

PROP WASH

The Voice of
General Aviation
in Oregon

The Official
Publication of the



www.OregonPilot.org

Oregon Pilots Association

July/August 2004

RMFS Scholarship Recipient Named

Rachel Ellis of Independence is this year's recipient of the Raymond Meyer Flight Scholarship.

Rachel is graduating this month from OSU with a degree in Fisheries and Wildlife Science. Rachel has put herself through school working full time and finishing her degree in three years. Her ambitious schedule includes using the \$500 scholarship to earn her private pilot's license by the end of June.

Rachel is the third recipient of the Raymond Meyer Flight Scholarship. The scholarship may be used for any type of flight training. The deadline for applications for next year's scholarship will be May 15, 2005.

Bend Airport Hires Manager

The Bend Municipal Airport was established in 1942, and for the first time in its history, a city employee has management of this community asset as a primary responsibility.

Although the city council would only agree to funding a half time position, Greg Phillips, the new manager is exceptionally well qualified. A former military aviator,

BEND AIRPORT...CONTINUED ON PAGE 6

Airspace Changes at TTD?

Pilots frequenting TTD received a wake-up call last month when they learned a letter of agreement between PDX and TTD towers had been signed which placed serious restrictions on VFR departures, especially to the south.

Scheduled to take effect June 8, with a "trial period" of 30 days to be followed by strict enforcement thereafter, it requires staying below 1200 feet all the way to Burnside Street and when departing on runway 25, to complete the southbound turn within about a mile of the end of the runway.

The changes were announced at a fairly hastily called meeting at TTD

on May 26th, by Scott Speer, PDX hub boss, and Dave McCann, of the outfit in Tennessee that has the contract at TTD. The changes were roundly criticized by almost all of the pilots attending.

Since that time, due in no small part to volunteer efforts of Carrick "Scottie" Scott and other TTD Chapter members who flew FAA personnel over the proposed routing, TRACON recognized the agreement as written probably created as many, if not more, problems than it solved. In a meeting on June 18th with several members of the Port of Portland's Advisory Committee on TTD plus members of the TTD

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President's Message

I am very pleased to announce that Gwen Graham has agreed to take on the role of Propwash Editor. I consider the Propwash to be the "lifeblood" of our organization, and our members the heart and soul. When Gwen stepped forward to offer her services in this key role, I was delighted, to say the least. Gwen brings a wealth of experience to this position, as she has been publishing top notch newsletters for several years now. She is very active in the Beaverton Chapter, served as coordinator for the Oregon Air Fair which has become the NW Aviation Tourism Showcase, Centers for Airway Science ACE program, and knowing Gwen, probably other aviation related events that I don't know about. Gwen is certainly no stranger to OPA as she has held the office of State President back in the year

2000. She is also an instrument rated pilot. Welcome Gwen!

Another individual who is long overdue in receiving recognition is Chris Ruck. As you know, Chris is OPA's webmaster. Chris has toiled many an hour for almost a year now transforming the OPA website to top form. I routinely receive feedback about how informative the website is, how up-to-date it is kept, as well as how much folks like the new look and feel. Chris has really exceeded any of my expectations. Thank you Chris. I know that Gwen and Chris will coordinate how to best disseminate information about our association. Please take a few minutes to let either Gwen or Chris know what's going on at your local chapter.

During the State Board meeting held on May 23rd in Corvallis, we

PRESIDENT'S MESSAGE...CONTINUED ON PAGE 3



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discussed the fact that the Corvallis Chapter was forced to cancel their annual Air Fair due to the requirement for them to carry high-cost insurance that would name the City as insured. If anyone knows of insurance companies that insure aviation events at a reasonable price, please let any OPA officer know.

This year's Festival of Flight will be held on August 21 in Baker City. You can find the nomination form for the awards and more information online at www.oregonpilot.org. You may submit your nominations for the awards until August 1st. The Festival of Flight will be held the same weekend as the Oregon Huckleberry Pancakes and Durkee Steak Feed in Baker City. Over a thousand people attended this event in last year! Head east for a mini-vacation and take in such attractions as the Oregon Trail Interpretive Center and the Sumpter Valley Railroad Steam Engine. Contact Mel Cross (541) 523-4539 or melc@eoni.com for more information about the Pancake and Steak Feed.

OPA membership continues to decline. In efforts to reverse this trend, I am requesting each Chapter President to lead a discussion at your next meeting to brainstorm ideas of how your chapter can reach out to pilots who are not members of OPA. Please give me your

feedback from your meetings. Don't forget to mention the benefits of membership: social (friendships), financial (OPA discounts), and legislative impact. Print extra copies of the OPA membership form and make sure they are prominently displayed at your FBO. Remember, OPA membership for student pilots is free the first year. I have decided to create a membership drive in 2004 with the goal of increasing membership across all chapters by 10% by November 30. There will be a revolving trophy awarded during to the Chapter that recruits the most new members.

--Mark Trujillo, OPA State President

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The Dalles Airport Permanently Closing a Runway

On May 21st, the airport board at The Dalles Airport voted to close runway 02/20 permanently to make it available for drag racing. The FAA is accepting comments on this closure until July 15, 2004.

The pilots of Columbia Gorge oppose this closure and ask that you make comments to the FAA. Refer to Aeronautical Study #2003-ANM-306-NRA. For more information about making comments or the effects of this closure, contact Dave Koebel, Flightline Services, The Dalles Airport at 509-767-1134 or AOPA ASN Volunteer Will Mensink at 509-310-0009.



BAGGAGE COMPARTMENT

For Sale or Partner 1967 Piper Comanche PA24-260B. \$105,000. For full listing of equipment and specs, contact Tom Stevenson at tstevens@europa.com.

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Chapter Chatter

ALBANY: The chapter as leased the historic hangar from the city. The lights are now working and chapter members have added carpet and painted the inside.

The cardlock fuel system should be up and working soon. The system is expected to have "VERY LOW" fuel prices.

CORVALLIS: Corvallis Airport Days had to be cancelled due to excessively high liability insurance premiums. The chapter was quite disappointed but will be checking around for more reasonable coverage, including using AOPA checklist for "Open Houses" and working closely with the Corvallis Parks Department.

Tyler Parsons gave ASEP contest winner Katrina Johns her airplane ride on May 9th to Cottage Grove. Along for the ride was her father, Larry Johns. Katrina's winning poem is posted on OPA's website.

LEBANON: Chris Ruck announced that the chapter is now providing mowing services for the airport. The project takes one day each month and the chapter receives \$1000 per mowing by the Oregon Department of Aviation.

The annual Pancake Breakfast will be held July 3rd starting at 6:30am.

The annual Garage Sale is scheduled for August 7th & 7th. It will be combined with a Young Eagles flight to encourage parents' involvement with both events.

The chapter is helping with landscaping around entries in the new security fence at the airport, even obtaining a donation of bark dust.

MULINO: Eric Heublein reported a special guest speaker at a recent meeting – a CFI from New Zealand.

The chapter continues to have flyouts on the Saturday following their meeting. Destinations include Hoquiam, Siletz Bay and Sunriver.

The first "Adopted Road" clean up was completed with food served to the hungry volunteers.

The annual Blueberry Pancake Breakfast is scheduled for the third weekend in July.

The CAP is flying gliders out of Mulino again. This sometimes leads to what looks like glider landings against normal traffic patterns. This is necessary because of the location where the cadets are picked up for the glider rides.

The taxiway leading to the restaurant is mowed and pretty well cleared of gopher holes.

The local Mulino EAA Chapter has now moved to a new clubhouse at the southeast side of the airport.

POLK COUNTY: David Martin is the new President of the chapter. David is a former FAA accident investigation counselor and former editor of Kitplane Magazine.

The local restaurant, The Starduster, is now open for breakfast and lunch at the airport. The new owner is also the operator of a restaurant in Independence.

Beware that some pilots are flying in the Independence area using no radios – and sometimes landing against the normal traffic flow. Ultralights at the field use RIGHT downwind for Runway 34.

TROUTDALE: Portland International and the Troutdale Tower have worked out a new letter of

agreement. See the full story on the front page of this newsletter.

As of June, the Chapter changed their meetings to the first Monday of each month.

At the June meeting, the TTD Chapter enjoyed a presentation by Bill Hollenbeck on the latest Cirrus aircraft, complete with a pre-dinner inspection of a real live airplane. Members who sat in the cockpit came out drooling.

But the big news is that we're planning a weekend fly out to Eureka, Nevada (yes, Nevada) August 6th. Eureka (as you might guess) is an old mining town, present population perhaps 1200, which in its heyday had over ten times that many residents. Many of the original buildings have been restored, including an authentic western opera house (we're going Friday to catch that night's show!) and a courthouse with a gilded courtroom ceiling. In addition to the show there will be a mine tour, a self-guided walking tour of the town, and a fascinating presentation on early Nevada by the curator of the museum. All are invited. Contact Bob White at rgwhite@pcez.com for full details. Y'all come!

YAMHILL: The Chapter will again join with the local EAA chapter for their joint annual picnic to be held at the Chehalem Airpark in Newberg on July 11th at 3:00pm.

EASTERN OREGON: The Eastern Oregon Chapter held its last meeting on April 21, 2004. The meeting started with a BBQ of hamburgers, homemade potato salad, baked beans and homemade deserts. We are going to try this again, as I think it was enjoyed by all.

Most of the meeting was consumed by plans for the August 21, 2004 fly-in. As we develop more experience putting on the fly-in/air show, the better organized we become. This year should be an exceptional one.

Our main attraction this year is Kathy Hirtz (Wing over Aerobatics), from the Eugene area, and Greg Poe Air Shows, from Boise Idaho. Kathy is coming back for the second time and does a superb job. This will be a first for Greg in Baker City. He is well-known for his expert showmanship in many different parts of the United States. We cannot wait to see his show. We have scheduled a skydiving show as well.

We discussed the July 21st fly-in of the vintage aircraft group tour. It was decided that as a fundraiser for the club, we would have a BBQ for them and invite local folks to join in as well. This should be an exciting group with about sixty vintage aircraft on tour. It will be a privilege to have them.

The FBO may soon have an all-weather twin 414 Cessna for full time charter.



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TTD CHANGES...CONTINUED FROM PAGE 1

Chapter's Executive Committee announced it intends to significantly modify the original agreement, and to work with pilots in meeting the need. A Work Group was appointed consisting of Scottie, TTD Chapter president Joe Smith, and representatives of each of the flying schools based at the airport (one of whom, Paul Etchemendy, is a Chapter member, and at least one other has promised to become one) to work with ATC personnel.

Joe praised hub chief Speer for both recognizing the problems and for his willingness to cooperate with users to produce patterns that work for everyone.

The "problems" relate to the IFR approaches into runways 28 at PDX which put big guys as low as 1700 feet and 2.2 miles off TTD, and the "Mill Visual" which funnels them westbound just north of the Troutdale runway. The Work Group will be helping TRACON identify landmarks and routes which maximize safety and minimize the risk of creating a nest of irate homeowners complaining about low-level overflights. Stay tuned.

BEND AIRPORT...CONTINUED FROM PAGE 1

Greg was the FAA's Oregon airports program manager for a time and project manager for the construction of the new Denver airport.

His most valuable skills, however, may be his experience as a leadership trainer with the Bend Chamber, because it has been the city council's failure to recognize the municipal airport's social and economic contributions to the community. Failure of the city to effectively manage the airport has put implementation of the updated airport layout plan about five years behind schedule.

But the threshold project, relocating a county road from the South runway safety zone, may get underway this fall. This will allow runway 16-34 to be relocated about 60 feet east and extended in length 200 feet. Construction of a new parallel runway allows the current runway to stay operational during the construction, provides legal separation from the parallel taxiway and building line, and allows additional hangars on the West side. Further, new construction is only about ten per cent

more costly than the work required to repair the existing runway.

Local pilots and tenants are looking forward to having an airport advocate working within the city.

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Safety Update

by Lindsey Dike, Klamath Falls Chapter

Last fall, while running on the treadmill watching Good Morning America, a segment on car crashes was on. They were showing, in slow motion, what happens to the suitcases and all other loose items in the back of the car during a sudden impact. They stepped it up by putting a propane tank and a toolbox behind the back seat of an SUV. The tank ended up going through the front windshield. I'm sure you can imagine what all of these items did to the crash test dummies in the front seats!

After showing these crashes, they interviewed a California Highway Patrol Officer and his wife who almost lost their baby in a head-on collision. The child was in a protective car seat and the seat did the job of protecting the child, but the cell phone that was on the dash of the car became a projectile, striking the baby in the head. Luckily, after surgery, and a long stay in the hospital the child is okay.

Now, you might be asking why am I writing about cars in an aviation safety letter? Well, I had already forgotten about this shocking report when I received my February issue of Aviation Safety. In this issue there was a very interesting story about John and Martha King from King Schools. Yes, the couple who make all of those pilot-training videos.

The story they shared regarded some bad flying decisions they made on a particular flight back in the 70's that ultimately ended with a crash in a snowy field in South Dakota. In an ice storm with freezing rain, they landed their iced up T-210 in a cornfield with 18 inches of snow. The plane broke through the frozen layer turning a precautionary landing into a very sudden stop. that stood the airplane on its nose, but did not flip it over on its back.

Both John and Martha were pinned against the panel by the luggage and supplies for the weekend training class they had planned on teaching in the morning. They could not reach the door handles to open the doors. When John finally did get himself out of the aircraft to go check on his wife, he saw tools, rags and oil cans strung out for about 75 feet in the snow in front of the plane.

This is where it all ties together.... All of that "stuff" came through the windshield when they stopped so suddenly. And the tool kit hit Martha in the head and shoulder on the way out, cutting and bruising her up pretty badly.

Their story was written about decision making, but the way it ended brought back the images I saw on TV that morning – all those items in the back of the cars flying into the crash test dummy heads in slow motion. All I could think about was the many items I have unsecured in the back of my airplane, hitting *me* in the back of the head during a precautionary landing that ends up stopping faster than one would hope for. It would only take a rock, or a ditch you didn't see.

I now keep my cell phone in my pocket and try to keep any hard or heavy items under my cockpit cover with a strap to keep it in the luggage area instead of the front seat, or worse yet, in front of the airplane. Strap it down if possible or use a seat belt if it's a heavy item. You don't want that unexpected turbulence or sudden stop to ruin your day.

As I've said before, I'm not trying to scare anyone out of flying, just trying to get you to stop for a second or two and think about what's behind you. Are you comfortable with what's back there? Fly Safe!

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Calendar of Events

Monthly:

First Saturday EAA 105 Pancake Breakfast at Stark's Twin Oaks. 8-10am.

July:

- 3 Lebanon Pancake Breakfast, starting at 6:30am
- 3-4 Polk County OPA Pancake Breakfast at Independence, 8:00am-Noon
- 9 BCOPA Monthly Meeting at Twin Oaks Airport
- 8-11 Arlington EAA Fly In at Arlington, Washington
- 17 Family Fly In at LaGrand, Oregon, FAA Safety Seminar, 541-963-2070
- 17-18 Mulino Blueberry Pancake Breakfast
- 17-18 15th Annual Prospect Fly In. Hosted by Jackson County Search & Rescue. 541-560-3647 or 541-560-3670
- 17-18 Oregon Antique & Classic Aircraft Club Air Tour 2004, Cottage Grove. Tom Bedell 541-929-5598
- 17-18 Prospect Fly-In (www.weissig.com/local/prospect04.jpg)
- 27 EAA AirVenture Oshkosh (continues through August 2nd)

August

- 7 BCOPA Annual Picnic at Stark's Twin Oaks. Food served at noon; games following.
- 13-15 Abbotsford Airshow (www.abbotsfordairshow.com)
- 14-15 Hillsboro Air Show at HIO
- 20-22 45th Annual Northwest Antique Club Fly-In at McMinnville Airport
- 21 OPA State Board Meeting, Baker City

September

- 10-12 Hot Air Balloon Races, Reno, NV
- 10-12 Astoria Airport Airfair & Coast Guard Open House. Contact Melody Twiss at 503-861-1214 or 503-791-0481 for more information
- 15-19 Reno Air Race, Reno, NV

October

- 21-23 AOPA Expo 2004, Long Beach, CA. Visit www.aopa.org for more information.

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