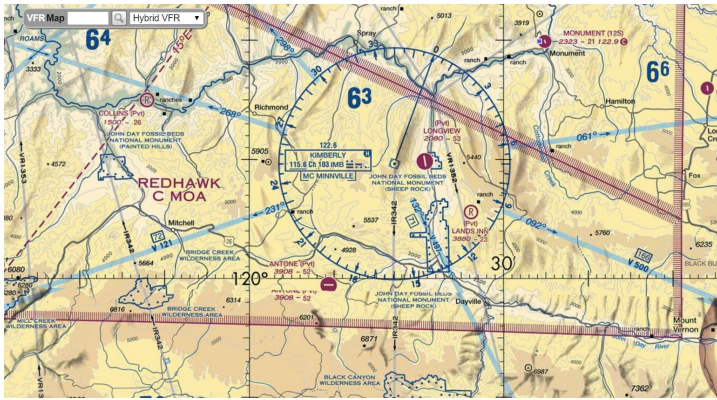


EAA National Free Webinars in April:

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

4/1/20	7 p.m. CDT	Cylinder Work: Risky Business Qualifies for FAA WINGS and AMT credit.	Mike Busch
<p><i>Aircraft engines feature bolt-on cylinders, and cylinder replacement is routinely performed by mechanics. But the incidence of catastrophic engine failure following cylinder work is disturbing. In this webinar, Mike Busch A&P/IA describes the multiple perils of cylinder replacement and what can be done to mitigate the risk.</i></p>			
4/8/20	7 p.m. CDT	You Just Got Your Pilot Certificate — Now What? Qualifies for FAA WINGS credit.	Jim Bourke and Marianne Fox
<p><i>A webinar for the newly minted pleasure pilot. You've done all the work to get your pilot rating. Great job! But what comes next? Jim Bourke will provide ideas, help you set goals, and challenge you to grow as an aviator. Avoid getting into a rut and practicing the same skills over and over. Expand your horizons and learn to trust yourself as a pilot by understanding the risks and rewards of flying!</i></p>			
4/15/20	7 p.m. CDT	Healthy Pilot Technology Qualifies for FAA WINGS credit.	Phil Lightstone
<p><i>Pilot demographics sees too many aging pilots, with the impact to our bodies that time takes. Pilots learned in flight school the impact that flight has to our health and how our health can impact flight. Few pilots have experienced the impacts of hypoxia, with the inevitable negative outcome. There are many medical grade devices which can be used at home and in the air to help with recognizing the impacts to our bodies. Learn about a variety of affordable technologies that could one day help save your life. You'll hear from aviation journalist Phil Lightstone, who will provide the facts about the technologies, cutting through the jargon and three letter acronyms to help you make an informed decision.</i></p>			
4/21/20	7 p.m. CDT	Coaches and Camps for Aerobatic Competition Qualifies for FAA WINGS credit.	Johnny Ostmeyer
<p><i>IAC member Johnny Ostmeyer discusses how aerobatic coaches and camps can help your contest flying. He will share tips about how to find aerobatic coaches and camps, and also what to expect from them.</i></p>			
4/22/20	12 p.m. CDT	Flying Clubs - Growing Participation in Aviation	David Leiting, Chapter Field Representative II
<p><i>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 chapter office will help you learn the ins and outs of forming a separate nonprofit flying club at your local airport!</i></p>			
4/22/20	7 p.m. CDT	Five Weather Planning Tips to Get Ready for Summertime Flying Qualifies for FAA WINGS credit.	Scott Dennstaedt
<p><i>As airframe icing advisories morph into advisories for thunderstorms, it's time to brush off the wintertime rust and focus on the threat of deep, moist convection. In this webinar, you will learn five tips on how to better prepare yourself when convection threatens your proposed route of flight. We'll cover long, and short-range flight planning for convection as well as tips on how to minimize your exposure to dangerous convective turbulence.</i></p>			
4/29/20	7 p.m. CDT	Float Flying: Freedom to Explore Qualifies for FAA WINGS credit.	Amy Gesch
<p><i>Amy Gesch from Wipaire, Inc. will present on what it takes to get a seaplane rating, how it can benefit you, and what you can do with it. Learn about different types of seaplanes and seaplane flying, plus tips on what to look for in buying your first seaplane. Come on in; the water's fine!</i></p>			

Fly-Out to Monument, Oregon on March 21



Airport distance calculator

From [KBDN](#)- Bend Municipal Airport
To 12S- Monument Municipal Airport

87.8 nautical miles ENE
Initial true course: 059



More photos here: <https://photos.app.goo.gl/YiQxoTsLLtemtveb8>

Building Progress on the Glastar Project



Small composite work for an inspection hole



It will fit here in this inspection hole



ABS parts being shaped and fitted on control surfaces



Assembly of additional components in the tail section



Adjustment of flap tracks and cables



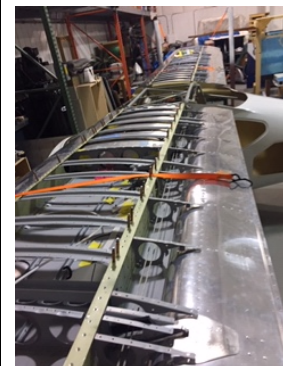
Adjustment of cable length



A-MAZING cables



Completed strut



Adjustment of flap range



Fitting of tail cone



Rear view of the Glastar

The Builder's Group is temporarily shut down as a group activity.

Individuals may work on the Glastar by following the plans and if the hangar is open.

Guidance for Chapter Meetings and Events Regarding COVID-19

From EAA National, March 19, 2020



A number of EAA chapters have contacted headquarters regarding guidance, options, and cautions regarding chapter meetings and events, including Young Eagles rallies, in conjunction with the coronavirus. Here is some guidance for those chapter leaders, as the situation has evolved greatly over the past week and will likely continue to evolve. Communicate with your local public health officials (city, county, etc.). They will have the best overview on the local situation regarding public events. Many states have this week instituted limits on public gatherings. Abide by those state and federal declarations.

Most states have closed schools as a precaution and youth organizations have canceled events for the immediate future. Unless your state is allowing youth activities to take place, EAA recommends postponing those events at this time.

As far as chapter meetings, use common sense. Decide whether to hold the meeting after considering the current restrictions that may be in effect in your area, any risk factors for your chapter, etc.

Any EAA members or chapter officers who do not feel well should not participate in chapter events at this time. Emphasize that the safety and health of all is the primary priority in any decision that is made.

Options for sharing aviation information in place of a regular EAA chapter meeting could include such activities as a phone conference on current chapter activities, inviting chapter members to engage in online activities such as EAA webinars, or even a Facebook Live or other online webcast of a member showing off a current project. Your local chapter has a better gauge on the situation in your community than we at EAA headquarters. We will continue to advise chapters of the latest information we have available.

General health and safety tips

All people should become familiar with the CDC's [suggested health precautions](#), which include:

- Washing your hands for 20 seconds and using alcohol-based hand sanitizer.
- When coughing and sneezing, cover mouth and nose with flexed elbow or tissue – discard tissue immediately into a closed bin.
- Avoid touching your eyes, nose, and mouth with unwashed hands.
- Bring personal hand sanitizer and wipes with you to all public places.
- Stay home if you have a fever or feel unwell, or if local health authorities have mandated any specific actions as part of a public health emergency.

Updated cancellation list — EAA events

Along with the closure of the EAA Aviation Museum, there are a number of scheduled EAA events in Oshkosh and elsewhere that have been affected by COVID-19 outbreaks and associated governmental action. Among the EAA cancellations thus far are:

- All Ford Tri-Motor, B-17, and B-25 flight experiences through May 17
- SportAir Workshops in Oshkosh – March 31-April 1 and April 18-19
- Chapter Leadership Academy in Oshkosh – April 17-19

SHARE FACTS ABOUT COVID-19

Know the facts about coronavirus disease 2019 (COVID-19) and help stop the spread of rumors.

**FACT
1**

Diseases can make anyone sick regardless of their race or ethnicity.

Fear and anxiety about COVID-19 can cause people to avoid or reject others even though they are not at risk for spreading the virus.

**FACT
2**

For most people, the immediate risk of becoming seriously ill from the virus that causes COVID-19 is thought to be low.

Older adults and people of any age who have serious underlying medical conditions may be at higher risk for more serious complications from COVID-19.

**FACT
3**

Someone who has completed quarantine or has been released from isolation does not pose a risk of infection to other people.

For up-to-date information, visit CDC's coronavirus disease 2019 web page.



CS11546-A 01/10/2020

**FACT
4**

There are simple things you can do to help keep yourself and others healthy.

- Wash your hands often with soap and water for at least 20 seconds, especially after blowing your nose, coughing, or sneezing; going to the bathroom; and before eating or preparing food.
- Avoid touching your eyes, nose, and mouth with unwashed hands.
- Stay home when you are sick.
- Cover your cough or sneeze with a tissue, then throw the tissue in the trash.

**FACT
5**

You can help stop COVID-19 by knowing the signs and symptoms:

- Fever
- Cough
- Shortness of breath

Seek medical advice if you

- Develop symptoms


AND

- Have been in close contact with a person known to have COVID-19 or if you live in or have recently been in an area with ongoing spread of COVID-19.

[cdc.gov/COVID-19](https://www.cdc.gov/COVID-19)

<https://www.cdc.gov/coronavirus/2019-ncov/symptoms-testing/share-facts.html>

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**STAY
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