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EDCO Honors Roger Lee's 22 Years of Leadership

Welcomes Interim CEO Jon Stark



(L-R) JON STARK AND ROGER LEE | PHOTO COURTESY OF EDCO

by KRISTINE THOMAS — CBN Feature Writer

Rainier Precision owner Jeff DeRoux describes the transitions at Economic Development for Central Oregon (EDCO) as a time to be thankful and excited.

On November 17, EDCO's Board of Directors announced CEO Roger Lee had resigned after serving for 22 years. Lee has accepted a job with Summit Bank, where he will serve as a commercial loan officer and relationship manager. He will remain CEO until December 10.

The board appointed Jon Stark as the interim CEO, beginning January 3, 2022. Stark has been with EDCO and Redmond Economic Development Inc. (REDI) for 13 years, most recently as REDI senior director.

"First and foremost, all of us are thankful for the hard work and effort Roger Lee has put into the business community in Central Oregon," DeRoux said. "Roger's legacy will continue to benefit the region for many decades to come."

DeRoux said EDCO is a unique and special organization, that as a business owner, he can't help but feel supported by what EDCO offers to the community. Now in its 40th year, EDCO is a nonprofit corporation supported by private and public members and stakeholders, whose mission is to create middle-class jobs in Central Oregon by recruiting new employers to move to the region; helping entrepreneurs start new, scalable businesses; and working with businesses that are already here to grow their operations.

DeRoux worked with Stark to relocate his business from Seattle, Washington, to Redmond in November of 2020.

"Jon's approach and enthusiasm for businesses here is second to none," DeRoux said. "Jon will not only thrive in his new role as CEO, he also will help lead EDCO into the future."

EDCO's Executive Committee plans to search for a permanent CEO in 2022, estimating it could take six months to a year to find a replacement.

Carolyn Eagan is the president of

Aviation Industry Climbs to New Heights in Central Oregon

Diversity Ranges from Hi-Tech Jet Production to Avionics & Flight Training

by SIMON MATHER — CBN Feature Writer

Aviation occupies an important space as a primary industry cluster in Central Oregon, with a number of high-flyers continuing to excel in everything from high-performance composite aircraft production to avionics systems, parts and service and in demand top-flight training programs.

Targeted and nurtured as a clean, well-paying niche by economic development leaders, the High Desert's abundant clear skies and availability of technical expertise has seen the sector find a welcoming base locally and chart an increasingly successful upward trajectory.

But some challenging headwinds have appeared more recently, not least due to repercussions of the coronavirus outbreak, an increase in land prices and development costs in Bend and Redmond and the ongoing shortage of qualified pilots.

On the aviator front, a lack of pilots relative to demand existed even before COVID-19, but the pandemic only made the problem worse, with widespread layoffs and many senior airline captains taking advantage of retirement package incentives to exit the field.



REDMOND-BASED STRATOS AIRCRAFT'S 716X HI-TECH SINGLE-ENGINE COMPOSITE JET WHICH CAN CRUISE AT ALTITUDES OF 41,000 FEET | PHOTO COURTESY OF STRATOS AIRCRAFT

Exacerbating the issue, recalling pilots is more complex than other work groups due to strict regulatory currency requirements and medical assessments. After months away from the cockpit, pilots must complete recurrent training in their aircraft — or new training if shifting to a different type.

During 2020, COVID-19 undoubtedly decimated the airline industry but earlier this year, as vaccinations ramped up, air travel — especially in the U.S. — returned with a vengeance. Passenger traffic continues to climb dramatically, as customers

COCC Aviation Program Puts Students on Faster Track to Piloting

by RONNI WILDE — CBN Reporter

For students dreaming of soaring through the heavenlies while piloting an aircraft, the Central Oregon Community College (COCC) Aviation Program offers an excellent way to achieve that goal.

"We have a degree-seeking program that in the end yields a professional pilot armed with a two-year aeronautical science degree," says Karl Baldessari, director of the program. "The number of certifications and flight hours vary, but if a student comes to us with the goal of becoming a commercial helicopter or airplane pilot, they can walk away with a two-year degree, a minimum of five FAA certifications and either 200 or 300 flight hours depending upon whether they are a helicopter or airplane pilot."

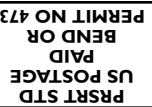
Upon graduation, the aviation students can also become flight instructors for the COCC program. "We don't guarantee employment, but we encourage students to apply to be flight instructors for us," says Baldessari. "Most of our instructors are graduates: Approximately 80 percent of them are from our pool of graduates."

Carl Manning, who is nearing completion of COCC's helicopter degree, is one such student instructor. Manning has just one lab left to complete before graduating with his associate degree and has been hired by the college as a flight instructor for the helicopter program. "They are really thorough at the college, and the flight school they partner with (Leading Edge Flight Academy) is really good,"



CARL MANNING IN A HELICOPTER COCKPIT WITH AN INSTRUCTOR | PHOTO COURTESY OF CARL MANNING

he says. "I feel like I have gotten through fairly quickly for someone with my experience." His previous experience with helicopters, he says, involves being transported in them — and sometimes jumping out of them — while serving as an infantryman for the U.S. Army. "I finished my active-duty service obligation in 2018 and didn't really think I was cut out for going to college, so I had to think about what I was





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INSIDE
THIS ISSUE

Business & Industry 2

Hot News 3

City Desk 4

Central Oregon
Law Firms 12

Aviation 14

Security Services 24

Money & Investment..... 25

Who’s Who 26

Businesses Serving Community... 27

Healthy Communities..... 28

Business Calendar 31

Permits 31



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RECENT TRANSACTIONS

Compass Commercial Real Estate Services brokers **Peter May, CCIM** and **Dan Kemp, CCIM** represented the seller, **Early Bronco, LLC**, in the sale of a 103.37-acre parcel located on Hamby Road and Highway 20 in Bend. The large parcel sold for \$3,500,000.

Brokers **Graham Dent, Jay Lyons, SIOR, CCIM** and **Grant Schultz** with **Compass Commercial Real Estate Services** represented the seller, **La Crosse Schaefer, LLC**, in the sale of 2535 NE Studio Road in Bend. The property sold for \$2,212,500 and included three buildings on 2.73 acres.

Compass Commercial Real Estate Services brokers **Graham Dent** and **Luke Ross** represented the seller, **1105 SE Centennial Street, LLC**, in the sale of a 9,700 SF industrial building on 0.58 acres.

Continued on Page 30 ►

New Community Assistance Grant Program
to Support Community Recovery
Nuevo Programa de Subvenciones de Asistencia Comunitaria
para apoyar la recuperación comunitaria

The City is launching a new Community Assistance Grant Program to help qualifying nonprofit organizations recover from the COVID-19 pandemic. The program will assist nonprofits that provide services to individual members of the community who were negatively impacted by the COVID-19 pandemic, especially those individuals who were disproportionately impacted. The Program will initially be funded with \$200,000 in American Rescue Plan Act (ARPA) funds.

Community members disproportionately impacted by COVID-19 include racial and ethnic minorities, low-income households and socially

Continued on Page 30 ►

Bend Music Venue to be Renamed
Hayden Homes Amphitheater

Live Nation recently announced that local area partner Hayden Homes will be the new name-in-title sponsor of the popular venue formerly known as the Les Schwab Amphitheater. This announcement serves as a logical step forward in the amphitheater's continued progression as a pillar of Bend's Old Mill District by identifying another strong



Continued on Page 30 ►

OSU-Cascades is Oregon's First Public University
to Launch Doctor of Physical Therapy Degree



A DOCTOR OF PHYSICAL THERAPY DEGREE PROGRAM AT OREGON STATE UNIVERSITY – CASCADES – THE FIRST OF ITS KIND AMONG PUBLIC UNIVERSITIES IN OREGON – WELCOMED ITS INITIAL COHORT OF 45 STUDENTS IN FALL 2021. THE DOCTOR OF PHYSICAL THERAPY, OR DPT, PROGRAM IS ANTICIPATED TO PRODUCE CLINICIANS TO ADDRESS THE NEED FOR PHYSICAL THERAPISTS IN OREGON AND ACROSS THE NATION, ESPECIALLY IN RURAL AREAS | PHOTO COURTESY OF OSU-CASCADES

by **CHRISTINE COFFIN — Oregon State University – Cascades**

Oregon State University – Cascades launched the first doctor of physical therapy degree program at a state public university this fall, welcoming an initial cohort of 45 students.

The doctor of physical therapy, or DPT, program is anticipated to produce clinicians to address the need for physical therapists in Oregon and across the nation, especially in rural areas, according to Christine Pollard, a professor and founding director of the DPT program.

"Students will engage in cutting-edge research, as well as with experts practicing in the field, and bring the latest knowledge into their own practices,

as they launch careers that support healthier communities," said Pollard.

Beginning in their first year, DPT students will work with patients in local physical therapy clinics under the supervision of practicing clinicians. Students will engage in 35 weeks of clinical internships during the three-year program, participating in at least one clinical rotation in a rural or underserved community.

During the program, teams of students will also embark on capstone projects in the field focusing on areas including

Continued on Page 30 ►



Expandable Industrial
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This Historic Industrial Building was once a saw mill and has been renovated with new metal siding, doors, roll up doors, bathrooms, electrical, drainage swales, drywell and new asphalt paving was just completed!!! The existing 17,000 sq ft building only covers 17.5% of the 2.23 acre parcel with frontage on two streets. City Code allows up to 80% lot coverage with 50' high buildings. There are currently 7 leasable units and ample room to build 30,000 to 40,000 sq ft of new buildings with room for parking! Call Gary for a complete brochure.

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KEY PROPERTIES



CENTRAL OREGON

◆ The Council on Aging of Central Oregon, the tri-county nonprofit that helps keep seniors fed, safe and connected, announced that Senator Ron Wyden visited their Bend office for an informal town hall with local seniors.

Attendees had the chance to ask the Senator about their most pressing issues, which included pharmacy access challenges, escalating drug prices, long-term care services and why basic Medicare still does not include dental, vision and hearing coverage.

Many of the challenges our Central Oregon seniors are facing involve critical services that are not currently covered by Medicare, as well as the ever-escalating cost of prescription drugs. Senator Wyden views Medicare as the backbone of the American healthcare system. He shared the ways in which he has been working hard to improve the program to better meet the needs of older Americans with multiple chronic illnesses; to reduce the high out-of-pocket costs for prescription drugs and other services that can shred family budgets; and to lower costs for seniors and taxpayers

by eliminating fraud and waste. It was a wide-ranging conversation.

Susan Rotella, Council on Aging’s executive director, commented, “Senator Wyden continues to demonstrate his commitment to Oregon seniors and has a proven track record of getting bills passed to meet the needs of this fastest-growing population segment. We were honored to have the opportunity to ask Senator Wyden our questions and

hear how he is leading various efforts in the Senate to fix the most pressing problems facing today’s seniors.”

“I have focused on senior issues my entire career in both the Senate and the House, and I am very committed to addressing the gaps in our Medicare system and helping reduce drug prices in order to help provide seniors with the health care they deserve,” stated Senator Wyden.

FROM THE LEGISLATIVE DESK...

WASHINGTON, D.C.

◆ U.S. Senators Ron Wyden and Jeff Merkley recently sent to the White House the names of three finalists to be the next U.S. Attorney for Oregon.

The three finalists were chosen after review by a selection committee assembled by Wyden and Merkley. Following interviews with seven applicants for the job and soliciting public input, each committee member ranked the candidates. The three highest-ranked candidates from the cumulative rankings for the U.S. Attorney for Oregon post, listed in alphabetical order, are as follows:

- Craig Gabriel — Assistant United States Attorney and Chief of the Criminal Division, U.S. Attorney’s Office for the District of Oregon
- Vivek Kothari — Associate at Markowitz Herbold and former Assistant United States Attorney, U.S. Attorney’s Office for the Northern District of Georgia
- Natalie Wight — Assistant United States Attorney and Deputy Chief of the Organized and Violent Crime

Section, U.S. Attorney’s Office for the District of Oregon

Wyden and Merkley thank both the committee for its service and the members of the public who offered input on the applicants.

“We’re gratified that the selection committee has identified these three very qualified candidates for the White House’s consideration to this important post,” Wyden and Merkley said. “We’re confident that Oregonians would be well-served by having any one of these three candidates as our state’s U.S. Attorney, and we stand ready to advance President Biden’s ultimate choice through the confirmation process.”

In their communication with the White House forwarding the three finalists, Wyden and Merkley noted they are neither endorsing or implying support for any particular nomination.

The previous U.S. Attorney for Oregon was Billy Williams, who announced his departure from the post as the state’s chief federal law enforcement official in February 2021. Scott Erik Asphaug has been serving as Acting U.S. Attorney.



SENATOR WYDEN IN CONVERSATION WITH CENTRAL OREGON SENIORS AT THE COUNCIL ON AGING OFFICE IN BEND | PHOTO COURTESY OF COUNCIL ON AGING OF CENTRAL OREGON

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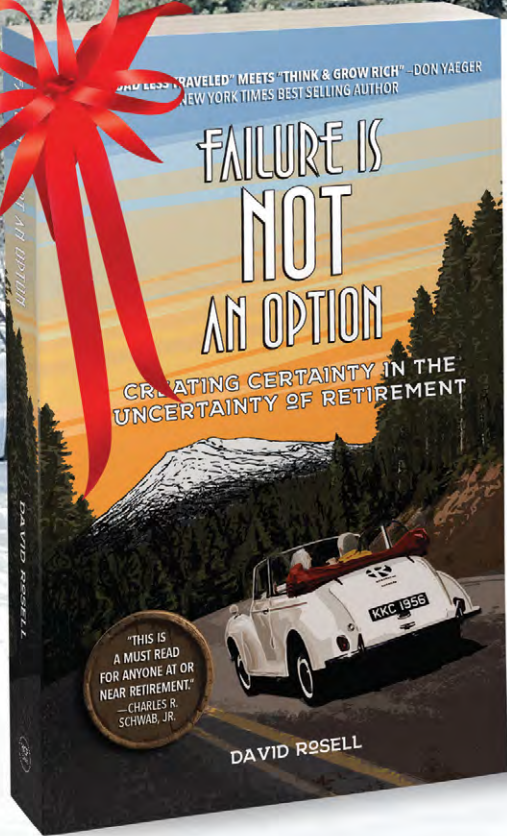


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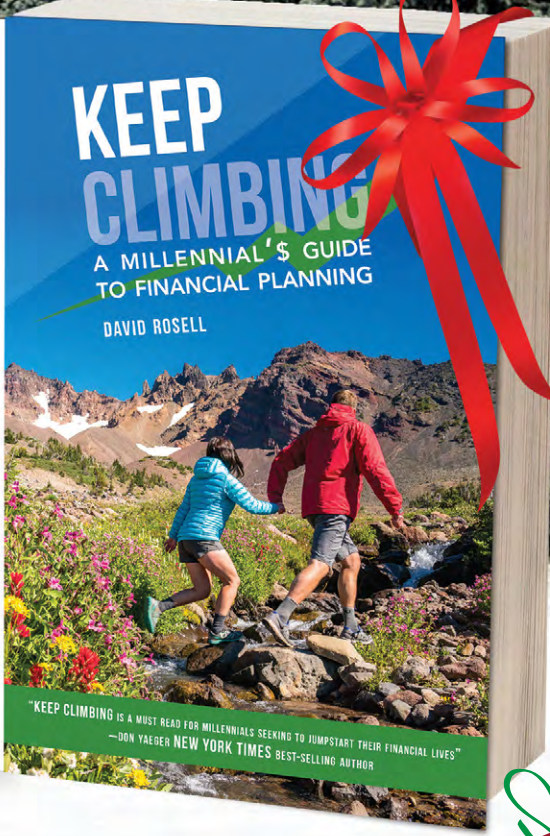
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Continued from page 1

EDCO's Board of Directors and the City of Bend's Recovery Strategy and Impact officer. She said EDCO is fortunate to have an outstanding economic developer leader in line to follow a legendary one. "It will be a smooth transition from Roger to Jon leading ECDO's team," Eagan said. "It's rare to have an economic development leader serve for 22 years."

Eagan is excited Stark has accepted the role as interim CEO and looks forward to seeing where he will lead EDCO. "His 13 years of successes in Redmond and serving REDI have absolutely prepared him for a larger role in the region."

Eagan shared Oregon Economic Development Association has recognized both Lee and Stark as Economic Development Leaders of the Year. Lee has received multiple awards and accolades for his work, most recently named the 2021 Oregon Economic Development Leader of the Year by OEDA, while EDCO has grown to be the largest private economic development organization in Oregon. "EDCO and the region would not be where it's at without Roger Lee's contributions to the organization for the past two decades," Eagan shared. "We thank Roger for all of his insight, dedication and leadership during that time."

Roger Lee

Reflecting on his 22 years as EDCO's CEO, Lee shared it was amazing to watch Central Oregon's traded-sector businesses grow from 250 to almost 1,000 businesses, and watching ten industries build a diverse foundation, instead of the region relying on tourism and construction, historically.

Lee said there were several factors leading him to make the decision to resign as EDCO's CEO. "It's time for me to learn something new and time for EDCO to have a new leader," Lee said, adding he's worked for nonprofits for most of his career and is eager to do something different.

Lee leaves EDCO in a solid leadership and financial position, allowing the EDCO team to focus on the work needing to be achieved to provide support to businesses looking to grow, start or relocate in Central Oregon. "At the end of the day, EDCO exists to benefit the citizens of Central Oregon," he said.

Lee said economic development is a team sport, adding he's one member of EDCO's team of high-achieving professionals. He's confident EDCO's staff and its 45 board members will continue the nonprofit organization's success. "Jon will be a great quarterback for the team," Lee said. "He is an economic developer, and he understands business development. He's also really good at coaching and managing people."

Lee shared EDCO has been good to him and his family for many years, and he's honored to have had the rare chance to make what he's hopeful will be a lasting contribution to Central Oregon's business community. "I'm excited about the future impact EDCO will continue to have in the region, for Jon's very capable leadership in the interim and the opportunity for a career change with Summit Bank."

Jon Stark

Stark is honored and excited to have the opportunity to serve EDCO's exceptional team, its board of directors and the Central Oregon business community. "And," he said, "to continue the legacy of Roger Lee's accomplishments while leading the organization into the future by creating jobs, wealth and capital investment across the region. As the interim CEO, I get to pick up the legacy and work closely with EDCO's team and business and community leaders to build the region's future."

He knows several factors including the workforce shortage and supply chain issues could present challenges along the way. “We still don’t know if there will be ripple effects from the pandemic,” he said. “What we do know is we can work together to manage what we can, and our economy is still showing strong signs of companies wanting to invest in Central Oregon.”

Under Stark's leadership, Redmond's economy has seen rapid employment growth, including more than 80 percent growth in manufacturing jobs in the past decade. "I've had great success in developing talent; helping people reach their greatest potential by empowering them and making sure they have the tools they need to be successful," Stark said.

DeRoux said Stark connected the dots and helped his 61-year-old company overcome the challenges it faced finding adequate real estate when there were plenty of large parcels, but none that fit his budget. “Jon connected me with a private landowner, we purchased a one-acre lot — it was the easiest real estate transaction I have ever been a part of,” DeRoux said. “Jon has the connections here to get these types of deals done. He connects you with the right people, and you move forward.”

DeRoux describes Stark's leadership style to that of a coach of a large team of resources helping businesses succeed in Central Oregon. "When I first called Jon to learn more about Central Oregon business opportunities, I felt relieved after speaking with him. He provided so much insight, and listened carefully to our challenges," DeRoux said. "I had the answers I needed after speaking with him."

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New Owners of Just Chillin Frozen Yogurt Want to Create a Family-Friendly Environment

by ANDREA HINE

While we felt Just Chillin’ Frozen Yogurt presented a viable financial opportunity, the compelling factor for both of us in deciding to buy the business was the opportunity to help the community’s youth,” said its new owners Fabian Clark and Ivan Juliao. “There’s not a lot for young people to do in La Pine.”

The decidedly non-capitalistic sentiment voiced by the two men (who are also in-laws) makes sense as they explained their backgrounds. Clark is a long-time volunteer with kids, and serves on the board of Saving Grace, a Bend-based nonprofit that works to “build life free from violence,” according to its website. He also founded Camp Eagle Cap seven years ago, a faith-based organization that offers one-week wilderness camps in the Willamette mountains of Eastern Oregon for at-risk kids ages 10-12, as well as ongoing mentoring.

Juliao, who shares Clark’s commitment to helping youth, explained that within 90 minutes of seeing the for-sale site, “I began to envision making Just Chillin a safe place where kids can hang out, perhaps do their schoolwork and spend time with their friends. Our goal is to create a family-friendly environment, where people can relax and dine together.” In their personal lives, not surprisingly, they readily admit that “for us, it’s all about family.”

A financial advisor for many years, Clark said, “I’ve always been a business guy” — while Juliao, an accountant who has lived in La Pine for about 18 months, “likes exploring the outdoors, meeting new people, and (no surprise here) — eating frozen yogurt. It’s a product I enjoy, and would enjoy selling,” he explained.

The co-owners will be upgrading the shop’s primary attraction, and serving Cuppa Yo Frozen Yogurt, a premium brand with several existing Bend locations and rotating flavors that include Luck O’ the Irish Mint, Strawberry Lemonade Sorbet and Newberry’s Cappuccino; standards such as Country Vanilla and Chocolate Classic; and seasonal favorites such as Pumpkin Pie and Eggnog.

Just Chillin’s extensive drink selections, both warm and cold, will remain on the menu, as will doughnuts. But in terms of other choices, “we’re still trying to learn what makes sense, based on what the community wants,” agreed the partners. (The shop’s current employees will be retained.)

Contemplating current and future competition (such as Badlands Distillery that sells espresso drinks), Juliao and Clark were adamant that “we welcome other local dining options, and the chance to work with other business owners to attract more people to La Pine. The health of the community is directly related to the success of its businesses.”

Facebook.com/Just-Chillin-Frozen-Yogurt



(L-R) FABIAN CLARK AND IVAN JULIAO ENVISION MAKING JUST CHILLIN A SAFE PLACE WHERE KIDS CAN HANG OUT | PHOTO COURTESY OF ANDREA HINE

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KEY PROPERTIES

Focus on Energy is Helping Goodwill Put More Oregonians to Work

As Oregon businesses work to counter the continued effects of the ongoing pandemic, incorporating a larger energy strategy could pay off substantially in the long-term — and there's free help to make that happen.

Organizations across the state are together saving millions and cutting emissions thanks to their work with a program that provides free energy coaches and cash incentives for more efficient equipment and materials.

These businesses are participating in Energy Trust of Oregon's Strategic Energy Management (SEM). SEM begins with a full audit of the organization's energy use. The SEM then team works with employees to develop the best strategies to save, year after year. Over the years, SEM has served organizations of many sizes including Intel and Nike. In 2016, Goodwill Industries of the Columbia Willamette (GICW) became one of the state's first small businesses to join the energy saving program.

Leading the way for other smaller businesses to benefit from energy education, GICW has saved more than \$373,000 on utility costs over the last five years, saving \$160,000 last year alone. The savings means more money to put toward Goodwill's mission of helping more Oregonians find and keep quality jobs.

Some of the ways Goodwill has saved include

- Developing new protocol for employees on when to open and close bay doors at donation sites (this alone saved 12 percent in energy use.)
- Utilizing 'heat maps' from their electric companies which show when exactly energy use spikes in their facilities — allowing them to track down any energy-wasting equipment

- Upgrading building control systems which better regulate temperature and allow Goodwill to closely monitor energy use across their facilities
- Installing new, energy-saving LED lighting

The organization is also working to educate its 2,300 employees on the benefits of energy efficiency through, among other means, newsletters, informational dashboards and in-store radio announcements. Employees leave with a better understanding of how energy saving at home not only saves money but makes their spaces more comfortable.

Thirty-eight of Goodwill's stores — including the stores in Bend and Redmond — are enrolled in SEM.

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Leaders, Are You Ready to Close Out 2021?

by ANN GOLDEN EGLÉ, MCC

Not so fast. Each December brings about a variety of conflicting business mindsets, each of which is important to recognize and explore.

You have likely set 2022 goals and projections by now. As you enthusiastically anticipate great things for your business this coming year, you may also feel defeated by goals that were not accomplished over the past eleven months. Look for the learning.

You may be pushing back feelings of disappointment that the recovery from the pandemic didn't happen as quickly or easily as you had hoped. Along with the joy of your many accomplishments, you may be disappointed in yourself or certain members of your team for not having advanced enough to your expectations. Look for the learning. What held you or them back?

As all you great leaders are also human beings, there are also your personal experiences to explore and learn from. You may have had many enjoyments such as adding new friends or family members; having set and mastered your personal goals; finally purchasing and actually using your Peloton bike.

Blended in with your personal 2021 experiences may be a sense of loss. You or someone close to you may have suffered an illness or injury. Many of us have lost someone important to us this past year. There is huge learning from each of these experiences, happy or sad.

There's wisdom in slowing down to list, explore and learn. Moving too quickly into the new year we may miss the many valuable lessons that each month of 2021 has taught you.

Entrepreneurs and business leaders are typically more likely to spend time planning their future than evaluating the past. Yet, how can you fix something when you don't know it's broken? How will you celebrate achievements when you don't realize how significant they are to your overall success? Taking time to conduct a year-end review of your business will ensure that you won't begin your new year with the same troubled systems, processes and problems.

I can assure you that I, along with most of my clients, choose not to relive painful experiences of the past. However, if we don't stop long enough to delve a little deeper, we miss the valuable lessons. So where do you begin?

One of the first questions I ask clients during sessions is simple: "What have you learned since last we met?" Once they get in the rhythm of knowing this question is coming, their answers flow easily.

There's always something to learn, week-by-week, month-by-month and now we're looking at the larger picture of year-by-year. Unless you pause and process your significant experiences, your learning evaporates. Thus, you find



yourself in the same sticky situations, attracting the wrong people onto your teams or making mistakes that feel all too familiar to you.

This learning begins with you, my fearless leaders. The time you take to work through this process pays long-term dividends beyond your imagination. You can make this a quick and easy process by looking at your year as a whole. Simply ask: "What went right?" "What went wrong?" "What needs to change?" And go from there.

Or you can get more specific with detailed questions. For example, look at each month with the shifting government regulations and economic conditions. What staffing or other changes did you make that proved successful? What didn't work so well? What employee feedback helps you decide what to keep, modify or eliminate. Listen to your clients, customers and employees.

Or you can segment your business out into functions. What successes or failures did you experience in your marketing, sales, customer service and other departments? Make this a department exercise to analyze what went right, what went wrong and what improvements need to be made.

It's important to not leave out the personal side of your year-end review. I have a list of questions that I'd be happy to share with you for this purpose. One item I find intriguing, beyond the typical need to eat better and exercise more, is the need to deepen relationships outside of work. These are important categories to explore prior to beginning a brand new year.


I've given you many questions and considerations to investigate and learn from as you close out your year. It mostly boils down to what major goals were accomplished, and which were not? What contributed to both results? What are your primary lessons learned? What needs to change or remain the same? Who on your team excelled and who did not? What factors contributed to each scenario?

Leaders, as you and your teams enjoy the Holidays, I implore you to take time out for these important reviews and revelations. It all starts with you, then bring in others for their vital insights, feedback and suggestions. May each of you close out 2021 on a high note with this newfound knowledge. Your very Happy New Year is right around the corner. Enjoy.

Executive and Leadership Coach Ann Golden Eglé, MCC, has steered highly successful individuals to greater levels of success since 1998. Ann is President of Golden Visions & Associates, LLC, can be reached at 541-385-8887, ann@gvasuccess.com or GVAsuccess.com.

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BECAUSE OUR COMMUNITY NEEDS US NOW MORE THAN EVER




We're nurturing wellbeing & creating ripple effects that help our community members live better lives.

38% of Central Oregon households were living on the edge, or were already living below, the federal poverty level before COVID-19.

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Our Mission: Consistently provide client experiences focused on what they value most.

Faceout Studio Celebrates 25 Years with Release of Wooden Toy Bookmobile



PHOTO | COURTESY OF FACEOUT STUDIO

Faceout Studio is celebrating its 25th anniversary this fall by releasing a special edition wooden toy bookmobile, a collaboration with the amazing team at Candylab, New York. “It has been an honor to work with publishers and authors all these years,” says principal Torrey Sharp. “Our purpose is to illuminate stories and ideas with meaningful and beautiful visual expression. But our role doesn’t exist without amazing writers and avid readers. We wanted to celebrate books and reading this special year.”

Last year during the COVID pandemic, Faceout Studio approached Candylab with the idea of converting its school bus toy to a book-mobile. They enthusiastically agreed. Faceout provided the art and Candylab hand produced the solid beech wood toys featuring the slogans, Books are for Everyone and

Read More Books! The bookmobiles can be purchased at faceoutstore.com. “We only produced 250. Get your order in quick so we can ensure they arrive before Christmas,” says Sharp.

Faceout Studio has designed well over 10,000 books since its founding in 1996. It works with hundreds of the world’s top media companies, mid-size publishers, university presses and individual authors. Over the years their work has been recognized by Communication Arts, the AIGA, *Print* magazine, *Eye* magazine, Graphis, CMYK, Graphic Design: USA, ECPA, The Chicago Book Clinic, the New York Book Show, the AUP and the American Advertising Federation.

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Bend's Longest-serving Solar Contractor Completes Construction of New Solar-powered Headquarters in Bend's Central District

Long-time Bend-based solar electric company Sunlight Solar Energy (SSE) laid down a marker with the completion of their new net-zero energy headquarters at 150 NE Hawthorne in the Bend Central District.

"Sunlight Solar has an interest in seeing the Bend Central District flourish and is proud to be a new partner in this growing area," said Paul Israel, president of Sunlight Solar Energy. "The building showcases what energy-efficient commercial construction should be. Oftentimes, the commercial building sector is behind the residential building sector in energy-efficient design. This is how buildings should and be built."

Property developer and owner of the neighboring commercial lot, Kurt Petrich of Petrich Properties, added, "The Sunlight Solar name has been an undisputed leader in energy development. All of Bend needs more net-zero energy commercial buildings."

The 14,000-square-foot, two-story building will serve as the company's home, and also houses Bend Central Co-Working, a co-working space that is primarily for Green and Progressive Businesses. New tenants are Kôr, which builds affordable homes to net-zero energy; Oregon Wild, which works to protect and restore Oregon's wildlands, wildlife and waters; and the Great Basin Institute, a field studies organization that promotes environmental research, education and conservation.

The building is powered by 40,000 watts of Tesla Solarroof, which are estimated to produce 100 percent of the yearly electricity used by the building. The energy-efficient design will surpass state energy codes and be built to net-zero guidelines. There will be multiple Electric Vehicle charging spaces. "EV's are the present, not the future," said Robert Johnson, Sunlight Solar's Oregon Signing Supervisor. "Located in Bend's Central District, we will encourage biking and walking for employees."

Based on the National walkscore.com website, the site has "75 or Very Walkable" and "85 Very Bikeable" Scores. "I have always loved that area. It is



PHOTO | COURTESY OF SUNLIGHT SOLAR ENERGY

the nexus between the east and west sides of town and has easy access to downtown Bend," said Israel.

Grown in Bend, SSE is a solar electric, EV charging and battery backup design and installation company with five offices nationwide.

For more information, contact Paul Israel at paul@sunlightsolar.com or 860-617-6527.

sunlightsolar.com



Along with providing a comprehensive list of Central Oregon Commercial Contractors, Cascade Business News will feature **TOP PROJECTS COMPLETED in 2021** in our December 15 issue!

DEADLINE TO SUBMIT TOP PROJECTS IS DECEMBER 1

Contact Jeff Martin at 541-388-5665 or jeff@cascadebusnews.com



Central Oregon Law Firms *(Listed Alphabetically)*

Company / Address	Phone	Fax	WebSite/Email	Contact	Staff	CO Year Est.	Services
Albertazzi Law Firm 296 SW Columbia St., Ste. B Bend, OR 97702	541-317-0231	541-385-3106	www.albertazzilaw.com info@albertazzilaw.com	Anthony Albertazzi	7	1996	Consumer bankruptcy, business bankruptcy, family law, criminal law, estate planning, civil litigation, landlord/tenant, asset protection & debt negotiation.
Ambrose Law Group LLC 2900 NW Clearwater Dr., Ste. 320, Bend, OR 97703	541-617-0707	N/A	www.realestateandmortgagelaw.com	Christopher Ambrose	10	1993	Legal services.
Best Best & Krieger LLP (formerly Karnopp Petersen LLP) 360 SW Bond St., Ste. 400 Bend, OR 97702	541-382-3011	541-388-5410	www.bbklaw.com Bethany.Chieffalo@bbklaw.com	Bethany Chieffalo,	32	1935	Business law, corporate finance & securities, creditor's rights, employment law, franchise law, Indian law, intellectual property & licensing, land use & more. (15 attorneys)
Brinich & Bertalan LLP 250 NW Franklin Ave., 101, Bend, OR 97703	541-382-4980	541-382-9060	www.bboregonlaw.com	Ken Brinich, Krstie Hornbeck	6	1988	Business, real estate, civil, patent law, land use, corporate law, wills, probate & consumer law.
Brix Law 15 SW Colorado Ave., Ste. 3 Bend, OR 97702	541-617-1309	N/A	www.brixlaw.com lcooper@brixlaw.com	Laura Craska Cooper	3	2015	Real estate, land use & corporate law, including acquisitions, leasing, equity investment negotiations, financing, construction & design, zoning & permitting, employment & more.
Bryant Emerson, LLP 888 SW Evergreen Ave. Redmond, OR 97756	541-548-2151	541-548-1895	www.redmond-lawyers.com be@redmond-lawyers.com	Steven D. Bryant, Alison M. Emerson	20	1905	Bankruptcy, business, civil litigation, conservatorships & guardianships, corporate, criminal, debt collection, employment law, estate planning & probate, family law & more.
Bryant, Lovlien & Jarvis, PC 591 SW Mill View Way Bend, OR 97702	541-382-4331	541-389-3386	www.bljlawyers.com bljadmin@bljlawyers.com	Melissa Lande	25	1915	General civil trial & appellate litigation, business, corporate, taxation, real estate, land use, water, municipal law, estate planning & family law.
Cosgrave Vergeer Kester LLP 747 SW Mill View Way, Bend, OR 97702	541-585-1035	541-585-1036	www.cosgravelaw.com info@cosgravelaw.com	Jay Richardson, Deanna Franco	56	1934	Business, estate planning & taxation.
Crabtree & Rahmsdorff Defense Services, Inc. 215 NW Greenwood Ave., Ste. 200 Bend, OR 97703	541-389-7723	541-383-7177	info@cdlaw.org	Thomas J. Crabtree	25	1981	Criminal, juvenile.
D'Amore Law Group 750 NW Charbonneau St., Ste. 201, Bend, OR 97701	541-382-2032	N/A	www.damorelaw.com help@damorelaw.com	Tom D'Amore	19	1994	Represents clients in catastrophic injury, wrongful death & complex litigation claims.
De Alicante Law Group, LLC 19570 Amber Meadow Dr., Ste. 140 Bend, OR 97702	541-390-8961	N/A	www.dealicante.com hello@dealicante.com	Tony De Alicante	1	2013	Estate planning, trusts, wills, living trusts, revocable living trusts, power of attorney, living wills, probate & business law.
Donn Harms, Registered Patent Attorney 20475 Outback Ct., Bend, OR 97702	541-678-5209	N/A	www.patentpending.com dharms@patentpending.com	Donn Harms	5	1998	Patents, trademarks, patent searches & trademark searches.
Dwyer Williams Cherkoss Attorneys, PC 1558 SW Nancy Way, Ste. 101, Bend, OR 97702	541-617-0555	541-617-0984	www.roydwyer.com	Tim Williams	19	1982	Personal injury litigation.
EagerLaw PC 62910 OB Riley Rd., Ste. 130, Bend, OR 97703	541-323-9726	N/A	www.eagerlawpc.com Jeff@eagerlawpc.com	Jeff Eager	2	2015	Helping business owners clear legal hurdles so they can focus on their goals.
Fitch & Neary, PC 210 SW Fifth St., Ste. 2 Redmond, OR 97756	541-316-1588	541-316-1943	www.fitchandneary.com info@fitchandneary.com	Sean M. Neary, Andrew Fitch	9	2013	Civil litigation, estate planning, business, real estate, family law, bankruptcy, immigration, wills & trusts, probate, land-use & landlord/tenant.
Francis Hansen & Martin LLP 1148 NW Hill St., Bend, OR 97701	541-389-5010	N/A	www.francishansen.com info@francishansen.com	Theresa Trudeau	17	1993	Business & commercial law, construction, real estate, employment law, wills, trusts & probate.
Hart Wagner LLP 439 SW Umatilla Ave. Redmond, OR 97756	541-548-6044	541-548-6034	www.hartwagner.com glw@hartwagner.com	Gordon Welborn	10	1998	Business & commercial litigation, appellate law, employment litigation, general & product liability, health law, insurance coverage, licensing, board matters & more.
Hawn & Walsh LLC 965 SW Emkay Dr., Bend, OR 97702	541-241-6991	541-382-3328	www.brotherslaw.com	Jennifer L. Coughlin	4	1980	Personal injury, automobile accidents, insurance claims, medical malpractice, insurance coverage/claims.
Hughes Law & The Hughes Companies 747 SW Mill View Way Bend, OR 97702	541-408-9884	541-408-9894	www.mrhugheslaw.com contact@mrhugheslaw.com	Michael Hughes	1	2013	Consulting & legal services specializing in the cannabis & hemp industries. Representing businesses & investors. Business formation & structuring. Licensing & more.
Hurley Re, PC. 747 SW Mill View Way Bend, OR 97702	541-317-5505	541-317-5507	www.hurley-re.com info@hurley-re.com	Michele Huntington-Palmer	8	1994	Wills & Trusts, probate, trust administration, guardianships & conservatorships, long term & Medicare/Medicaid planning, tax planning, estate tax returns, gift tax returns & more.

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Company / Address	Phone	Fax	WebSite/Email	Contact	Staff	CO Year Est.	Services
Jamie L. Gerlitz 155 NW Hawthorne Ave., Ste. 3, Bend, OR 97703	541-389-6964	541-389-6969	jamie@gerlitzlaw.com	Jamie Gerlitz	1	2009	Criminal defense.
Jordan Ramis PC, Attorneys at Law 360 SW Bond St., Ste. 510 Bend, OR 97702	541-550-7900	503-598-7373	www.jordanramis.com steve.shropshire@jordanramis.com	Steve Shropshire	5	1963	N/A
Kollie Law Group PC 40 NW Greenwood Ave., Ste. 100, Bend, OR 97703	541-388-1660	541-383-0610	www.kollielaw.com info@kollielaw.com	Shawn Kollie	8	1992	Criminal defense, DUII, gun rights & personal injury
Krider Law Office 203 N Main St. Prineville, OR 97754	541-447-1830	541-447-1833	www.kriderlaw.com frontdesk@kriderlaw.com	Ellen Krider	3	2011	General practice including domestic relations, real estate litigation, business & estate planning.
Larsson Immigration Group, PC. 243 SW Scalehouse Lp., Ste. 2B, Bend, OR 97702	541-749-2102	541-749-2103	www.america-immigration.com drlarsson@america-immigration.com	Dan R. Larsson	3	1999	Business & family immigration & deportation defense, employer compliance, citizenship & criminal defense consulting.
Lynch Conger McLane, LLP 1567 SW Chandler Ave., Ste. 204 Bend, OR 97702	541-383-5857	541-383-3968	www.lynchconger.com info@lynchconger.com	Kaci Price	13	2016	Legal services.
McCord & Hemphill LLC 65 NW Greeley, Bend, OR 97703	541-388-4434	541-550-2007	www.ourbendlawyer.com staff@ourbendlawyer.com	Michael B. McCord, Brian T. Hemphill	3	2005	Estate planning, probate & trust administration, small business, bankruptcy.
Merrill O'Sullivan, LLP 805 SW Industrial Way, Ste. 5 Bend, OR 97702	541-389-1770	541-389-1777	www.mosattorneys.com lawfirm@mosattorneys.com	Louanne MacKenzie	18	1974	Provides counsel & representation in business transactions, commercial litigation, land use, taxation, real estate transactions, employment law, estate planning & more.
Oliver & Duncan, Attorneys at Law 2622 SW Glacier Pl., Ste. 130, Redmond, OR 97756	541-504-8250	541-504-8287	www.oliverandduncanlaw.com	Donald E. Oliver	2	1997	Domestic relations, wills & trusts, business, civil litigation, personal injury.
Oregon Legacy Law LLC 438 NE Irving Ave. Bend, OR 97701	541-241-6655	N/A	www.elderounsel.com linda@oregonlegacy.com	Linda Ratcliffe	2	2014	Elder law, Medicaid, estate planning, probate.
Paul F. Sumner, PC 185 SW B St., PO Box 16, Madras, OR 97741	541-475-7277	541-475-2857	N/A	Paul F. Sumner	1	1979	General practice, land use, real property, land development, criminal law, adoption, estate planning & trusts.
Peterkin Burgess 222 NW Irving Ave., Bend, OR 97703	541-389-2572	541-389-6298	www.peterkinburgess.com mburgess@peterkinburgess.com	Megan K. Burgess	5	1989	Real estate, commercial litigation, construction & water law.
Resonate IP 115 NW Oregon Ave., Ste. 12 Bend, OR 97703	541-240-8020	N/A	www.resonateip.com dsmith@resonateip.com	Drew Smith	1	2021	Boutique intellectual property firm specializing in all aspects of trademark representation including brand counseling, clearance, prosecution & enforcement.
Schmid Malone LLC 937 NW Newport Ave., Ste. 220 Bend, OR 97703	541-388-1107	541-388-7370	www.schmidmalone.com	Kyle Schmid, Christian Malone	3	2010	Represents individuals & businesses in the areas of civil litigation, criminal defense, real estate, land use, business transactions, employment, tax, nonprofits & more.
Schwabe, Williamson & Wyatt 360 Bond St., Ste. 500 Bend, OR 97702	541-749-4044	541-330-1153	www.schwabe.com tlewis@schwabe.com	Tia Lewis	12	1997	Real estate, land use, condemnation, environmental, forest products, water & agriculture, employment & labor, business formation & transaction, construction & more.
Stahancyk, Kent & Hook PC. 158 NE Greenwood Ave. Bend, OR 97701	541-318-9115	541-318-9116	www.centraloregondivorce.com shana.sellers@stahancyk.com	Jody Stahancyk, Joel J. Kent	30	1998	Family law & estate planning.
Western Environmental Law Center Bend, OR 97702	541-914-9698	N/A	westernlaw.org hardy@westernlaw.org	Pam Hardy	1	2017	We represent organizations & individuals aligned with our mission who are seeking to safeguard the public lands, wildlife & more.
Widmer Mensing Law Group, LLP 339 SW Century Dr., Ste. 201 Bend, OR 97702	541-318-3330	541-382-1030	www.bendlawgroup.com cynthia@bendlawgroup.com	Steve Mensing, Jeffrey Traylor, Patrick Widmer	5	1996	Business transactions & litigation, contracts, collections, bankruptcy, employment, family law & estate planning.
Will Dennis, Attorney at Law 438 NE Irving Ave., Bend, OR 97701	541-388-3877	541-388-3878	www.willdennislaw.com wd@willdennislaw.com	Will Dennis	2	2006	Elder care, medicaid, VA aid & attendance, estate planning, asset protection. Licensed in Oregon & California.

CBN has made every effort to ensure that all information is accurate and up-to-date. We cannot, however, guarantee it. Please contact us immediately if you know that certain information is not correct or you would like to be added to a list, 541-388-5665 or email cbn@cascadebusnews.com.



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Central Oregon Aviation

Continued from page 14

scramble to book flights after governments eased travel restrictions.

Travel numbers are bouncing back in a big way with airports such as Redmond returning towards the previous peak of 2019, when our municipal hub experienced a record number of around one million passengers — in the wake of a 100 percent growth spurt over five years — partly fueled by increasingly handling larger jets thanks to expansion initiatives.

Now that the airline industry is growing again, and coming back to where it previously was, there's not enough people to fill in the workforce gap and after a whirlwind 18 months, operators are competing for aviators, mechanics, technicians and flight attendants.

According to Boeing, 800,000 new pilots will be needed over the next 20 years, partly due to increased international demand, but the path to becoming a professional pilot is somewhat arduous, lengthy and costly.

The U.S. Federal Aviation Administration (FAA) tightened rules as of 2013 to require that commercial pilots have — in addition to their certificate — at least 1,500 hours of flight time before qualifying to fly for passenger or cargo carriers, up from 250 hours. Recurring training and regular medical check-ups are also needed to keep those certificates valid.

Delta has said it plans to hire a thousand pilots by next summer, and some airlines are reportedly offering sign-on and retention bonuses to lure recruits. Partial scholarships and low-interest loans to soften the student financial burden are also becoming more common.

Programs locally such as those provided by Central Oregon Community College (COCC) aim to be part of the solution to this widening vacancy problem. They offer training for students to become professional airline pilots in just two years and aspiring aviators who begin now should be well positioned to take advantage of new job opportunities as the industry recovers.

COCC helicopter students train in Robinson R22, Robinson R44 and Bell 206 series aircraft. Airplane students train in Cessna 172 and Beechcraft Bonanza or Baron Aircraft. Programs are coordinated with Leading Edge Aviation and graduates receive certificates and ratings including: Private Pilot, Commercial Pilot and Certified Flight Instructor certificates; and Instrument and Multi-engine ratings.

With consistently clear weather and flight visibility, plus the added dynamic of high elevation flying, Central Oregon is an ideal learning setting and most COCC graduates become flight instructors, airline pilots or corporate pilots. Others use the degree to advance into management positions within their own companies.

COCC's four unique aviation degree options — airplane, helicopter, unmanned aerial systems (commonly referred to as "UAS" or "drones") and aviation technology and management — offer diverse educational opportunities, each one built around FAA and industry standards and prominent national reputations. Flight simulators and a full range of aircraft at the Bend Airport help students progress quickly, while industry partnerships connect certified pilots with well-paying careers.

Recently named one of the 5,000 fastest-growing companies in the United States by *Inc. Magazine*, Leading Edge Aviation encompasses seven major business segments including helicopter flight training, fixed-wing flight training, avionics, maintenance, helicopter charter, Robinson Helicopter overhaul and Fixed Base Operator (FBO)/fuel services (including those for Redmond and Bend Airports).

In a similar vein, Bend Aircraft Mechanics (BAM) is ramping-up its aircraft rental fleet and advancing flight training programs, while other flight schools include Bend's Specialize Aero Works, Boundless Aviation, which also offers personal aviation, and Prineville Aviation.

In the realm of airplane manufacturing, Central Oregon boasts several companies pushing the envelope in producing unique composite models, driven in part by the rising cost of fuel. Aircraft made from composite materials are lighter and more economical to fly.

The American Composites Manufacturers Association reports that nationally the use of composites in aircraft is growing at a rate of 20 percent annually. Helping accelerate this growth are new categories of light jets and sport aircraft more recently authorized by the FAA.

These new aircraft — such as those produced by Epic Aircraft (*see companion article on page 17*), RDD Enterprises and Stratos Aircraft locally — also feature cutting-edge electronic instrument systems that put enriched flight and navigation control data at a pilot's fingertips. As a result, the new aircraft are smaller, lighter, faster, safer, more cost-effective and easier to fly than in decades past.

Bend Airport-based Epic Aircraft's Type Certification by the FAA has provided a huge economic boost, including creating numerous additional jobs which has seen the company become one of the region's largest private employers as high net-worth individuals, fed up with flying commercial, are increasingly discovering that small jets can get them where they want to go fast, and in style.

For Redmond-based Stratos Aircraft the ultimate goal is to offer a certified 716 single-engine jet, following production of its experimental 716X — which made its first public appearance at the EAA AirVenture 2021 show earlier this year.

Its factory has an array of high-tech composite manufacturing equipment and Stratos Aircraft President and Chief Technology Officer Carsten Sundin said, "Our goal is to lower the cost of owning and operating a jet to turboprop levels," adding that Stratos has the long-term ambition of building the most affordable, certified personal jet aircraft.

As part of an area being hailed as a center of excellence for manufacturing general aviation aircraft, Stratos continues to make major investments in its manufacturing facility, including a computer design center, production-grade composites molds, high-temperature curing oven, full-service machine shop, static test fixtures and flight test hangars.

The 1,500 nautical mile range 716 gets its name from its 0.7 Mach / 402 knot cruise speed, single turbofan engine and six-seat cabin. It will cruise at 41,000 feet, far above most clouds, weather and turbulence.

RDD Enterprises is a premiere aviation research, design and development group with a rich aviation heritage serving the experimental aircraft community. Co-owner David McRae says the company aims to help make dreams come true by providing technologically advanced aircraft systems and world-class support.

As a full-service aviation company, based in Redmond, it has been providing



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TESTED A SMALLER VERSION OF A DRONE MADE BY BEND-BASED UNMANNED AERIAL VEHICLE COMPANY VOLANSI FOR POTENTIAL AUTONOMOUS DELIVERIES TO THE REGULARLY HURRICANE-HIT REMOTE OUTER BANKS ISLAND OF ORACOKE, AS PART OF VOLANSI'S GOAL TO REVOLUTIONIZE THE SUPPLY CHAIN | PHOTO COURTESY OF NCDOT

expert ownership assistance for high-performance personal aircraft (certified and experimental) since 2006.

The company has a reputation for balancing efficient production with creative solutions and customized detail. RDD completed the airframe construction for Airbus' Perlan Project, a multimillion-dollar collaborative effort that is putting "engineless aircraft on the edge of space" (perlanproject.org).

Redmond Airport, which has 350 employees, most of them working for private companies, continues its growth path after the pandemic pause, including building a 42,000-square-foot operations facility to store snow removal and maintenance equipment. In addition, fixed-base operator Leading Edge Jet Center is building a \$6.5 million building, as well as at least one 30,000-square-foot private hangar.

After a new 500-space parking lot and car rental maintenance the next big airport project at Redmond's Roberts Field is to rehabilitate its taxiway through a \$6.5 million initiative, which will wrap up paving projects that have also included runways.

Further out is a proposed terminal expansion, which is expected to break ground in the next three years, expected to cost \$40 million, on top of a \$42 million expansion a decade ago, while the airport is also looking at a 3,000-foot runway extension, toward the Deschutes County Fairgrounds, to open up further destinations to places such as to Hawaii and Mexico. The longer runway would allow planes coming from the East Coast and beyond to land in Redmond.

A runway extension is expected to be another \$40 million project and would need additional federal approval.

Expansion plans are also continuing for the Bend Municipal Airport (KBDN), which caters to the needs of general aviators, hosts two flight training schools and is home to numerous businesses and ever-increasing corporate aviation travel as the third-busiest airport in the state in terms of takeoffs and landings.

The Oregon Department of Aviation classifies it as a Category 2, High Activity Business and General Aviation airport. It has a single 5,260-foot runway and full-length dual parallel taxiways.

In recent years, construction was completed on a separate eight-acre Helicopter Operations Area improving safety and increasing capacity by separating fixed and rotor wing operations.

Bend Airport has proved an attractive site for new development or business expansion, with 60 acres of developable land, 2.6 million square feet of leasable space with runway access, and an additional 500,000 square feet of leasable space associated with the new Helicopter Operations Area.

2022-26 Capital Improvement Programs include runway and parallel taxiway rehabilitation work totaling \$4.35 million.

Employers at the 415-acre airport play a vital role in the region's continued economic growth and diversification. From aircraft manufacturing and design to flight training and charter operations, nearly 500 people are employed, adding up to nearly \$25 million in payroll annually.

Bend Airport creates an impact of about \$174 million into the Central Oregon economy and companies seeking to make significant investment in new operations or expansion may also be eligible for Enterprise Zone tax exemptions.

Much of the growth is indirectly created by the airline pilot shortage, which is driving up the need for pilots who train there, both privately and as part of the Veterans Administration retraining program.

From an even wider perspective, a variety of flight-related companies have honed skills over many decades in the Central Oregon business landscape, including Precise Flight, which continues to thrive in supplying parts to the general aviation community.

Kawak Aviation Technologies, Inc. is a growing aviation technology and innovation culture company based in Bend that has long employed talented staff predominantly engaged in the research, design, development, manufacture, integration and support of technology systems, products and services for the aviation industry in areas such as aerial agriculture and firefighting, throttle quadrants, electric motors and mission power.

CiES, located in Bend, is an aviation system supplier most known for its work with aircraft fuel quantity systems and is the largest-volume producer of such systems for the world's small- and medium-sized aircraft and helicopters.

The company is the recognized leader in the design, development, certification, and manufacture of electronic sensor solutions for original equipment manufacturers, as well as direct-to-market consumer products.

CiES CEO/owner Scott Philiben, who is a lifelong aviation professional and was instrumental in growing the aviation business in Central Oregon, said, "As the world clamors for more pilots, even legacy training aircraft are getting updated cockpits to allow student pilots the opportunity to fly an all-glass cockpit.

"This world-wide demand requires the aircraft to have precise fuel indication for proper glass cockpit operation. To put it mildly, CiES has the only solution.

"Our vision for growth over the next few years is to progressively grow organically from our work in aircraft fuel systems and expand that to marine and

Leading Edge Flight Academy Helps Student Pilots Soar

by **RONNI WILDE** — CBN Reporter

For those wishing to become a pilot as a profession or who simply want to fly for fun, Leading Edge Flight Academy has offered airplane and helicopter training in Central Oregon for more than 16 years. And, new this fall, Leading Edge has just partnered with Meritize lending to provide additional financial options for would-be pilots who need help funding such an education.

“Students enrolled in Leading Edge Flight Academy who need tuition or financial assistance will now have access to an innovative new financing option to pay for their courses, thanks to our partnership with the Meritize platform,” says Courtney Massey, director of Business Development for Leading Edge. Unlike traditional lenders that rely solely on FICO scores and other financial records to determine whether to lend to an individual, she says the Meritize platform considers the full depth of an individual’s academic or military achievements to enhance credit evaluation and potentially improve loan options. “Merit-based financing may provide a significant source of financial and credit assistance for students who are self-financing their pilot certificates,” says Massey, adding that this new finance option comes at a good time. “The Bureau of Labor Statistics projects a 13 percent industry growth for the aviation industry by 2030, further highlighting the extreme need for pilots.”



JESSE PFISTER, A CURRENT LEADING EDGE HELICOPTER STUDENT | PHOTO COURTESY OF JESSE PFISTER

Jesse Pfister, who began his training with Leading Edge this fall, is working on his Private Pilot’s License



THE LEADING EDGE FLEET OF AIRCRAFT | PHOTO COURTESY OF LEADING EDGE FLIGHT ACADEMY

with the goal of launching a career as a helicopter pilot. “My experience with Leading Edge Aviation has been enriching, stimulating and humbling,” he says. “The program offers a high degree of professionalism in its staff and provides a cohesive training environment for its students. Even though I have only been at Leading Edge for a couple of months, I can confidently say that the program is dedicated to providing the best training to its students.” He adds, “The instructors offer quality education, mentorship and they operate with the safety of their students in mind.”

Pfister says flying a helicopter has been one of the more humbling things he has done in his life due to the physical and mental demands of piloting an

Continued on Page 23 ►

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Central Oregon Aviation-Related Companies *(Not including local airports.)*

Company / Address	Phone	Fax	WebSite/Email	Contact	Staff	CO Year Est.	Products/Services
Advanced Aviation Inc. 63336 Powell Butte Hwy. Bend, OR 97701	541-330-5817	541-318-4776	www.advancedaviationinc.com aaron@advancedaviationinc.com	Aaron Brook	2	1994	Experimental aircraft builders assist shop.
Advanced Flight Dynamics of Redmond 701 SE Salmon Ave. Redmond, OR 97756	541-604-2331	N/A	www.advancedflightdynamics.com info@FlyAFD.com	Dani Hebner	4	2015	Specialized flight school teaching upset prevention & recovery training (UPRT), stall/spin, aerobatics & formation training.
Aircraft Rubber Manufacturing (ARM-USA) 1550 NE Kingwood Ave. Redmond, OR 97756	800-433-6524	541-923-6015	www.fuelsafe.com sales@fuelsafe.com	William Hare	30	1988	Fuel cells for race cars, planes & boats. Armored tanks, industrial tanks. Welding & fabrication.
Big Mountain Heli Tours 63132 Powell Butte Rd. Bend, OR 97701	541-668-7670	N/A	www.flycascades.com staff@flycascades.com	Patric Douglas	20	2016	Bend Oregon's premier helicopter tour company. Join us for helicopter wine tastings, weddings, helicopter home search, corporate & golfing events & amazing scenic helicopter flights throughout Central Oregon & beyond. Now with direct FBO charter flight support from Bend & Redmond to major resort hotels in Central Oregon.
Business Air 376 SW Bluff Dr., Ste. 7 Bend, OR 97702	541-323-5494	N/A	www.business-air.com charterbfi@business-air.com	Ginger Peterson	50	2001	Full-service, private aviation company located in Dallas/Fort Worth, Seattle & Bend. We pride ourselves in giving both leisure & business travelers the most convenient place to charter a jet, stop for fuel or hangar an aircraft. All charter aircraft, from our King Airs to medium-sized jets are meticulously maintained & fully equipped & wired with the latest technology.
CIES, Inc. 1375 SE Wilson Ave., Ste. 150 Bend, OR 97702	541-977-1043	N/A	www.ciescorp.net scott.philiben@ciescorp.com	Scott Philiben	14	2010	Digital fuel, oil & glycol senders for aircraft & other high value applications.
Composite Approach 1475 NE Jackpine Ave., Ste. 300 Redmond, OR 97756	541-316-7161	N/A	www.compositeapproach.com info@compositeapproach.com	Brian Harris, Holly Harris	52	2008	Aircraft composites.
CV International 20680 & 20676 Carmen Loop Bend, OR 97702	541-205-0195	541-639-4633	www.cvintl.com info@cvintl.com	Dan Warden	26	1981	50 innovative solutions ranging from nitrogen generators, contaminated fuel detection systems, cryogenic sampling kits, nitrogen servicing carts, jacking systems to custom designed aviation maintenance platforms.
Epic Aircraft 22590 Nelson Rd. Bend, OR 97701	541-318-8849	541-382-5125	www.epicaircraft.com info@epicaircraft.com	Doug King	250	2004	High performance, all carbon fiber, single-engine turboprop aircraft.
Erickson Aero Tanker (Aero Air) 2322 NW Berg Dr. Madras, OR 97741	N/A	N/A	www.aeroair.com	Kevin McCullough	60	1956	Aerial firefighting.
Flight Line Air Conditioning, Inc. 1842 SE First St., Unit B Redmond, OR 97756	541-330-5466	N/A	www.flightlineac.com	John Stream	3	2000	Develops the most highly efficient & effective air conditioning systems available for the light aircraft industry.
Garmin - Bend (PulsedLight, Inc.) Bend, OR 97701	541-639-8842	N/A	www.pulsedlight3d.com sensors@pulsedlight3d.com	N/A	50	2011	Developed a patented, optical proximity & distance measurement technology that can be quickly & inexpensively adapted to a variety of applications, from single beam distance measurement to line scanning & complex 3-D imaging. Technology can yield a tenfold improvement in cost, size or performance over competitive non-contact sensors.
Innoviator LLC 15820 Barclay Dr. Sisters, OR 97759	541-719-1797	N/A	www.innoviator.com sales@innoviator.com	Steve Marsan	12	2014	Aircraft certification, engineering, fabrication, quality & integration services.
Kawak Aviation Technologies 20690 Carmen Lp., Ste. 102 Bend, OR 97702	541-385-5051	541-617-9857	www.kawakaviation.com andrew@kawakaviation.com	Steven Sawyer, Andrew Sawyer, Mike Reightley	34	1993	Aviation company that manufactures & fully supports many mission equipment product lines & is known as an industry leading mission equipment supplier in helicopter firefighting systems, aerial agri-culture, propulsion systems, motion control, flight control products, auxiliary power & precision agricul-ture power systems. Produces auxiliary power systems for aircraft & ground vehicle support including hydraulic & custom electric motor solutions. Complete aerial firefighting systems & product lines for wildfire support & suppression. Aircraft engine control quadrants. Air cargo freighter door control sys-tems & components. Offers a full spectrum of products & disciplines from specialized product lines & engineering services to production & fast track development programs in a global market.
Leading Edge Aviation, Inc. 63048 Powell Butte Rd. Bend, OR 97701	541-383-8825	N/A	www.flyleadingedge.com info@flybend.com	Noma Nelson, Travis Warthen, Brad Fraley	80	1989	Largest flight school in Central Oregon utilizing a growing fleet of Robinson R22s & R44s as well as Bell helicopters for helicopter training & Cessna 172s & Beechcraft Bonanzas & Barons for airplane training. Flight provider for the COCC associates degree program in applied science for aviation & train students from other countries under the M1 visa where they can receive their FAA ratings. Certified Robinson Helicopter sales, service, maintenance & overhaul facility, authorized distributors for most major avionics manufacturers as well as contract work for the forest service & film industry. Operates a USFS & DOI approved charter division assisting with wild land firefighting activities as well as oil & gas exploration & other utility based helicopter flying including tours. Parent company to Leading Edge Jet Center, the leading Fixed Base Operator & fuel provider in Central Oregon, located at Redmond's Roberts Field Airport, servicing all commercial airlines & transient aircraft.
Mountain High Equipment & Supply/ Aerospace Instrumentation Research 2244 SE Airport Way, Ste. 100 Redmond, OR 97756	541-923-4100	541-923-4141	www.mhoxxygen.com sales@mhoxxygen.com	Patrick McLaughlin, Eric Westernen, Brad Stankey	15	1985	Specialized inventory of custom built-in & carry on aviation oxygen systems & support accessories for private pilots, hang gliders, sailplanes & high-altitude adventurers around the globe. Research, design & manufacturer of patented state-of-the-art digital aviation oxygen equipment.
PCC Schlosser 345 NE Hemlock Ave. Redmond, OR 97756	541-548-0766	N/A	www.pccstructurals.com	Keith Colvin	465	1989	A subsidiary of PCC Structural, Inc., headquartered in Portland. They manufacture complex titanium castings for use in the aerospace industry & for the U.S. Military.
Precise Flight, Inc. 63354 Powell Butte Rd. PO Box 7168 Bend, OR 97701	800-547-2558	541-388-1105	www.preciseflight.com karen.conard@preciseflight.com	Brad LeHuquet	24	1980	Supplier of advanced technology to the aviation industry including lighting, oxygen & electromechanical technologies.
Prineville Aviation 4597 SW Airport Rd. Prineville, OR 97754	541-447-1118	N/A	pvavia@prinetime.net	Eldon Nimmo, Peggy Nimmo	2	1998	Aircraft maintenance, flight instruction.

Sky's the Limit for Bend's Epic Aircraft

General Aviation Leader Takes Turboprop Tech to Next Level with New E1000 GX



EPIC AIRCRAFT TEAM | PHOTO COURTESY OF EPIC AIRCRAFT

by **SIMON MATHER** — CBN Feature Writer

Bend general aviation powerhouse Epic Aircraft is setting new standards for next-generation turboprop airplane innovation as the culmination of an often arduous multi-year journey toward regulatory approval that involved an investment of over \$200 million.

Since its founding in 2004 when it launched with an experimental aircraft — the Epic LT, for which it manufactured and sold kits as a first step towards Federal Aviation Administration (FAA) certification — the company has grown to be a major employer in Central Oregon with a workforce which has swelled to around 300.

CEO/President Doug King, a lifelong aviation enthusiast who took the helm in 2010, has resolutely guided the company's certification efforts, resulting in a successful 'Type' certification (as in the approval to manufacture duplicate products under an FAA-approved type design) for the Epic E1000 industry-leading carbon fiber aircraft in November 2019.

Powered by the Pratt & Whitney 1,200-horsepower PT6A-67A engine, the plane delivers impressive cruise speeds over 333 knots, climbs at 4,000 feet per minute and operates up to 34,000 feet, with a maximum payload over 2,200 pounds and a full fuel payload of 1,100 pounds.

Achieving regulatory approval to sanction manufacture of such aircraft involves an exhaustive five-phase process spanning rigorous design and performance assessments. Increasingly stringent FAA regulations for aircraft design along with supply-chain issues were only a few of the issues that added complexity and time to the effort regarding greenlighting Epic's six-place single-engine turboprop.

King said, "We had some opportunities to accelerate the [type-certification] schedule but were unwilling to do so if it compromised performance."

The company originally chose to start marketing the LT experimental version of the turboprop to build capital for the certification effort and had hoped for approval of the E1000 by 2015.

But the process was hampered by a series of delays and if not for the backing of Russian owners S7/Engineering LLC — who took ownership in 2012 — and a boundless passion for the product from the company leadership, the journey might have ended in similarly unceremonious circumstances to other aircraft manufacturers who had to exit Deschutes County, such as Columbia and Cessna — though one upshot was the legacy of a pool of talented composite builders in the area.

Epic persevered as an innovative company that complements its exceptional engineering and technology with a highly personalized approach to doing business and, despite the recent pandemic-related setbacks, operations returned to full capacity and the company ramped up customer deliveries as swiftly as possible.

King said, "The challenges presented by COVID-19 have been unexpected and considerable. But never underestimate the skills and determination of our dedicated staff, who persevered, engineered and improvised in order to keep our production lines moving, so we could deliver planes and meet customer expectations."

"We have an incredible team, and I am honored to work with them."

Epic received advance orders from customers from the US to Canada, Mexico, Central/South America, Europe, Russia and South Africa for E1000's built in its company-owned Bend-Airport based production facilities totaling over 300,000 square feet. The company doubled its composite fabrication capacity, invested heavily in tooling, equipment, curing ovens and refined workflows to accelerate the E1000 production ramp.

When it was officially launched, the

Epic E1000 garnered universal praise, including receiving *Flying Magazine's* 2020 Innovation Award, which recognizes the most innovative product to have reached the general aviation market in the previous year. It was also selected by *Plane & Pilot Magazine* as its 2020 Plane of the Year.

Epic Aircraft won widespread acclaim for redefining the rules of aviation with an artful combination of turbine power, composite technology, advanced avionics — and luxury — packaged in a sleek, all carbon fiber airframe, which caused the industry to sit up and take notice.

Following certification of the E1000, concluding a rigorous seven-year program that established a new industry standard for performance, price and ramp appeal in the personal aircraft marketplace, King hailed it as, "A remarkable accomplishment

Continued on Page 18 ►



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Epic Aircraft
Continued from page 17

for our entire community,” adding, “I want to thank our employees, who have worked so diligently to deliver this exceptional design, as well as our partners, suppliers and customers, who have faithfully supported us each step of the way. It has been a true team effort, along with the fantastic support of the FAA.

“Transitioning the original experimental design into a certified version was the chance to offer a truly compelling product to the industry, a ‘no compromises’ aircraft that customers would really want. And they do.

“Completing the deliveries has been a tremendous milestone for our company and our customers. The E1000 is a remarkable aircraft and seeing the enthusiasm of our owners as they take delivery is extremely gratifying.

“This is the successful culmination of eight years of hard work, extensive investment and a passionate belief in our product.”

Prior to joining Epic Aircraft, King owned several highly successful transaction processing and computer services businesses in Southern California. He was instrumental in revitalizing the operations of Syncro Aircraft in Van Nuys, California, a premier business jet refurbishment center on the west coast that specializes in Gulfstream, Learjet, Hawker, Boeing and Dassault Falcon aircraft.

Initially involved with Epic Aircraft as an LT aircraft owner, King said of the company’s newest upgraded flagship product, “The Epic E1000 GX is an amazing plane. I just went up to Coeur d’Alene. It’s about 280 nautical miles — a pretty short flight.

“But the thing climbs so great. I went ahead and went all the way up to flight level 330 [33,000 feet] on the way up and 340 [34,000 feet] on the way back, sipping fuel at less than 50 gallons an hour and going over 300 knots [345 mph].

“It’s just one of the most efficient machines. It’s a joy to fly. So smooth and quiet.



EPIC AIRCRAFT’S NEW E1000 GX WHICH HAS RECEIVED FAA PRODUCTION CERTIFICATION AND OFFERS AN ADVANCED ATTITUDE AND HEADING REFERENCE SYSTEM (AHRS) THAT IS FULLY INTEGRATED WITH THE FLIGHT DECK

It’s really fantastic, as an aircraft where performance, function and form are the cornerstone of our pilot-driven design process.

“This summer, I actually jumped in one of the airplanes and flew around the world. I had a great trip, bringing some interesting pilots along with me at various stages.

“It was a chance to show off the airplane and go all the way across Russia, and back through Alaska, and down back to Bend. It was a complete lap involving 48 flights and ten countries!

“I’ve made flying part of my business. Whether I was working in software in computers, or doing something in the aviation business, flying airplanes — general aviation — has always been a part of it.

“I still own a Cessna 182 that I let the employees here fly. We have a little flying club and our engineers and technicians love to fly.

“Epic is all about the passion of aviation and the people in it are super passionate about what we do. It’s a fun place.

“It’s all done right here. We build 587 composite parts that make up the airplane and they are all made right here in this building in Bend. It comes in as a roll of fabric at one end and rolls out as an airplane at the other.

“For the future, we’ll keep making improvements and adding features



EPIC AIRCRAFT’S E1000 GX HAS AN INNOVATIVE, ERGONOMICALLY DESIGNED ALL-GLASS FLIGHT DECK FULLY INTEGRATED WITH AN ADVANCED GARMIN AVIONICS SUITE | PHOTOS COURTESY OF EPIC AIRCRAFT

and growing the E1000 GX into more destinations, more features, more benefits and more performance — all of that. So we intend to be at this for a long, long time...”

Epic Aircraft also announced that it is hosting an onsite manufacturing job fair on Saturday, December 4 from 9am to noon at its south campus location at 22550 Nelson Road, near the Bend Airport.

Epic Manufacturing Manager Don Hawkins said, “We’re growing to meet the demand for our industry-leading Epic E1000 GX, and we have a number of exciting opportunities available in our manufacturing division

“Our team members take so much pride in building our planes. This isn’t about punching a time clock, but rather working together to deliver the best airplane in the industry.”

Job seekers can explore a number of entry-level manufacturing positions at the fair, including composite layup, assembly, trim and drill, and paint. Epic Aircraft offers competitive wages, a comprehensive benefits packages, and on-the-job training.

“We have a number of manufacturing positions where we’ll be able to hire on-the-spot at the job fair,” added Epic Recruiting Manager Kelly Strunk. “It’s a great opportunity for anyone interested in a manufacturing job, working within a growing industry and company as well as joining a team of passionate aviation enthusiasts.”

About Epic Aircraft

Epic Aircraft, LLC specializes in the design and manufacture of high performance, all composite, six-seat single-engine, turboprop aircraft. Epic is a privately held, design-driven aviation company that conducts all of its engineering, manufacturing and administrative operations at its Bend headquarters.

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THE SLEEK INTERIOR OF EPIC AIRCRAFT’S E1000 GX PERSONAL JET

Central Oregon Aviation-Related Companies (Not including local airports.)

CONTINUED FROM PAGE 16

Company / Address	Phone	Fax	WebSite/Email	Contact	Staff	CO Year Est.	Products/Services
RDD Enterprises 2244 Airport Way, Ste. 130 Redmond, OR 97756	541-504-0305	N/A	www.rddent.com info@rddent.com	David McRae	13	2006	The LX7 Conversion is RDD’s flagship product. The LX7 provides great speed & useful load capability with modern aerodynamics & handling. RDD also offers custom aircraft paint, aircraft interiors, composite manufacturing, avionics installations & aircraft maintenance & fabrication for discerning high-performance aircraft owners. Follow us on FaceBook @RDDEnterprises.
Samson Sky 915 SW Rimrock Way, Ste. 201-134 Redmond, OR 97756	855-772-6766	N/A	www.samsonsky.com marthab@samsonsky.com	Sam Bousfield	9	2010	Flying sports car, Kit Aircraft; builder assist center.
Snowline Manufacturing 63360 Powell Butte Hwy. Bend, OR 97701	541-617-1107	N/A	www.snowlinemfg.com mikes@snowlinemfg.com	Mike Snow	10	1990	Precision welding & machinery providing a wide variety of structural & non-structural components
Stratos Aircraft 253 SE Franklin St. Redmond, OR 97756	541-330-0714	N/A	www.stratosaircraft.com info@stratosaircraft.com	Carsten Sundin, Kevin Jordan	17	2013	The Stratos 714 is a Very Light Personal Jet (VLPJ).
Tiger Tugs 2895 SW 13th St. Ste. A Redmond, OR 97756	541-585-4041	N/A	www.tigertugs.com info@tigertugs.com	Scott Mills	4	2009	Helicopter transport system.
Windward Performance LLC 63008 Powell Butte Hwy. Bend, OR 97701	541-382-1056	N/A	www.windward-performance.com info@windward-performance.com	Greg Cole	28	1999	Aerospace products, glider & sailplane design & manufacturing.

CBN has made every effort to ensure that all information is accurate and up-to-date. We cannot, however, guarantee it. Please contact us immediately if you know that certain information is not correct or you would like to be added to a list, 541-388-5665 or email cbn@cascadebusnews.com.

Redmond Airport a Flurry of Activity Again as Travel Accelerates

CBN Staff Report

The Redmond Municipal Airport, or Roberts Field, serves all of Central Oregon and its surrounds, and is once again a hub of activity, particularly with the holiday season now upon us. The past year has brought the business of flying back in a big way, and 2021 saw the return of new additions to our local airport.

Roberts Field, located two miles southeast of downtown Redmond and 15 miles north of Bend, is owned and operated by the City of Redmond, and is the fourth-largest commercial-service airport in Oregon. Redmond Mayor George Endicott says the airport continues to be one of the big focal points for city officials. “We are going after federal dollars to double or triple the terminal, and to add jetways so we don’t have to walk in the snow to get to the planes,” he says.

As the region grows, new routes are being added to the flight roster regularly, with Avelo Airlines joining in last spring, offering direct service to Burbank, California. “We are pleased that Avelo Airlines selected RDM, expanding our direct-destination offerings,” says Endicott. “The investments we have made in the airport and it’s dedicated management team are key in attracting new air carriers like Avelo.”

Commercial service is provided by seven air carriers at Roberts Field, including Aha!, Allegiant, American, Alaska, Avelo, Delta and United, with non-stop flights to Burbank, Denver, Los Angeles, Las Vegas, Phoenix, Portland, Reno, San Diego, San Francisco, Salt Lake City and Seattle. There are approximately 30 daily commercial flights out of Redmond Municipal Airport (RDM), and air cargo and general aviation services are also offered. RDM is home to The Central Oregon Interagency Dispatch Center, Leading Edge Jet Center, Hillsboro Aero Academy, Redmond Air Center and the U.S.D.A. Forest Service.

Inside the terminal, there are six full-service car rental agencies, and Avalon Aeropub has freshly made food, beverages and regional microbrews available

Continued on Page 22 ►



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Central Oregon Aviation

Continued from page 14

power source markets.

“Our new products on the bench are just as exciting and game-changing and will apply to the infant electric aircraft market. I see us continually adding new product and content.

“We pride ourselves on our responsiveness and customer service as they define our industry. Products that work, provide long service and have support are the exception and not the rule. We strive to be exceptional, to be lean and flexible in operation.”

Redmond-based Composite Approach is a carbon fiber and fiberglass parts manufacturing and assembly company which recently achieved AS9100/ISO9001 certification and completed a move into a brand new 26,000-square-foot facility.

CEO/co-owner Brian Harris explained, “The composites industry, as a whole, is growing rapidly as composite materials find their way into a broader spectrum of products worldwide.

“We are invested in growing with the industry, developing new technologies and promoting on-shore manufacturing and are well positioned to exploit these new market dynamics and anticipate opportunities for significant growth into the foreseeable future.

“We anticipate growing our client base to ever-larger aerospace and defense clients because of our AS9100 certification and are targeting a doubling of current sales by 2024. We also expect to make a significant investment in technology to increase productivity.”

Envisioning a world free from the limitations imposed by ground infrastructure, Bend-based Volansi drones are revolutionizing supply chains.

When Volansi, the six-year-old startup vertical take-off and landing drone company, needed to expand it chose Bend because of attributes including access to supply chains, a talented available aviation engineering workforce, abundant clear skies and enviable quality of life.

Now the company has some 50 employees with expansion fueled by \$50 million in second round private equity investment.

Roger Lee, Economic Development for Central Oregon CEO, said Volansi chose the area because of its proximity to Federal Aviation Administration unmanned aircraft systems test strips, three of which are in Oregon.

Lee said, “This is an example of exactly what we envisioned in promoting the aviation-related industry, not shifting away from general aviation aircraft, but extending it and helping build critical mass. It started with a coordinated effort a long time ago.”

Volansi sees itself disrupting the distribution system with its unmanned aircraft already performing operations in Africa, the Caribbean and in the United States. Last March, Volansi teamed with a pharmaceutical company in North Carolina to deliver medication to remote, rural communities.

Its drone fleet delivers supplies for enterprise and government and depending

on the size of the model Volansi’s equipment has a range of 350 miles at 75 mph and can fly for more than eight hours. The drones have a payload of up to 20 pounds and fly below 400 feet so as not to encroach on aircraft airspace.

On the move to Bend, co-founder and CEO of Volansi Hannan Parvizian said, “With deep industrial roots, a rich talent pool and mostly year-round good weather, the fast-growing Bend metro area was the obvious choice for co-locating the development, production and testing of our aviation technology.”

Aside from the acclaimed exponents in the aviation field locally, from a historic and aesthetic viewpoint, everyone needs to be reminded about the Erickson Aircraft Collection at the Madras airport, which offers one of the finest collections of airworthy warbird military aircraft in the nation.

Industry icon Jack Erickson, the founder of Erickson Aviation, transformed the Sikorsky S-64 Skycrane into the Erickson Aircrane, a huge heavy-lift helicopter that became a heralded platform for remote timber harvesting, aerial firefighting and more unconventional jobs.

The Madras collection is focused on World War II-era warbirds including rare examples found in few other museums. There are pre- and post-war aircraft as well, nearly 30 in total, all of which fly.

Erickson has said of his assemblage, “A collection like this is also art. A lot of guys like paintings or other forms of art. We happen to be in the airplane business and these airplanes are airworthy art.

“They’re history, too. People today often don’t understand what the country went through in World War II, the sacrifices and commitment. If you can keep some of these airplanes flying, you help to keep history alive.”

Honorable mention must also go to AirLink Critical Care Transport which was started at St. Charles Hospital in Bend over 35 years ago and undertakes lifesaving missions on a daily basis, carrying seriously ill or injured residents to the nearest appropriate medical facility.

Currently, AirLink flies an American Eurocopter EC145 helicopter and two Pilatus PC12 airplanes to provide emergency and critical care transport via helicopter for patients with critical needs.

Every second counts in a medical emergency and no one knows that better than the flight crew at the emergency air ambulance service that covers 130,000 square miles in Oregon. With bases in Bend and La Grande, AirLink is ready to respond at a moment’s notice 24-hours-a-day.

Since its inception in 1985, AirLink has flown more than 15,000 missions. In addition to a full-time pilot, a critical care nurse and a respiratory therapist with advanced training in heart, trauma and emergency care are aboard each flight. A nurse specializing in the care of expectant mothers and newborns is also available.

AirLink offers affordable membership plans that protect members and their families from emergency air transport expenses, which can cost as much as \$25,000. In addition, it offers ground and ground/air combination memberships in select communities.

cocc.edu • flybend.com • bendaircraft.com • epicaircraft.com • stratosaircraft.com • rddent.com • flyrdm.com • preciseflight.com • kawakaviation.com • ciescorp.net • compositeapproach.com • volansi.com • edcoinfo.com • ericksoncollection.com • facebook.com/airlinkcct



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COCC Aviation

Continued from page 1

going to use my education benefits for," he explains. "Then I found this program and thought it would be a good path for using my benefits."

Manning, who is married and has a one-year-old baby with another one on the way, says learning to fly did not come without its challenges. He had to work around COVID closures, and the sleep deprivation that comes from having a newborn. "The school shut down for a couple of months in 2020, and that was when I was a student pilot working toward becoming a private pilot. The time away from flying was hard." He adds, "My wife and I also had a newborn during an intensive time in my flight training. The lack of sleep was tough, and the rating I was working toward was fairly demanding."

Despite the hurdles, Manning says he has lots of fun flying around and has developed a heightened sense of confidence as a pilot. "There is a big difference between being a student pilot versus where I am now," he says. "The instructors at the college are very knowledgeable, and the program is effective at developing pilots."

COCC's Aviation Program has a current enrollment of about 240 students, and Baldessari says the pandemic did not hinder it at all. "Unlike a lot of colleges across the country, and not unlike COCC as a whole, our program has not seen a decline. It leveled off early on, but by fall of 2020, we started seeing incremental increases every single quarter," he says. The department had seen a growth trend before the pandemic due to a shortage of pilots, he says, and that trend has continued. "There was an identified shortage of pilots within the aviation industry that began several years prior to the pandemic. If anything, the pandemic made the shortage worse, because airlines and others who were forced to limit operations during the pandemic were not really training new pilots," he explains. "There was a gap in experience, and some flight schools closed down. Now, the aviation industry is learning how to work around the pandemic, and as a result, the experience gap is rearing its ugly head. Nothing was being done to address the shortage before, and now airliners are back in the air, planes are full and there's no more social distancing. The demand has come back very quickly." He adds, "I think this is why we have seen a consistent increase in enrollment. We expect this to continue, and we think we'll see the industry continue to offer incentives for pilots and for students who want to become pilots."

Helicopter students have also reaped the benefits of the pilot shortage, Baldessari says. "There is such a demand for pilots that the airlines have created programs to transition helicopter pilots into commuter airline cockpits for the smaller airlines. So now, not only is there a really bright future for airplane pilots, but the draw is also there for helicopter pilots." He adds, "Thanks to the airlines, they are making it a really good time for anyone who wants to be any kind of pilot."

Horizon Air partners with COCC to offer a pilot development program that creates an industry opportunity for those who have completed private pilot training at the college. Those accepted into the program complete training and build experience as a COCC flight instructor, which then leads to a position as a first officer with Horizon Air. The program offers a guaranteed two-year contract with Horizon and a \$12,500 training stipend.

"The Horizon program has been expanded," says Baldessari. "COCC made a concerted effort throughout the pandemic to maintain our relationship with Horizon Airlines. Twice a year, they visit the campus to recruit pilots. It's a competitive program; as soon as a student has completed the first phase, which is the private pilot training, they have qualified to compete for a position in the Horizon program." He continues, "The students complete their resume and application, and when Horizon comes to campus, they have already vetted the list of students and decided ahead of time who they want to interview." When students are accepted, they go back to school and continue their degree and certifications, and then work for COCC as instructors upon graduation, he says.



CENTRAL OREGON COMMUNITY COLLEGE'S AVIATION SIMULATOR | PHOTO COURTESY OF COCC



CARL MANNING DURING HIS FLIGHT TRAINING | PHOTO COURTESY OF CARL MANNING

About two-thirds of the way through the Horizon program, if the student still wants to work for Horizon and Horizon still wants the student to work for them, the student will sign a contract committing to two years of service and to completing their flight training. They are guaranteed a job two years before actually being qualified for the job. "It's like a mentorship program; there will be people grooming those candidates," says Baldessari. "They literally go from being a flight instructor for us one day to being a Horizon pilot the next. So within 15-18 months of graduation, they could be flying for the airlines."

Another factor in the growth of COCC's Aviation Program, Baldessari says, is the substantial increase in salaries for pilots. "What has continued to benefit our students and graduates is that not only have the opportunities in terms of employment gotten better over the years, but also the salaries associated with those jobs. Historically, many people saw these aviation programs at two-year colleges or aeronautical universities as very expensive degrees. Now, however, because of demand, we don't see too many people balk at the cost of the degrees anymore."

COCC offers four Aviation degree options — airplane, helicopter, unmanned aerial systems (drones) and aviation technology and management. Each degree is built around Federal Aviation Administration (FAA) and industry standards. Flight simulators and a full range of aircraft at the Bend Airport help students progress quickly. "Our program can be less expensive than attendance at a four-year university, and the students have a viable skill upon graduation," says Baldessari. "When you look at a two-year option, you can get into the industry sooner than your four-year peers, and often those students don't walk away with a viable marketable skill."

Baldessari says the drone industry is also growing, so COCC's student population in this degree program has increased alongside its counterparts. "The FAA is beginning to catch up and broaden its rules and regulations to allow a progressively increasing usage of drones," he says. "Amazon has its own drone division. The

FAA hasn't approved widespread usage yet, but if big companies like Amazon and Walmart are using them, we assume lobbyists are knocking on doors to get this done." Here in Central Oregon, he says there are two viable drone companies: Volansi, which is newer, and UAV Factory, which is bigger and has been around longer. "We are hoping to open up relationships with these companies to develop programs for our drone students."

An airplane degree at COCC will cost about \$85,000, he says, while the helicopter degree costs about \$110,000 and the drone degree is about \$15,000. "But the salaries are all increasing, and this offers encouragement to students, because now it's a viable degree path." He continues, "The cost of the education has become more palatable than in the past. Students and parents are now looking at programs like this more." He adds, "This whole concept was difficult to sell or explain five to six years ago, but as the pilot shortage has become more and more of an issue, we find that people have accepted this a little easier." Diversity among pilots has also increased in recent years, he says. "This is viable for everybody now; there has been a big effort on our part to create diversity. I am 62 years old, have been a pilot for many years, and I have never seen anything like this before."

cocc.edu/directory/departments/aviation.aspx



CARL MANNING IS A GRADUATING HELICOPTER PILOT WHO HAS BEEN HIRED BY COCC AS A FLIGHT INSTRUCTOR | PHOTO COURTESY OF CARL MANNING



PHOTO | BY PASCAL RENET FROM PEXELS

Redmond Airport

Continued from page 19

for travelers. The public area of the terminal is open 24 hours a day, seven days a week, and arriving and departing passengers can stay in those areas to facilitate their travel needs regardless of time of day.

Dubbed on the Redmond Airport website as “The Aviation Gateway to Central Oregon,” Roberts Field got its start in the 1920s, when J. Roy Roberts promoted the efforts of other early-day Redmond and area aviation enthusiasts to build and develop an airport. The website further chronicles the airport’s history as follows: In 1940, Oregon Airways initiated the first passenger service; in 1942,

the City of Redmond leased Roberts Field to the government to construct a bomber base; and in 1946, the airport was sold back to the City of Redmond for \$1. In 1950, the first passenger terminal was built on the north side of the field, totaling 3,400 square feet; and in 1950, United Airlines and Tilse-Bowman Air Service started passenger service. After 1950, expansion continued over the decades, and in 1981, a new terminal was constructed at the current site totaling 8,000 square feet. In 1992-1993, the terminal was expanded to 23,000 square feet; and in 2010, a ribbon-cutting ceremony was held for the newly expanded 140,000-square-foot building. In 2016, Primary Runway 5-23 was reconstructed; and in 2018, Secondary Runway 11-29 was reconstructed. Then in 2019, the RDM Apron (Tarmac) underwent construction to add more aircraft parking. Throughout the years, additional airlines came onboard as the facility grew, adding many flights to the burgeoning airport.

In 2021, the Redmond Airport has continued to grow, with the following notable additions:

- **Aha!/ExpressJet Airlines Launched Flights to Reno** — On November 5, Aha!/ExpressJet Airlines (flyaha.com) launched nonstop flights between RDM and Reno-Tahoe International Airport (RNO), operating on Mondays, Wednesdays and Fridays.
- **Celebrate Oregon! Mural Unveiled** — The Celebrate Oregon! Mural was unveiled at the airport on October 15 and is a vibrant tapestry of Oregon geography. Woven into the mural are 127 symbols representing different aspects of the state’s collective arts, heritage, history and cultural practices.
- **Vaccine Pop-up Clinic** — In October, Deschutes County Health Services partnered with Medical Teams International to offer a weekly walk-in COVID-19 vaccine pop-up at the airport. Clinic hours were 7am-1pm Fridays throughout the month.
- **Satellite Welcome Center** — In September, Visit Central Oregon unveiled a new in-terminal Visitor Information and Welcome Desk for inbound passengers at the airport. Staffed part time and located near baggage claim, the desk provides travelers with a warm welcome, along with a wealth of information about all that Central Oregon has to offer.
- **\$6,532,000 Contract Awarded to Knife River** — In September, Knife River was awarded a \$6,532,000 contract to reconstruct Taxiway F at the airport.
- **Avelo Airlines Added to Carrier Lineup** — In May, the airport welcomed Avelo Airlines (aveloair.com), with direct service to Burbank. As the first new mainline U.S. carrier in nearly 15 years, Avelo has an ultra-low-fare strategy, and offers sale-priced tickets at times (\$44 flights to Los Angeles in August, and in September, \$20 roundtrip flights to L.A. when purchased toward travel in early December). Avelo also gifted 42 roundtrip tickets to local 2021 graduates as part of an Avelo Grads-on-the-Go sweepstakes.
- **Airport Earns \$800K Federal Grant** — Oregon’s U.S. Senators Ron Wyden and Jeff Merkley announced in July that the Redmond Airport had earned an \$800,000 federal grant to recruit, initiate and support new air service from Central Oregon to Dallas/Ft. Worth International Airport.

The Redmond Airport is located at 2522 SE Jesse Butler Circle, #17, in Redmond. For more information, please call 541-548-0646.

flyrdm.com



PHOTO | BY MATT HARDY FROM PEXELS

Leading Edge

Continued from page 15

aircraft and the situational awareness and coordination it requires. “One of the more challenging moments at the beginning of my flight training was learning how to hover. However, the ability to hover soon became one of my biggest triumphs.” Now, he says, he is working hard in his flight training to perfect emergency maneuvers and prove his ability to fly solo.

Pfister chose to start an aviation career, he says, because of the passion he developed for helicopters while working for the Forest Service. “I was with the USFS for ten seasons, and six of those seasons were on a rappel crew working directly with helicopters. Being on, around and rappelling from helicopters lit the fire inside to become a pilot myself.” After he receives his Certified Flight Instructor certification, Pfister says he would like to start instructing for Leading Edge. “From there, some desired positions would include flying tours, emergency services and eventually flying for the Forest Service. One day, I would love to be in a place where I can fly for the crews where my passion for flying began.”

Though the aviation industry took a brief hit in 2020, it was short-lived, and Pfister is one of 29 new helicopter students and 47 new airplane students who began their training at Leading Edge this fall. “We have been grateful that the pandemic did not hit our school very hard,” says Massey. “While the industry had a brief slowdown in 2020, we are back to seeing the well-broadcasted pilot shortage impact all aspects of the field. Our current instructors are moving on to the next steps in their careers, while we have the privilege of hiring on our graduates as the next generation of instructors.” She adds, “We are so excited to see continued interest in training, and we are honored to



STUDENT PILOT JESSE PFISTER DEVELOPED A PASSION FOR HELICOPTERS WHILE WORKING FOR THE FOREST SERVICE | PHOTO COURTESY OF JESSE PFISTER



THE LEADING EDGE A FLEET OF AIRCRAFT | PHOTO COURTESY OF LEADING EDGE FLIGHT ACADEMY

prepare individuals for their professional careers in the industry.”

Leading Edge is the flight provider for Central Oregon Community College (COCC), which offers a two-year degree in aviation. “We serve many veterans who have exited their service and are looking for their next career. It is an honor to train these individuals and watch them succeed in the next step toward their future,” says Massey. The students who excel in the program are invited to become flight instructors at Leading Edge, which allows them to fly an average of 70 hours per month and helps them accrue the flight hours needed for their next aviation job goal.

Training at Leading Edge takes place in the academy’s fleet of aircraft, which are standardized and allow for student familiarization across the fleet. As part of its program, Leading Edge provides fully integrated operations including maintenance, line service, a PSI testing center, Frasca C172 and R44 Simulators as well as real-world aviation operations with Part 135 helicopter aerial firefighting, utility work, charters and tours. An accelerated nine-month program is available to individuals who qualify. Because Central Oregon has about 300 days of sunshine per year and has four true weather seasons,

students who learn how to fly here can gain valuable practice in how to make informed go/no-go decisions. Leading Edge also offers the following programs:

- SkyWest Pilot Pathway Program, which provides a direct path for exceptional pilots to join SkyWest with enhanced seniority, guaranteed interviews, access to pilot mentors and more.
- Resume assistance, which helps graduates showcase their education and skills to potential employers.
- Horizon Program, in which a partnership between COCC and Horizon Air offers eligible students \$7,500 toward flight training. With the goal of encouraging students to invest in their community, students become eligible for the grant when they agree to stay and teach as certified flight instructors for a COCC-approved FAA Part 141 school such as Leading Edge.
- Alaska Seaplanes, which is a pilot pathway program to guarantee success for Leading Edge’s most motivated students. After a vetting process during training, students are fast-tracked in their career path, launching them toward an opportunity with Alaska Seaplanes.

Moving forward, Massey says the goal at Leading Edge is to continue to offer opportunities and partnerships that will advance the careers and training outcomes of students, whether through securing career-flow partners, bringing in industry recruiters to talk about the hiring process, holding resume workshops or conducting other advancement programs. “Leading Edge’s start-to-finish support and above-industry standard training prepares students to meet their aviation goals. With a management team of pilots having over 37,000 cumulative hours and 100-plus years in the industry, Leading Edge knows what it takes to prepare students for a career in aviation.”

Leading Edge Flight Academy is located at 63048 Powell Butte Highway in Bend. For more information, please call 541-383-8825. For those interested in the Meritize financing option, please email to launch@flybend.com.

Central Oregon Security Services *(Listed Alphabetically)*

Company / Address	Phone	Fax	WebSite/Email	Contact	Staff	CO Year Est.	Services
Bend Patrol Services PO Box 1374 Bend, OR 97709	541-617-9999	N/A	www.patrolservices.org bendpatrolservices@yahoo.com	Suzanne Bowers, Nick Thompson	30	2005	Full service security patrol & special events.
Bend Security PO Box 8034 Bend, OR 97708	541-706-1900	N/A	protectingbend@gmail.com	Chuck Hahn	2	2007	Security patrol, on site guards & alarm response.
Cascade Security Inc. 2498 S Hwy 97, Ste. G Redmond, OR 97756	541-848-7763	888-400-7299	www.cascade-security.com info@cascade-security.com	Steve Meyer	25	2005	Armed & unarmed security guards, security surveillance technology.
East Cascade Security 410 SW Columbia St., Ste. 120 Bend, OR 97702	541-389-0015	541-389-0715	www.ecssecurity.com mattk@ecssecurity.com	Matt King	9	1969	Home security, business security, fire alarm, video surveillance, access control, cyber security, home theater, custom audio, central vacuum, local security monitoring.
Innovate Security for Life 17 NW Irving Bend, OR 97703	800-996-8109	N/A	www.innovatesfl.com ghousler@innovatesfl.com	Graham Housler	5	2020	Easy & comprehensive professional-grade home & business security systems. DIY.
North Pacific Security Inc. 960 SW Disk Dr., Ste. 103 Bend, OR 97701	541-617-7491	541-617-3895	Weguardit.com jsmith@weguardit.com	Joshua Smith	45	1980	Posted security officers, patrol service, commercial, industrial, government & medical.
Security One 60899 Parrell Rd. Bend, OR 97702	541-312-2266	N/A	centraloregon@outlook.com	Kathy Leming	2	1989	Residential & commercial security system design & installation with UL Certified Monitoring Services. CCB# 74101
SecurityPros Inc. 61533 American Ln., Ste. 12 Bend, OR 97702	541-330-0404	N/A	www.securityprosbend.com info@securityprosbend.com	Brian Shawver	35	1994	Commercial security services, posted on-site security officers, nightly mobile patrol checks in Bend & Redmond, verified alarm response, construction watch security, security consulting & state-wide security training through SecurityPros University.
SOS Alarm 1560 NE First St., Unit #6 Bend, OR 97701	541-585-3613	N/A	www.sosasap.com sales@sosasap.com	Customer Service	50	1968	Residential systems, commercial systems, camera systems, OLCC.
Syscor Protection Services, LLC PO Box 6687 Bend, OR 97708	541-728-0301	844-342-7428	www.syscorprotection.com koryfriedman@syscorprotection.com	Kory Friedman	3	2008	Residential & commercial security system design & installation, fire alarm systems, fire alarm system testing, fire & security alarm system monitoring (optional wireless monitoring via radio), video surveillance systems, access control systems, telephone entry systems.
Trident Professional Security 300 NE Kilnwood Pl., Ste. B Redmond, OR 97756	541-480-0184	N/A	www.tridentprofessionalsecurity.com cmattison@tridentprofessionalsecurity.com	Chris Mattison	35	2019	Security patrol, physical security for events, private investigation, DPSST instructor & training, 24-hour dispatch, live reporting, posted onsite security, alarm response, security consulting & more.

CBN has made every effort to ensure that all information is accurate and up-to-date. We cannot, however, guarantee it. Please contact us immediately if you know that certain information is not correct or you would like to be added to a list, 541-388-5665 or email cbn@cascadebusnews.com.

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F.E.A.R.

False Evidence Appearing Real

by DAVID ROSELL — Rosell Wealth Management

Many people are unable to resist news coverage of the constant traumatic events that bombard us daily. Recent headlines include a new COVID variant in South Africa, a Wisconsin holiday parade massacre, the Ahmaud Arbery verdict, gas shortages, supply chain disruptions, natural disasters, terrorist attacks, political turmoil and even a racially motivated murder on the streets of downtown Bend. As shocking as some of these stories are for viewers to watch on television and read at your online news source of choice, many still find it nearly impossible to turn away. It is difficult to know why the information is so hard to resist. Some say that people are hoping for information because they are fearful of future events and want to be prepared; others say that people are watching and reading to digest and process the event; still others say the media is intentionally creating addictive images. Let's face it fear sells!



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GRAPHIC | COURTESY OF ROSELL WEALTH MANAGEMENT

Unfortunately, research generally finds an association between watching media coverage of traumatic events and stress symptoms. Because I believe that what we think about expands, I have contemplated killing my TV for many years. Fearful of being disconnected from the world, I always kept up on current events and thought it was my duty to know everything happening around the globe as well in our community. I found myself going to sleep to the hostility of the 11 o'clock news. During the night my subconscious mind would ponder the last messages it had been fed. In the morning I would immediately flick on the news and start our days with this same negativity and gloom. Was this benefiting me? A number of years ago, I finally pulled the plug on my TV. I said *no more* to fear.

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“Successful people
have libraries.
The rest have
big screen TVs”
~Jim Rohn

James Allen, in his classic book *As a Man Thinketh*, writes: “A man cannot directly choose his circumstances, but he can choose his thoughts, and so indirectly, yet surely shape his circumstances.” We must focus on squashing the fear that is often prevalent in our minds. Trusting ourselves in the midst of a world seemingly gone mad is a wise use of our intentions.

Although it is important to be informed, it can be detrimental to be too “connected.” Like most of the issues reported in the media, the scope is beyond our circle of influence. If we can’t help solve such a monumental problem, isn’t it a waste of our time and energy to worry about it? You’d be infinitely better off using that time and energy to solve problems in your own life and community. Since most of the news people view is negative, it can lead people to believe that the world is heartless. Bad news breeds fear and distrust. The belief that danger lurks around every corner is certainly not the world I want to live in. Putting up blinders is not the answer, but it is imperative that we don’t go out of our way to invite all that negativity into our lives in the first place. Consider limiting your news intake over the holidays. Maybe a new book or board game with your friends and family? May you and your family have a wonderful holiday season and the snow gods begin to bless Mt Bachelor with bottomless snow.

David Rosell is President of Rosell Wealth Management in Bend. RosellWealthManagement.com. He is the host of *Recession-Proof Your Retirement Podcast* and author of *Failure is Not an Option — Creating Certainty in the Uncertainty of Retirement and Keep Climbing — A Millennial’s Guide to Financial Planning*. Find David’s books at local bookstores, Amazon, Audible as well as the Redmond Airport.



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who's who who's who who's who who's who who's who who's who



Stroke Awareness Oregon, a local nonprofit working to eliminate death and disability from stroke, announces the addition of four new board members and the election of **Deborah McMahon** as board vice president. These additions to the board of directions will assure the organizations continued success in assuring accomplishment of board goals. Stroke Awareness Oregon Goals are 1) to education about the causes and prevention of stroke, 2) to make F.A.S.T. a household safety word and 3) to support the recovery of stroke warriors and their families. McMahon has been elected to fill the heretofore unfilled board executive position of vice president. She has been a Stroke Awareness Oregon board member since 2018, and has lived in Central Oregon for over 35 years. A land use planner and consultant with DMC Consulting Services LLC, she has worked for both the city of Redmond and the city of Bend. McMahon holds a bachelor's degree from Oregon State University, and holds licenses and certificates in Successful Permitting Strategies and GFOA — Capital Budgeting and Financing. She believes greater awareness and improved science surrounding the issue of stroke will help our community help each other. McMahon is also a collector, adviser and dealer of fine art.

Lili Alpaugh, a retired physical therapist, has a passion for helping those with disabilities. As a P.T., she worked with many stroke survivors, and in the personal realm, she has been a caregiver for several family members with neurological conditions, including Multiple Sclerosis, Autism and TBI. She has lifelong experience with advocating for people with disabilities of various kinds, understanding their needs and working to find resources for them.

Alpaugh is a native of New Orleans, Louisiana, but has made Bend her home now for over a decade. In New Orleans, she served on the Board of the Advocacy Center (for the Elderly and Disabled), worked as a volunteer for several nonprofits and has co-chaired several large fundraising events. Her interests include hiking in the Pacific Northwest, writing memoir and essays, studying history and travel.



Lili Alpaugh



Steven (Steve) Van Houten, a retired vocational rehabilitation counselor who last worked with the Oregon Department of Human Services in Bend, received his masters degree in vocational rehabilitation counseling from the University of Oregon. He started a private rehabilitation business in Eugene, Oregon working with injured workers under the Oregon Workers Compensation Department. He helped found the Oregon Association of Rehabilitation Professionals in the Private Sector (OARPPS) dedicated to establishing ethical competent services for rehabilitation companies in the state. He was also a certified Rehabilitation Counselor (CRC) and worked as a vocational expert witness for the Social Security Administration for about 20 years. He retired in 2018.

Dr. William Wheir, III is president of the Central Oregon Radiology Associates and Neuroradiology. A board-certified diagnostic radiologist, he has an additional subspecialty in neuroradiology. Growing up in Texas, Dr. Wheir received his medical degree from the University of Mexico. His areas of expertise include neuroradiology imaging of the brain, head, neck and spine. He performs guided procedures such as drain replacements, paracentesis, thoracentesis as well as joint injections, spine injections and nerve blocks. Dr. Wheir is an active member of the CORA Executive and Operations committees as well as the St. Charles Health System Stroke Committee designed to assure stroke patients receive the best possible care and treatment. Dr. Wheir enjoys spending time with his wife and three children.



William Wheir, III



Dr. Ian Riddock is board certified in internal medicine, cardiovascular diseases, clinical Lipidology, nuclear cardiology and cardiovascular computed tomography at Summit Health in Bend. A certified specialist in clinical hypertension through the American Society of Hypertension he joined Summit Health after completing medical school at Uniformed Services University in Bethesda, Maryland, a residency at David Grant Medical Center, Travis Air Force Base and a fellowship at Wilford Hall Medical Center, San Antonio, Texas.

Dr. Riddock has a special interest in preventive cardiology, clinical lipidology, personalized risk assessment, heart failure and clinical research. He served two deployments to Afghanistan, deepening his appreciation for the men and women serving our country. He is passionate about educating patients about their health and prevention strategies. In his spare time Dr. Riddock enjoys spending quality time with his wife and two children, enjoying outdoor activities such as camping, skiing, biking, running and some resistance training.

SEND Transportation, Inc. announces the appointment of **Regan Daniels** as chief executive officer, succeeding Nathan J. Smith, who will continue to serve as executive chairman for the Board of Directors and have a daily focus on capacity development and carrier management.

Daniels brings 25 years of transportation, logistics and technology experience to SEND. An innovative leader, she is known for building strong teams and solving complex end-to-end supply chain challenges. Prior to joining SEND, Daniels served as vice president of information technology for Knight-Swift Transportation, Inc.

and previously held several positions with Werner Enterprises, Inc.

Board member Robert H. Hicks, Jr. CPA/ABV, ASA, comments, "As a member of SEND Transportation, Inc.'s Board of Directors, I am very excited to have Regan Daniels on board as our new CEO. Her experience with processes, systems and making both work with people will be a tremendous asset to the company. Her experience in managing and growing brokerage books of business will further the company's growth objectives. Finally, she brings a very positive personality to the job which will greatly aid in perpetuating the culture that SEND's founders created."

SEND Transportation, Inc. is a technology-enabled logistics service provider headquartered in Bend, Oregon, founded in 2013 by Nathan Smith, Sarah Smith, Dru Allen and Erin Allen. Serving customers throughout North America, SEND is 100 percent employee-owned and provides a portfolio of services for all major transportation modes such as truckload, LTL, intermodal and expedited.

The Center Orthopedic & Neurosurgical Care announces the expansion of their orthopedic care at the Redmond clinic with the addition of **Soma Lilly, MD**, and **Chris Stout, PA-C**.

Lilly is an orthopedic surgeon specializing in injuries of the hand, wrist and elbow. She understands that every patient requires different levels of care and provides customized treatment plans for every individual. "I enjoy taking care of a wide variety of patients, from infants to the elderly, says Dr. Lilly. "My passion is to restore function to even the most complex injuries and return my patients back to their normal lifestyle."



Soma Lilly



Chris Stout

In addition to traditional medical education and surgery residency, Dr. Lilly completed the Mary S. Stern Fellowship in hand, microvascular, and upper extremity surgery. There she mastered her skills in diagnosis, conservative non-surgical techniques, as well as advanced surgical procedures.

Stout has had an interest in the practice of orthopedics since he was a child; an interest that was heightened when he worked as an emergency room technician during medical school. In addition to orthopedics and emergency medicine, Stout also has experience in pediatrics. Prior to joining The Center, he worked in an orthopedic practice in Salem, Oregon, where he focused on upper extremity cases. In his work at The Center, he finds great satisfaction in helping people overcome their injuries so they can return to their active lifestyles.



Scott Brown

Scott Brown, a chapter member of the **American Society of Safety Professionals' (ASSP)** Broken Top Chapter, was recognized by the Central Oregon Occupational Safety & Health Association (COSHA) with the Juniper Award for 2021. The award is given to an outstanding safety team or individual who has made a significant contribution to the industry or community.

Brown graduated from Oregon State University with a bachelor of science in business administration in 1983, and graduated from Central Washington University with a bachelor of science in Occupational Health and Safety in 1988. In between the two graduations Brown served in the United States Army as a crew chief in the Air Cavalry leaving the Army as a Specialist 4. He is a senior safety management consultant with SAIF Corporation with a board service area in Central and Eastern Oregon. He and his wife, Denise, live in Bend and have two grown sons, Zach and Sam. They also have three grandchildren with a fourth on the way.

Brown was recognized for his years of contributions to occupational safety in Central Oregon and beyond. He has been a past presenter at ASSP's International Safety Conference twice. In Oregon, Brown has presented at the Oregon Governor's Occupational Safety and Health Conference, Western Pulp, Paper and Forest Products Safety and Health Conference, Blue Mountain Occupational Safety and Health Conference, Southern Oregon Occupational Safety and Health Conference, COSHA Fall Conference and the Mid-Oregon Construction Safety Summit. He has presented over 35 presentations at those conferences.

He has been a past member of the planning committee for the Blue Mountain Occupational Safety & Health Conference in Pendleton. He currently is a member of the Nomination and Elections Committee for the ASSP Broken Top Chapter and has severed on the Awards Committee in the past. His work helped the Broken Top Chapter become the first chartered chapter (in 2021) in ASSP since 2016, the first in the United States since 2012, and the first in Oregon since 1993. He also helped the chapter receive the Platinum Award, the highest honor for a chapter within ASSP, in their first year as a chapter.

At SAIF, Brown has worked on several projects for outward facing materials and has a passion for working on resources related to the reduction of serious injuries and fatalities. He is also a consistent outreach trainer for multiple employer sessions. A typical "road show" of this nature would start in Ontario and then travel to La Grande, Hermiston and wrap up in The Dalles or Hood River.



Jennifer Jordan

John L Scott Real Estate welcomes **Jennifer Jordan** to their team.

Jordan and her husband migrated to Central Oregon six years ago and love to sing its praises. As a real estate agent, you can expect her to use her knowledge and expertise to tenaciously advocate for you in garnering the most successful outcomes for your real estate goals.

who's who who's who who's who who's who who's who who's who

Who's Who
Continued from previous page



U.S. NAVY PHOTO | BY MASS COMMUNICATION SPECIALIST 3RD CLASS ANDREW LANGHOLF/RELEASED

211112-N-FA490-1007 JAVA SEA (Nov. 12, 2021) Aviation Electronics Mate 2nd Class **Jonah Lawson** from Prineville maintains a MH-60S helicopter assigned to the "Wildcards" of Helicopter Sea Combat (HSC) Squadron 23 on the flight deck of the Independence-variant littoral combat ship USS Jackson (LCS 6), during routine operations. Jackson, part of Destroyer Squadron Seven, is on a rotational deployment in the U.S. 7th Fleet area of operation to enhance interoperability with partners and serve as a ready-response force in support of a free and open Indo-Pacific region.



Trudi Heneweer Trygg

Therapy Works Physical Therapy welcomes **Trudi Heneweer Trygg**, PT, as their newest physical therapist and member of the Therapy Works Physical Therapy crew. Trygg graduated from the University of California, Santa Cruz in 1980 with an undergraduate degree in biology before receiving a graduate degree and physical therapy certification from the University of California, San Francisco in 1985. In her past 35+ years as a physical therapist, Trygg has gained extensive experience in orthopedic and sports rehabilitation. Trygg had a private practice in California for 27 years prior to moving to Bend. In the last ten years she has included gait analysis, pediatrics and equine assisted physical therapy (Hippotherapy) to her experience as well. In fact, she is certified as an Equine Specialist for Mental Health.

Trygg's focus is on returning her patients to their sport or activity of choice with a functional approach, treating and managing the person as a whole individual to achieve their goals. When she is not working at Therapy Works Physical Therapy, you can find Trygg volunteering and riding at Healing Reins Therapeutic Riding Center. She also loves to spend her time with her husband in the wonderful outdoors of Bend, hiking, mountain biking, kayaking, skiing, snowshoeing, golfing, playing pickleball and traveling.

The Redmond Police Department (RPD) announces **Aaron Wells** as the next police captain. Lt. Wells has been a member of RPD since 2007, and for the past two years has served as the department's Investigations Lieutenant. Lt. Wells will begin as Captain January 1, 2022, following the promotion of current Captain Devin Lewis to Chief of Police. "We are very pleased to promote Lt. Wells to Captain," states Devin Lewis, incoming chief of police. "For the past nine years, he has served in a broad range of supervisory capacities within the department, providing consistent and measured leadership along the way. Wells embodies our core values of teamwork, excellence and professionalism and the commitment required of the position." During his tenure with the department, Wells served as a Certified Drug Recognition Expert from 2009-2017, a member of the Central Oregon Emergency Response Team from 2012-2019, and the Officer Training Program coordinator/advisor from 2016-2021. He also received several accolades including the 2009 RPD Life Saving Award, and Chief's Commendation Awards in 2012 and 2019. A proud Oregon State University graduate, former OSU football captain



Aaron Wells

and male student athlete of the year, Wells continues to share his love for sports and leadership off the field as a volunteer coach for several local youth programs. "It is an honor to continue to serve the citizens of Redmond and the dedicated men and women of the department," states Lt. Wells. "I look forward to having an integral role in the development of creative, relationship-based solutions to the challenges facing policing in our growing community."

The Oregon Legislature recently confirmed the appointment of five new members to the **Oregon State University** Board of Trustees. The new trustees, who began their service as they were confirmed, are:

- **Maria Teresa Chavez-Haroldson**, regional equity, diversity and inclusion director at Willamette Education Service District, will serve as an at-large trustee and is a Corvallis area resident.
- **Susan Clark**, an accountant in Oregon State's Division of Finance and Administration, will serve as the staff trustee.
- **Román Hernández**, office managing partner in the Portland office of national law firm Troutman Pepper, will serve as an at-large trustee and is a Portland area resident.
- **Jax Richards**, an OSU undergraduate student in economics and social public policy, will serve as the student trustee.
- **Inara Scott**, the Gomo Family Professor and assistant dean for teaching and learning excellence in Oregon State's College of Business, will serve as the faculty trustee.



Maria Teresa Chavez-Haroldson



Susan Clark



Román Hernández



Jax Richards

Gov. Kate Brown selected OSU's newest trustees from a pool of volunteer leaders put forward by the OSU Board of Trustees, OSU Faculty Senate and the Associated Students of Oregon State University. The new trustees replace outgoing trustees Mike Bailey, Khawater Hussein, Paul Kelly, Stephanie Smith and Mike Thorne. Trustees are volunteers with a commitment to public higher education. They are not compensated for their work on the board. As public officials who hold a fiduciary responsibility for Oregon State's overall management, oversight and operational and financial sustainability, trustees are guided by the board's core values of accountability, diversity, integrity, respect and social responsibility. The student, faculty and staff trustees serve two-year terms. The remaining trustees serve four-year terms.



Inara Scott



Chuck Brazer

NAI Cascade Commercial Real Estate announces the addition of Broker, **Chuck Brazer**. Brazer joins NAI Cascade with 18 years of commercial real estate experience in Oregon. Brazer was drawn to commercial real estate in college as an on-site property manager for a multifamily complex at the University of Oregon where he studied architecture. His interest in the integration of physical asset and asset management landed Brazer at Marcus and Millichap, a national commercial real estate firm. For the past 11 years, Brazer has been at a boutique commercial firm in Portland where he closed more than \$90 million in multifamily property. He relocated to Central Oregon at the end of 2020 seeking the Bend lifestyle where he continues to grow his book of business here and throughout Oregon.

Businesses Serving Community



PHOTO | COURTESY OF NEIGHBORIMPACT

NEIGHBORIMPACT
Thanks to funding from Roundhouse Foundation and matched by Central Oregon Health Council, NeighborImpact is expanding its Mobile Food Pantry program to reach more food-insecure households across the region.

NeighborImpact's Food Bank collects and distributes nearly four million pounds of food to 52 local emergency food sites in Central Oregon, feeding more than 30,000 individuals every month. Still, accessing fresh, healthy food can be difficult for economically struggling individuals who live in remote parts of Central Oregon or have limited access to transportation. To overcome these barriers, NeighborImpact's mobile food pantry, Fresh To You, carries healthy meal-building staples including fresh fruits and vegetables, meat, dairy, grains and more to these underserved communities. Visitors shop for the foods they need, selecting food from the truck. The Mobile Food Pantry parks at schools, health centers and other public locations in the region. The effort removes inaccessibility as a barrier by taking food directly to residents. Funds from Roundhouse Foundation and Central Oregon Health Council will build the Food Bank's capacity and service area. With this funding the mobile pantry will reach more residents in the Redmond school district, at the La Pine Community Health Center and at pop-up locations in Madras and La Pine.

No-Cost Rapid PCR COVID-19 Testing Now in Bend

Just in time for holiday travel, a second location offering no-cost rapid PCR COVID-19 testing is now open in Deschutes County. The site is made possible through an ongoing partnership between Deschutes County Health Services, Central Oregon Community College (COCC), the Oregon Health Authority and Curative.

Appointments for the Bend testing site are available Mondays through Fridays from 7am to 5pm, and can be made online at cur.tv/bend. The polymerase chain reaction (PCR) tests are self-administered using a shallow nasal swab, with results available from Curative within one to two hours. Testing is not available Thursday or Friday of this week due to the Thanksgiving holiday.

The testing clinic is open to anyone ages five and up, including those required to test for work, school or travel. There is no cost to those who are tested and no insurance or identification is required. For those with insurance, the insurance policy may be billed. Curative intends to hire staff in the coming weeks to enable the location to test children under the age of five for COVID-19.

The Bend rapid PCR COVID-19 testing site is located in front of the COCC Coats Campus Center, 2600 NW College Way, Bend, OR 97703. It is the second no-cost rapid PCR COVID-19 testing location in Deschutes County, with the first operating on COCC's Redmond campus, Thursdays through Mondays from noon to 7pm, appointments available at cur.tv/redmond.

Both COCC COVID-19 community testing locations will remain open at least through the 2022 winter season.

cocc.edu



THE CURATIVE COVID-19 TESTING TRAILER ON COCC'S BEND CAMPUS, LOCATED IN FRONT OF THE COATS CAMPUS CENTER FACING NW COLLEGE WAY | PHOTO COURTESY OF COCC

State Officials Remove Outdoor Mask Requirements & Launch New Test to Stay Protocol for Oregon Schools, Outdoor Face Coverings Become a Local School District Decision

Reduces Need for Quarantining Students, Keeping Them in the Classroom

The Oregon Department of Education (ODE) and Oregon Health Authority (OHA) recently announced changes to Oregon's COVID-19 prevention measures: state health officials will lift outdoor mask requirements for large public gatherings and state education officials announced that an adequate and stable COVID-19 test kit supply has been acquired for all public and private schools in the state to be able to implement test to stay protocols.

Health officials at the Oregon Health Authority have lifted the requirement for outdoor mask wearing in crowded settings, effective immediately. The rule was implemented in August at the onset of Oregon's most recent surge. Health officials noted that the outdoor mask rule was among the actions the state took to combat Oregon's most recent and deadly COVID-19 surge, which has been fueled by the spread of the Delta variant, largely among unvaccinated Oregonians. The outdoor mask rule, a rule that requires people to wear masks indoors in public settings and a slow but steady rise in vaccination rates, have helped reduce transmission rates.

Health officials lifted the outdoor masks requirement in light of the overall progress Oregon has made to curb new infections and stabilize hospitalizations.

Dr. Dean Sidelinger, Oregon's state health officer, said, "While it's too soon to lift all mask precautions, we can remove the outdoor mask requirement for crowded public settings. We're not seeing these settings fueling large outbreaks. Oregonians can interact with others outdoors without putting themselves and others at high risk, especially if they are vaccinated."

Test to stay allows students to attend school in

person as well as extracurricular activities (with certain restrictions), as long as they test negative. Test to stay allows students and staff to participate in in-person learning as safely as possible while lessening the burden of quarantine on students and their families, teachers and school administrators.

"We know the critical importance that school attendance has on student success," ODE Director Colt Gill said. "Using test to stay as part of a layered set of protocols in schools will keep students and educators in classrooms, maximizing days spent in school learning, growing and thriving. It's important to remember that if an individual is vaccinated and exposed to COVID-19, they do not have to take a COVID-19 test to stay in school or quarantine."

How Test to Stay Works

- Test to stay is available only for unvaccinated asymptomatic individuals who were exposed in indoor and outdoor school settings where universal masking is fully in place. Indoors and outdoor exposures are reviewed for proximity and duration of exposure. Test to stay may not be used following extracurricular exposures because masking in these settings is optional and the risk of transmission within the cohort is greater. Similarly, test to stay may not be used following community or in-home exposures.
- Test to stay allows unvaccinated individuals to be tested twice during the seven days following exposure. First, as soon as the exposure has been identified, with a second test occurring between days five-seven following the exposure.
- Test to stay is a form of modified quarantine, which allows individuals to attend school during their seven-day quarantine period. However, individuals participating in test to stay

are expected to maintain quarantine outside of classroom settings.

- Students and staff participating in test to stay may participate in school-related extracurricular activities during their seven-day quarantine period but must wear face coverings at all times during these activities.

The test to stay protocol is an option available to all Oregon schools to administer. Tests are offered at no cost to participants. Student participation requires the permission of a parent or guardian. Close contact students and staff have the option of following LPHA recommendation for length of quarantine if their family does not want to participate in test to stay.

The change in the outdoor face coverings rule means local school districts, charter schools and private schools will set local requirements for use of face coverings outdoors. Extended close contact with a COVID-19 positive individual outdoors could still lead to exposure requiring quarantine, so local decision-makers need to consider the best use of physical distancing, face covering and other protocols to prevent exposure and the impacts of quarantine on student learning.

Testing is one of several components aimed at reducing the chance of spreading COVID-19 in schools along with face coverings indoors, physical distancing, improved ventilation and vaccination of students and staff. Vaccines are the single most important factor in slowing the spread of COVID-19. Being vaccinated helps keep staff in front of students and, now that vaccines are available to everyone over the age of five, it also keeps students in class as well.

oregon.gov/ode

OnPoint Joins with The Nature Conservancy in Oregon to Mitigate Climate Change with a \$226,750 Donation

OnPoint Community Credit Union recently announced a donation of \$226,750 to The Nature Conservancy in Oregon (TNC) in support of its mission to address climate change. OnPoint reported the donation upon completion of its pledge to donate up to \$250 to the nonprofit¹ for every Green Auto Discount loan approved between February 1 and November 1, 2021. More than 1,400 loans were financed over the course of the campaign, exceeding expectations.

“Getting more people into electric and hybrid vehicles is a vital step toward reducing greenhouse gas emissions in the Pacific Northwest,” said Rob Stuart, president and chief executive officer at OnPoint Community Credit Union. “Affordability has historically been a barrier to owning these vehicles, so our goal is to make going green and supporting organizations combating climate change accessible to as many people as possible.”

OnPoint’s donation supports a range of TNC’s most critical projects, including increasing the pace and scale of forest restoration, employing adaptation strategies to ensure vibrant and resilient coastal communities and sustainable fisheries and protecting existing soil and underground carbon in Eastern Oregon.

“We are at a critical point for the future of the planet,” said Jim Desmond, State director of The Nature Conservancy in Oregon. “The Nature Conservancy works on a large scale, both around the world and in communities across the state. We cannot accomplish our goals alone, and support from OnPoint and its members is critical and timely.”

OnPoint’s donation to TNC is just one element of its Green Horizons initiative, which supports members and employees in building a more environmentally and financially sustainable future. OnPoint created the Green Auto Discount to make purchasing these low-emission vehicles more affordable by providing loan recipients 0.25 percent² APR off auto loan rates for new or used electric and hybrid vehicles. OnPoint also offers a Solar Panel Discount, which allows consumers who fix a portion of their Equity Flex Line of Credit to purchase solar panels to receive a 0.25 percent³ APR discount off the EquityFlex Fixed Portion.

“Building a greener future takes both a collective and individual effort,” said Desmond. “We are proud to stand with our partners and encourage all Oregonians to take action and help make this sustainable future a reality.”

¹Between February 1, 2021 and November 1, 2021, OnPoint will contribute up to \$250 to The Nature Conservancy of Oregon per qualifying auto loan from OnPoint for the purchase of a zero or low emission vehicle to support its climate change efforts, with a minimum total donation of \$50,000. The mission of The Nature Conservancy is to conserve the land and waters on which all life depends. More information about the Conservancy is available by mail at 821 SE 14th Avenue, Portland, OR 97214, by phone at 503-802-8100 or at nature.org.

²APR = Annual Percentage Rate. Vehicles meeting OnPoint’s Green Auto Discount standards receive a 0.25 percent discount off stated APR. All OnPoint loans are subject to credit terms approval. Discount does not apply to existing OnPoint auto loans.

³Receive a 0.25 percent discount off stated EquityFlex Fixed Portion APR when proceeds are used to purchase solar panels. Review of purchase order or invoice required to qualify. Discount applies to invoice/purchase order amount, not to exceed \$12,000.

onpointcu.com
nature.org

SELCO Community Credit Union Awards 64 SPARK! Creative Learning Grants

Through its annual SPARK! Creative Learning Grants program, SELCO Community Credit Union has awarded more than \$54,000 to 64 educators at 55 schools across Oregon, including 17 programs at 14 Central Oregon schools. The program, which funds innovative educational and extracurricular projects, provides grants of as much as \$1,000 to K-12 educators across the 27 Oregon counties that SELCO serves.

SELCO’s SPARK! Creative Learning Grants have long supported teachers who have creative classroom ideas but lack the funds to get those projects off the ground. This year’s grant funding represents an increase of more than \$11,000 from 2020, when 47 grants were awarded to 38 schools.

This year’s recipients will be celebrated on Friday, December 10, at 3:30pm via SELCO’s virtual grant ceremony, which will be hosted live on Instagram (@selcoccu).

“The basic premise behind SPARK! is in the name — spark creativity, imagination and learning through unique programs in search of funding,” said Craig Carpenter, SELCO’s senior vice president of lending and business banking. “As students and teachers return to in-person learning this school year, we felt it was more important than ever for SELCO to be a strong advocate in the classroom.”

Among the many notable Central Oregon project highlights are a drone-powered geo-spatial mapping program, a fishing lure building and fish conservation project, and a reader’s workshop about engagement through cultural diversity and equity. A complete list of statewide recipients and project descriptions can be found at selco.org/spark.

The committee’s goal is to fund innovative projects that will have the largest possible impact on students and the greatest opportunity to leave a lasting impression.

One recent example is from Elizabeth Skenzick’s classroom at Elmira Elementary, a grant recipient for its Squiggle Art for Growth Mindset program. Skenzick and her first-grade class used their SPARK! Grant to create a children’s book called *The Magic Garden*, which allowed every student to become a published author by writing about and illustrating what they would plant in their own magic garden. “These past two school years have been especially hard for families, students, and staff,” said Skenzick. “But this grant has been a bright spot through it all.”

selco.org/spark



Our mission is to build a conscious and civic minded community through dialog, education and research that results in responsible civic engagement. Tune in to our [free virtual forums](#) every month to hear from leaders in our community. Join the conversation on topics impacting Central Oregon. Be inspired to take action and get involved.


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OSU-Cascades

Continued from page 3

oncology, disparity in healthcare access in diverse populations, interventions for neurological conditions and biomechanics.

Students will learn in the newly opened Edward J. Ray Hall on the OSU-Cascades campus. Pollard and faculty from the DPT program helped design state-of-the-art classrooms, labs and research areas in the building, including a classroom with 24 treatment tables and a clinical skills classroom where students train on equipment used in physical therapy settings.

The program also is served by a specialized laboratory for cadavers,

which support students’ understanding of musculoskeletal anatomy and neuroanatomy. The cadaver lab is the only one of its size in Oregon east of the Cascades range.

More than a third of the inaugural DPT class identify as students of color, which is promising for the future of the profession, Pollard said.

“Attracting students with a diversity of perspectives and experiences to the physical therapy profession is critical in order to reflect the diversity of the society we serve,” she said.

The variety of backgrounds represented within the student cohort have impressed Brett Traeger, a DPT student from Mt. Angel, Oregon. His classmates include students like him who recently graduated with a bachelor’s degree, as well as others with

employment experience in the health field pursuing career changes.

“I think I’d like to eventually practice in a small town, where I can really get to know people and have an impact on their lives and on the community,” said Traeger.

The DPT program is the only one offered at a research university in Oregon. It is based within Oregon State’s College of Public Health and Human Sciences and draws from the college’s focus on teaching, research and community outreach.

The program employs seven full-time faculty, 25 associate faculty who are primarily practicing physical therapists in Central Oregon, as well as other experts from around the state. Faculty represent a variety of specializations including orthopedics,

neurology, physiology, sports medicine, biomechanics and oncology.

“We’re fortunate to be located in a region that attracts top physical therapists who are excited to share their expertise with future clinicians,” said Pollard.

“The doctor of physical therapy program is an excellent addition to our region,” said Dave Haglund, director of rehabilitation and wound & ostomy at St. Charles Health System. “It gives us access to the latest information in the field and a place we can partner to develop future practitioners.”

With applications now closed for the fall 2022 cohort of DPT students, Pollard feels positive about full enrollment in 2023 with three cohorts and 135 students.

osucascades.edu

Community Assistance Grant Program

Continued from page 3

vulnerable communities.

Grants will be available up to \$50,000 per grantee. Program information and applications can be found at bendoregon.gov/community-assistance.

Program funds are not intended to replace other federal, state, county or local ARPA assistance, such as financial assistance for rent, tourism, workforce training or childcare.

Based on the number of applications received and funding available, the City Council Stewardship Subcommittee will make recommendations on disbursement amounts. Final funding decisions will be made by the City Manager.

Applications will be accepted now through January 18, 2022, with awards announced on March 2, 2022. Funds must be spent by December 31, 2024.

Nuevo Programa de Subvenciones de Asistencia Comunitaria para apoyar la recuperación comunitaria

La Ciudad está lanzando un nuevo Programa de Subvenciones de Asistencia Comunitaria para ayudar a las organizaciones sin fines de lucro que sean elegibles a recuperarse de la pandemia COVID-19. El programa ayudará a las organizaciones sin fines de lucro que ofrecen servicios a los miembros individuales de la comunidad

que se vieron afectados negativamente por la pandemia COVID-19, especialmente a las personas que se vieron afectadas de manera desproporcionada. El programa se financiará inicialmente con \$200,000 en fondos de la Ley del Plan de Rescate Estadounidense (ARPA, por sus siglas en inglés).

Los miembros de la comunidad afectados de manera desproporcionada por COVID-19 incluyen minorías raciales y étnicas, hogares de bajos ingresos y comunidades socialmente vulnerables.

Las subvenciones podrían incluir hasta \$50,000 por beneficiario. La información y las solicitudes del programa se pueden encontrar en bendoregon.gov/asistencia-comunitaria.

Los fondos del programa no están destinados a reemplazar otra asistencia ARPA federal, estatal, del condado o local, tales como asistencia financiera para alquileres, turismo, capacitaciones laborales o cuidado de niños.

Según el número de solicitudes recibidas y los fondos disponibles, el Subcomité de Administración del Ayuntamiento hará recomendaciones sobre la cantidad distribuida a las personas. El administrador de la Ciudad tomará las decisiones finales de los fondos.

Las solicitudes se aceptarán desde ahora hasta el 18 de enero de 2022 y los premios se anunciarán el 2 de marzo de 2022. Los fondos deben ser utilizados antes del 31 de diciembre de 2024.

bendoregon.gov

Hayden Homes Amphitheater

Continued from page 3

community partner to help with continued success and future growth. The venue, now known as the Hayden Homes Amphitheater, just wrapped up its first year in partnership with Live Nation, hosting 25 concerts.

The Hayden Homes Amphitheater was built in 2001 and is an independent, outdoor riverfront amphitheater located in the heart of the beautiful, historic Old Mill District, which incorporates shopping, dining, outdoor recreation, businesses and residences. Since its first season in 2002, the venue has hosted over one million guests in a unique and unmatched setting. With a mission of making both fans and artists feel welcome, the venue features scenic paths for pedestrians and cyclists, space for food vendors and artist amenities like first-class dressing rooms, badminton, croquet and inner tubes to float down the Deschutes River. All summer long, the Hayden Homes Amphitheater presents some of the biggest names in entertainment, and the second-largest brewfest in the northwest.

“As a local homebuilder established in Central Oregon over 30 years ago, we are proud to partner with The Old Mill District and Live Nation to support an iconic venue that has a long commitment of bringing the community together,” says Steve Klingman, president at Hayden Homes. “At Hayden Homes, we exist to ‘Give As You Go,’ so together, we build a strong community and lead fulfilled lives. We believe the Hayden Homes Amphitheater offers a place where we can do just that —

join together, enjoy the benefits of live music, create memories and experience a true feeling of community.”

“We’re thrilled to partner with Hayden Homes,” said Marney Smith, the longtime director of the newly christened Hayden Homes Amphitheater. “Like us, they’re a family-owned business rooted in Central Oregon that wants to do what’s best for this community. The goal of the Amphitheater has always been to provide a space for arts and culture in the heart of Bend,” Smith added. “Hayden Homes has been longtime supporters of not just our venue, but community organizations throughout the region.”

Said Bill Smith, developer of the Old Mill District, “Hayden Homes shares the same values we do. We named the venue after Les Schwab the man for 20 years, to honor his contribution to helping build the Old Mill District. Hayden Homes builds and invests in this community. Passing the torch to Hayden Homes feels right.”

The Les Schwab organization will still be meaningfully engaged at the venue.

Since its opening in 2002, the Hayden Homes Amphitheater has developed an unbeatable reputation, becoming an icon for consistently providing the best in live entertainment and having a strong economic impact on one of the region’s most popular destination areas. The Hayden Homes Amphitheater has and continues to host a vast array of artists representing a wide range of music genres including Jackson Browne, Brandi Carlile, John Legend, Alison Krauss, Luke Bryan, Ringo Starr, Heart, Dave Matthews Band, Paul Simon, Coldplay, Willie Nelson, Trombone Shorty, Robert Plant, The Beach Boys, Pink Martini, Sheryl Crow, Diana Krall, The Avett Brothers, Bob Dylan, Alabama Shakes and many more.

bendconcerts.com • livenationentertainment.com • hayden-homes.com

RECENT TRANSACTIONS

Continued from Page 3

The property located at 1105 SE Centennial Street in Bend sold for \$1,950,000.

Brokers **Peter May, CCIM** and **Russell Huntamer, CCIM** with **Compass Commercial Real Estate Services** represented the landlord, **Forum Holdings, LLC**, in the lease of a 7,015 SF portion of the former Pier 1 retail space located at the Forum Shopping Center - 2550-2680 NE Highway 20 in Bend.

Compass Commercial Real Estate Services brokers **Jay Lyons, SIOR, CCIM**, **Russell Huntamer, CCIM** and **Grant Schultz** represented the buyer, **John Kiefer**, in the acquisition of 1260 NE 1st Street in Bend. The 8,137 SF industrial building on 0.64 acres was purchased for \$1,550,000.

Brokers **Dan Kemp, CCIM**, **Jay Lyons, SIOR, CCIM** and **Grant Schultz** with **Compass Commercial Real Estate Services** represented the seller, **SLM Investments, LLC**, in the sale of 1812 NE Wichita Way in Bend. The 2,788 SF multifamily property on 0.22 acres sold for \$825,000.

Compass Commercial Real Estate Services brokers **Jay Lyons, SIOR, CCIM**, **Russell Huntamer, CCIM** and **Grant Schultz** represented both the landlord, **Dog Ear, LLC**, and the tenant, **UBCO Bikes US, LLC**, a New Zealand base electric motorcycle company, in the lease of a 6,360 SF flex building located at 561 NW York Drive in Bend.

Brokers **Dan Kemp, CCIM** and **Peter May, CCIM** with **Compass Commercial Real Estate Services** represented the tenant, **Central Oregon Roofing**, in the lease of a 9,000 SF industrial suite located at 494 SW Veterans Way in Redmond. Broker **Dan Kemp** also represented the landlord, 2008 Min Family Trust.

Compass Commercial Real Estate Services brokers **Peter May, CCIM** and **Russell Huntamer, CCIM** represented both the landlord, **Forum Westside, LLC**, and the tenant, **Lagree HD, LLC**, a Lagree Fitness and Pilates franchise, in the lease of a 1,387 SF retail suite located in Westside Yard at 210 SW Century Drive in Bend.

Broker **Howard Friedman, CCIM** with **Compass Commercial Real Estate Services** represented both the landlord, **The Ostlind March Trust**, and the tenant, **West and Main Homes Oregon, LLC**, in the lease of a 1,919 SF retail suite located at 750 NW Lava Road in Bend.

Central Oregon Business Calendar

Email Your Upcoming Business Events to CBN@CascadeBusNews.com

Event Details at CascadeBusNews.com/Business-Events


BUSINESS EVENTS



- Now-December 3**
Hospice of Redmond Festival of Trees Presents Tour of Trees 2021.
- Now-January 1, 2022**
Noon-10pm Deschutes County Fair & Expo Holiday Lights at Deschutes County Fair & Expo Center.
- December 2**
11:45am-1pm The Latino Community Association Virtual and In-Person Annual Empowering Families Luncheon.
- December 9**
9am La Pine Rural Fire Protection District Regular Board Meeting at 51550 Huntington Rd., La Pine.
- December 10**
10am City of Bend Virtual Bend Metropolitan Planning Organization Technical Advisory Committee Meeting.

- December 16**
11:30am-1pm City Club of Central Oregon Virtual and In-Person December Forum, Awkward Conversations, at Riverhouse on the Deschutes Convention Center.
- April 23, 2022**
La Pine Chamber of Commerce and Visitors Center Annual Chamber Awards Banquet.
- June 3, 2022**
Farm to Fork Benefitting Heart of Oregon Corps.

WORKSHOPS & TRAINING



(Ongoing)
COCC Small Business Development Center Virtual Classes.

Building Permits

COMMERCIAL PERMITS WEEK ENDING 11-12-2021

Deschutes County		
\$477,456.00	-	Commercial (New) 4,800 sf. at 16691 Assembly Way La Pine 97739 OR Owner: Bath Properties, LLC 21070 Scottsdale Rd. Bend, OR 97701 Builder: Doran and Zachariah John Foote 541-771-9847 Permit # 247-21-004253
\$57,163.00	-	Commercial (New) 300 sf.at 215 N Locust St. Sisters 97759 OR Owner: Jeffrey and Vicki Lemos PO Box 1155 Sisters, OR 97759 Permit # 247-21-004807
City of Bend		
\$588,000.00	-	Commercial (New) 6,226 sf. at 63013 Lower Meadow Dr. Bend 97701 OR Builder: Eric Meeuwsen 541-317-2980 Permit # PRNC202100827
\$190,000.00	-	Commercial (New) 2,913 sf. at 63007 Lower Meadow Dr. Bend 97701 OR Builder: Eric Meeuwsen 541-317-2980 Permit # PRNC202100826
\$158,328.00	-	Commercial (Alteration) 292 sf. at 63455 N Hwy 97 STE 62 Bend 97703 OR Builder: Christiansens Contracting Company, LLC 541-526-0195 Permit # PRRE202103812
\$115,565.00	-	Commercial (New) 1,116 sf. at 63700 Cascade Village Dr. Bend 97701 OR Builder: Sunwest Builders, Inc. 541-548-7341 Permit # PRNC202102545

COMMERCIAL PERMITS WEEK ENDING 11-19-2021

City of Bend		
\$1,200,000.00	-	Commercial (Addition) 8,622 sf. at 1091 SE 3rd St. Bend 97702 OR Builder: Sunwest Builders, Inc. 541-548-7341 Permit # PRAD202102951
\$375,000.00	-	Commercial (Alteration) 3,165 sf. at 601 NW Harmon Blvd Bend 97703 OR Builder: Mission Building and Renovation 541-550-2747 Permit # PRRE202104716
City of Redmond		
\$520,960.00	-	Commercial (Multi Family) 5,180 sf. at 1238 SW Obsidian Ave. Redmond 97756 OR Owner: Redmond Pacific Associates, LLC 430 E State St. #140 Eagle, ID 83616 425-861-3700 Permit # 711-19-002385
Deschutes County		
\$275,000.00	-	Commercial (Addition) 116 sf. at 54880 Jackpine Rd. Bend 97707 OR Owner: Cronin Family Properties, LLC 4637 NW Woodside Terr Portland, OR 97210 Builder: Ericsson, Inc. 972-583-0000 Permit # 247-21-005128
\$50,000.00	-	Commercial (Tenant Improvement) at 19741 Baker Rd. Bend 97702 OR Owner: Morning Star Christian School 19741 Baker Rd. Bend, OR 97702 Builder: Censor Commercial Construction, LLC 548-292-4517 Permit # 247-21-007394
\$25,000.00	-	Commercial (Alteration) at 19741 Baker Rd. Bend 97702 OR Owner: Morning Star Christian School 19741 Baker Rd. Bend, OR 97702 Permit # 247-21-008918

Watch for Upcoming Editions of CASCADE BUSINESS NEWS		
2021 EDITORIAL CALENDAR		
ISSUE DATE	SPECIAL SECTIONS	INDUSTRY LISTS
December 15 <small>Deadline Dec 8</small>	Top Commercial Projects/Construction Review	Commercial Contractors
January 2022 <small>Deadline Dec 1</small>	Book of Lists	

2022 EDITORIAL CALENDAR		
ISSUE DATE	SPECIAL SECTIONS	INDUSTRY LISTS
January 19 <small>Deadline Jan 12</small>		Architects, Landscape Architects
February 2 <small>Deadline Jan 26</small>	Central Oregon Economic Outlook	Coaches, Business Consultants, Chambers, Business Organizations
February 16 <small>Deadline Feb 9</small>	Family Business Special	Art Galleries, Arts Organizations, Framers
March 2 <small>Deadline Feb 23</small>	Meeting Guide	B&B's, Facilities with Conference Space, Event Rentals, Caterers, Event Planners, Golf Courses, Hotels/Motels, Tour Companies



GOT TOP PROJECTS?

Along with providing a comprehensive list of
Central Oregon Commercial Contractors,
Cascade Business News will feature
TOP PROJECTS COMPLETED in 2021
in our December 15 issue!

Contact Jeff Martin at 541-388-5665 or jeff@cascadebusnews.com

DEADLINE TO SUBMIT TOP PROJECTS IS DEC. 1

