

Airport:

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and relevant mission across every (area of responsibility), from Iraq to Afghanistan to some other things we did.”

Honemann switched to the Navy reserves when his service ended and continued working in aviation. He got involved in drone work, or the “UAS stink” as its jokingly referred to in military circles, and flew the MQ-8B, an unmanned helicopter that ran support missions in Africa.

Honemann’s naval career took him all around the world, but in the midst of the COVID-19 pandemic, the Navy kept him stateside to help battle the virus domestically. He was sent to New York City in March 2020 to help coordinate the 2,500 military doctors, nurses and medical personnel that were sent to support hospitals as COVID-19 ravaged the country’s largest city.

“I drove into New York City and there wasn’t a soul on the roads,” he said. “There was nobody on the streets walking around. There wasn’t a restaurant open. It was nothing you would ever expect New York City to be.”

Less than a year later, Honemann once again was assigned to combat COVID-19, but this time getting involved in the coordination of a vaccination clinic that administered more than 2,000 shots per day.

As a civilian, Honemann continued to build a career in aviation. He worked at a fixed base operator at an airport in Montrose, Colorado, providing fuel and other general aviation services at an airport that saw a lot of tourist traffic due to its proximity to



Ben Lonergan/East Oregonian

John Honemann, the manager of the Eastern Oregon Regional Airport in Pendleton, poses for a portrait Nov. 9, 2021, in a World War II era hanger at the airport. Honemann, who relocated from northern Colorado to Pendleton, has served in the position since July.

multiple ski resorts. He then spent nine years working in safety and compliance for the Federal Aviation Administration in Denver.

Honemann’s new home

By the time Pendleton opened its newly vacant airport manager position to candidates, Honemann had been to 48 states and 45 countries throughout his life. But the job intrigued him.

Living in Boulder County, Colorado, at the time, Honemann said the Denver area had grown rapidly in

recent years and he and his wife were looking for a small town environment. His son had moved out of the house to join the Marines, but his daughter had just completed her freshman year of high school.

He thought proposing a move would be “the meanest thing to do to a teenager,” but she also signed off on it, liking the idea of a fresh start after a year of taking classes from home due to the pandemic.

Back in Pendleton, Pendleton Economic Development Director Steve

Chrisman liked what he saw in Honemann. Chrisman added airport management to his duties in 2013 as the city attempted to establish the UAS range, even though he had no prior aviation experience. With the success of the range and the growth at the airport, the city reestablished airport manager as its position under the idea that the new hire would be more involved with the day-to-day operations of the airport.

With Chrisman still overseeing the airport as economic development director, he had a chance to

help select his own successor. Chrisman said he liked that Honemann had military, government and private sector experience in aviation and made the hire.

Since starting in July, Honemann said he’s tried to immerse himself in airport operations while he wants to clean up the industrial park so that it looks better and wants to see passenger traffic on Boutique Air return to pre-pandemic levels.

He will also be involved with the Pendleton UAS Range, although range manager Darryl Abling will

still directly supervise drone operations at the airport. While Chrisman supervised Abling as airport manager, he said Honemann and Abling will work as partners. Honemann used a military analogy, saying he would act as the base commander, overseeing all the facilities, while Abling acts as wing commander, managing the airport’s assets.

Honemann said he’s excited about working with UAS again, adding that it’s one of the few aspects of the aviation industry that’s growing and will likely overtake manned flight in the future.

UAS operations have shown no signs of slowing down: The 4,882 operations the range has hosted this year is almost double the amount it did for the entirety of 2020. Chrisman said he’s confident the range can surpass \$1 million in revenue by the time the fiscal year ends in June 2022 and thanks to a large injection of funds from federal COVID-19 relief stimulus, the airport has a number of renovation projects covered financially.

But beyond his work at the airport, Honemann said he likes Pendleton as a place to live.

“This town’s got so much going for it,” he said. “It is a good town with good people, good restaurants, It’s pretty fun outside the airport stuff. And we’re going to the symphony on Sunday. Can you complain about that? I get to go to a rodeo and go to a rock concert. It’s got everything.”

Including a mountain biking trail just down the road in the form of the Pendleton Adventure Trails Recreational Area, which Honemann plans to patronize often.

Turkey:

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getting turkeys. Meade said he expects to get all the turkeys he needs — several hundred.

“The issues that we deal with that cause the most problems have to do with are just getting trucks to get product picked up and delivered to distribution centers,” he said.

He said his store’s distribution center is in Spokane and the reported shortages may not be relevant to Umatilla County. Other grocers in Eastern Oregon expressed similar takes.

“Turkeys on the table, we’ve got turkey already in our freezer,” said Blaine Huffman, owner of Huffman’s Market in Prairie City. “I’m sure there’s going to be items we’re going to be short on but on the whole we’re fine.”

Grocery stores have had to adapt to a changing supply landscape that has seen shortages crop up in unexpected places.

“We don’t know one load from the next what we’re going to get — it changes every time,” Huffman said. “The food supply chain is vulnerable, a lot of stuff is still sitting out in the ocean.”

Huffman said he had some issues ordering pre-made pies for Thanksgiving, and the store was out of stock of those items. Supplies for homemade pies, however, were available.

Considering that smaller markets lack the same buying power as larger chains such as Safeway or Walmart, there was a cause for concern that residents in frontier towns, including John Day or Prairie City, might have to travel further to fill their shopping cart for the upcoming holiday. Grocery stores report that while ordering has been a challenge, the staples for a Thanksgiving feast have yet to cause any concerns.

“Before, I was able to buy pallets of certain things like condensed milk — when it comes to those really big staples, a lot of it is on an allocation that you can’t buy big amounts like that because they wouldn’t

be able to service everybody,” said Mike Shaffer, operations manager for Chester’s Market in John Day. “As far as staples go, we’re sitting pretty good.”

Shaffer said he has had to order months in advance for key items, especially during Thanksgiving and similar holidays where supplies go fast as the holiday approaches and the deadline for putting the turkey in the oven looms.

For now, the store is well stocked for the upcoming feast, according to Shaffer.

“It was really easy to get what you needed before all this stuff happened and before — I call it a logistical nightmare, but you know all the logistic issues that everyone is experiencing — before that we’d have pretty big item counts, big ads so people could come in and get a good deal on whatever they need for dinner and stuff like that, so it has changed,” Shaffer said. “If you commit to something like we did this year — if you have to reorder it, that’s where you may run into an issue because everybody else is reordering, especially for the season.”

Supply chain issues have cropped up from a myriad of pandemic-related minutiae, such as labor and raw material shortages — including dock workers and truck drivers — to low production yields and increased costs of goods as shipping costs skyrocket due to increases in fuel and container prices.

That means when orders finally arrive at grocery stores, the contents might be less than what was ordered, or the order itself would be delayed.

“It’s hard to plan around, I’ll put it to you that way,” Shaffer said.

Those issues exacerbated an already vulnerable system. Still, the grocery stores remain optimistic about the upcoming holiday.

“It’s not like it was last year,” Huffman said. “I think it will be good, I think everything will be good.”

— *Hermiston Herald* editor/senior reporter *Eric Peterson* and *East Oregonian* news editor *Phil Wright* contributed to this article.

Project:

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Dorran at the meeting said he supported the idea, but he needed to see the agreement in writing.

After the meeting, Murdock said the county still couldn’t share the written agreement because Olsen still was out of the office and he didn’t know the exact date of his return. He also added the commissioners have yet to sign the agreement to finalize it.

Murdock said he’s been in discussions with Pendleton for months on its housing shortage and what the county could do to help. He felt comfortable enough with his knowledge of the agreement to push it forward.

“It’s not just an outright gift,” he said. “It’s a revolving fund that has sideboards on it.”

Murdock said economic growth on the west side of Umatilla County led to new revenue to the county through tax incentive agreements. As that revenue comes into the general fund, Murdock said the county has looked into reinvesting it.

Murdock said the revolving fund only can be used for new development rather than main-



Ben Lonergan/East Oregonian

A clearing marks the site Oct. 6, 2021, of a future intersection along Goad Road in Pendleton.

tenance and repairs. And the city can’t simply deplete the fund and leave it empty; the city must find ways to replenish it over time.

Pendleton Public Works Director Bob Patterson said the city could pair the revolving fund with a reimbursement district, a new funding mechanism the city created in May. As developers start building along the new road, they would pay back the city

for the infrastructure costs. That money would then be forwarded back to the fund.

But there’s still a lot of work to be done before the city can begin drawing down funds.

While the Pendleton City Council already has authorized city staff to begin identifying the right of way to build the road and other utilities, Patterson said the city would need council approval to designate the revolving

fund for the construction of the street.

Patterson added that \$2 million wouldn’t cover the entire cost of the project, which also includes new drinking water infrastructure. Staff is working on compiling estimates for the total cost of the project, he said, and intends to provide a number in the coming months.

— *Reporter Bryce Dole* contributed to this article.

Silent:

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disclose the report’s findings in full. The public event is planned Friday, Nov. 19, from 8 a.m. to 4:30 p.m. at Wildhorse Resort & Casino.

The event will showcase a variety of researchers and community leaders who will speak about how sexual violence impacts tribal land. It will also include time for community members to come forward and speak about what solutions they would like to see, Coyote said.

Survey underscores epidemic

The survey findings underscore a national trend that some Indigenous advocates have come to call an epidemic — Native American women are disproportionately victims of violence.

The Centers for Disease Control and Prevention says

nearly half of all Native American women have suffered physical or sexual violence. A separate Justice Department report found that 1 in 3 Native American women have been raped or experienced an attempted rape — more than twice the national average.

But that data is limited, as layers of bureaucratic and jurisdictional problems have made it nearly impossible to track the full extent of violence on tribal land.

For years, those challenges included disagreements among local or federal agencies concerning who should investigate, allowing countless victims and perpetrators to slip through the cracks. And for years, Coyote said, those problems have been prevalent on the Umatilla Indian Reservation.

The Umatilla tribal court was one of the first tribes to participate in a pilot program to prosecute non-Indians for domestic violence against

Native Americans on the reservation. Before then, many non-Native perpetrators could commit acts of violence on the reservation and get away with it, Coyote said.

In 2013, the Violence Against Women Act was reauthorized, bringing forth new provisions that address violence against Native women by restoring tribal jurisdiction over non-Native perpetrators of domestic violence on tribal land. A year later, the CTUIR was one of only three tribes initially allowed to participate in the program in the U.S.

Survey pushes for improvements

The latest survey from Family Violence Services is part of Coyote and the tribes’ broader effort to raise awareness and encourage survivors to have their voices heard in order to improve services on the reservation.

The survey states a variety of services are in need of improvement to help survivors: mental health services, housing, drug and alcohol treatment, sex offender accountability and a nurse examiner for sexual assault survivors. It also advocates for a wide array of training and technical assistance.

Coyote said improvements have been made, but much is yet to be done to ensure survivors receive ample help. Coyote, who has dedicated her life to helping Indigenous survivors of violence, said she hopes the survey and the upcoming event will spur new solutions in the community.

“I’m hoping people will remove the blinders, speak up and be active,” Coyote said. “Not just community members, but systems.”

Recalling the focus groups she attended, Coyote said one survivor’s statement sticks in her mind:

“The silent are screaming.”