

PROP WASH

The Voice of
General Aviation
in Oregon

The Official
Publication of the



www.OregonPilot.org

Oregon Pilots Association

January/February 2005

OPA Annual Awards Presented

Congratulates to the following winners who were presented their awards at the annual meeting held in November at the Lebanon Airport.

Nominations for the annual awards are accepted each spring for presentation at the annual meeting. For complete descriptions of each award and guidelines for submission, visit www.oregonpilot.org or contact OPA President Mark Trujillo at marktrujillo@comcast.net.

Wrong Way Corrigan

Harry Bladow

Barnstormer

Edward Hannevig

Snoopy & The Red Baron

Lonnie Kulesia

Pilot of The Year

Andy Anderson

Pilot in Command

Charles Kinyon

Chapter of the Year

Beaverton Chapter

Best Newsletter

BCOPA Plane Talk

Land Use Laws & Airports

by *Christine Ruck*

Adjacent land use issues for any Airport are complicated to say the least. As we learned in Lebanon recently, when public hearings and processes are underway, local ordinances may require only that landowners within a defined distance be notified in writing.

In the Lebanon case, a public hearing before the city council was to consider the annexation of a parcel of 70 acres that abuts the northwest perimeter of the airport. Its zoning is currently light

industrial and according to the FAA and ODA that designation is considered a compatible land use for an airport. The official notification letter from the City of Lebanon planner was sent only to the Oregon Department of Aviation which meets the local notification ordinance requirements. Most of the hangar owners were not within the notification boundary, although we all know that the impact is the same for EVERY hangar occupant.

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Oregon Department of Aviation
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<http://www.aviation.state.or.us/>

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The punch line is this: every OPA chapter, EAA chapter or other organization with a stake in land use issues adjacent to your airport can be placed on the list of required notifications by sending a letter to the city or county planner. Once you have requested notification in writing the planners are obligated by state law to include you in the written notification process.

Each and every year, as ballot measures, legislators and federal agencies modify the aviation rights we currently enjoy, it is vital that groups promoting aviation get themselves ahead of the curve and help guide the future of our airports. All too often pilots mobilize after decisions have been made and political momentum is underway.

Preservation of general aviation depends on each of us monitoring these processes and educating the public and local government entities before the process has gone awry.

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Landing Aid Bounces Signals From Terrain

A Hood River, Ore., company has received \$7 million in government funds to study the effectiveness of an innovative system designed to allow for precision approaches to airports where terrain or other constraints prevent the use of conventional nav aids.

Advanced Navigation and Positioning Corp. (ANPC) says the Transponder Landing System actually uses the rough terrain as part of a system that tracks an aircraft's position in the airport's terminal area and sends course-correction instructions to the cockpit.

"By measuring and accounting for the radio signal reflections off of surrounding obstacles and terrain,

FAA Downgrades TFRs in Four States

Pilots in Indiana, Kentucky, Oregon, and Washington's Puget Sound area got an early holiday present. Six temporary flight restriction (TFR) areas have become much less restrictive national security areas (NSAs).

That nearly completes a process AOPA initiated earlier this year to reduce the number of restricted areas nationwide. The military had wanted to turn 13 TFRs into prohibited areas. AOPA opposed that and suggested that airspace over military installations be

designated national security areas. For 11 of the 13 TFRs, the FAA agreed.

TFRs in Washington (Bremerton, Everett, and Port Townsend), Indiana (Newport), Kentucky (Richmond), and Oregon (Umatilla) became NSAs with the publication of the latest sectional chart. The Pueblo, Colorado, TFR will change to an NSA with the next charting cycle effective January 20, 2005. For more on NSAs, see (<http://www.aopa.org/whatsnew/newsitems/2004/041223nsa.html>).

the system is able to ensure guidance accuracy in areas erstwhile unable to support a precision approach," said Pete Kinkhead, the company's marketing director.

There are 21 sites identified for evaluating the system, 12 of them in Alaska. But while Alaska's rural airport challenges are well-known,

Kinkhead said the applications in the Lower 48 are equally significant.

"Increasing demands on the nation's airspace capacity necessitate the availability of point-to-point service beyond the major hubs and all-weather accessibility to many underutilized airports," he said. (Reported by AvWeb 01-10-05)



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Email corrections and chapter news to
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Chapter Chatter

BEAVERTON: *Reported by Jim Graham, President.*

Members of the Beaverton Chapter enjoyed a wonderful night of holiday music while dining at the Sweetbier Inn, in Tualatin. Roger Henderson, outgoing president of the chapter, was presented with a pictorial book of the US Air Force by incoming 2005 president Jim Graham. Roger and Cindy both worked very hard in the past year for our chapter to continue and to improve our chapter. Roger spoke fondly of his time as president and thanked members of his officer team.

Speaking of large, kudos go out to Tom Morrow for his tireless work in bringing great programs to our monthly meetings. Also Frank Weissig will be bowing out as webmaster to permit Bill Womack to offer up his talents and continue where Frank left off. Please take a moment and look at our webpage that has already seen some changes just in the last few weeks. www.bcopa.org is the address to enjoy some great pictures taken by one of our members Chuck Forsburg.

KLAMATH: *Reported by Keith Cook, Webmaster.*

Peter Niemi is the new chapter president being inducted at the annual chapter Christmas party held this year at the home of Richard and Jean Otteman. Past State OPA president Jim Bellet presented out going chapter president Marshall Alexander with his plaque detailing his 2004 year of service to the club and recognizing his excellent leadership. Marshall kept the monthly attendance high with interesting programs, re-instated the

Klamath Fly-About, coming up with interesting places to go on the monthly fly outs, promoted the procurement of chairs and tables for the chapter's many events eliminating the expense of renting each time and held officer's meeting to discuss chapter activities.

The chapter has kept its family membership at 50, with some leaving and new ones coming in. Local 99s and EAA members are always welcome to attend our events.

Our new airport manager is Ann Crook, formally with the State Aeronautics Commission. The airport terminal remodeling is nearing completion and the second floor restaurant and bar is now open with new management and great décor.

EASTERN OREGON: *Reported by Mel Cross, President.*

I received a call a couple of weeks ago, stating that OPA is going to have to have an increase in dues, in order to survive. I would like to say to the membership, that not only do I endorse this idea, but that I feel that we all need to do all we can to help OPA survive. I also know how difficult it is to attend meetings, as well as hold an office in the organization, but do all you can to encourage pilots to at least belong and pay dues. Numbers in members and dues monies are very important. The chapters are probably having the same problems, but remember, OPA represents us, and we need representation. In regards to local happenings, Baker just received exciting news about some grant application results. We have received \$20,000.00, which is ear marked for some new

windows in our meeting building, a new water filtration system for the FBO, weed control, and last but not least, air show money. This is very exciting as we think we are getting enough experience to put on a pretty good show for a small town atmosphere, and our breakfast is the best in the west. This will be our fifth year. We will announce the august date next month.

Our FBO has been working diligently promoting flying lessons and the importance of airports to the point of signing up fifteen new ground school students.

We are also very excited about the move of the T-33 from McLaren (Woodburn) to Baker city in the spring. Our new gate keeper!

I have babbled enough, so will close with an invitation to come and see us. I hope your holiday was happy, safe and you have a prosperous new year.

POLK COUNTY: *Reported by Dave Martin, President.*

At its November meeting, the Polk County chapter was briefed by Wayne Nutsch on a new development at Independence State (7S5): his new 200X64-foot hangar being built south of the EAA hangar. Wayne will rent space to single-and multi-engine airplane and helicopter owners. The facility, which is

scheduled to be completed by early April, could also accommodate jets including several Cessna Citation models.

The chapter's annual holiday banquet, held on December 11, turned out to be quite a bash. A turkey or ham dinner at Roth's Conference Center in West Salem was complemented by live music. A major feature was presentation of the plaques and citations for the five chapter members chosen as the 2004 individual statewide OPA award winners. Pilot of the Year was Andy Andersen; Charlie Kinyon won the Pilot in Command award; Harry Bladow received the Wrong Way Corrigan award; Ed Hannevig was presented the Barnstormer plaque; and Lonnie Kulesia received the Snoopy and the Red Baron award. Rod Gabel had written the nominations for all five winners.

A highlight of the evening was Phyllis Upright's trade-once white elephant gift exchange. The hot item was a ready-to-fly, single-channel radio-controlled model airplane that changed hands among the local RC enthusiasts.

Starting on January 8, the chapter is sponsoring a free Saturday Night at the Airport movie series from a private collection of films. OPA chapter members and all Independence airpark residents are

invited. The objectives are airport community fun plus promotion of OPA membership. The series is planned to continue through April 2. Bring your own popcorn!

TILLAMOOK: *Reported by Barry Boring, President.*

Holiday greetings from the Tillamook chapter. We had a few beautiful days to fly here in December. We had our Christmas Potluck with just time to sit and talk about all our fly time. No news is good news. Bye for now.

TROUTDALE: *Reported by Joe Smith, President.*

The TTD chapter enjoyed a delightful Christmas party at the airport, in the Columbia Aviation hanger, with a sumptuous potluck, featuring James "Judge" Hicks smoked turkey, put together by Chapter Veep Rosemary Griffith, on Monday December 13th. Live music, carol singing, fun door prizes and even an auction. The strong winds and hard rain outside underlined the gratitude we all felt for warmth, friendship, and holiday cheer.

We'd hoped to have the final version of the flyers describing the new VFR arrival and departure routes, but some last minute tweaking required putting that off until the January meeting. I'll report back on this issue in the next newsletter.

CENTRAL OREGON: *Reported by Gary Miller, President.*

The City of Bend had a thank you party for the Bend Airport Ad-Hoc Committee. All the member received personalized aerial photos of the airport. CO-OPA was well-

Continued on Page 6...



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NW IFR Student: Starting Out

by Brendan Fitzpatrick

Well after having a number of flights this summer cancelled, delayed, postponed or otherwise unfavorably altered, I decided it was time to get my IFR rating. This will be the first in a short series of articles describing my experiences dealing with getting "cloud worthy" in the Willamette Valley.

I am a low-time (read 150 hours) pilot living in Portland and flying out of Hillsboro (HIO). While I've lived in Oregon for five years, the bulk of my flying was in coastal North Carolina – sea level and no mountains for miles. I'll admit up front that my experience is solely west of the Cascades – those of you enjoying 300 VFR days a year might want to put this article down now and go flying.



In addition to the added flexibility of being able to launch out on cross-countries while the VFR pilot sits grounded, the IFR rating provides an extra level of safety. Many of us have heard that after burning all the 100 LL, weather kills (or at least seriously injures) more VFR pilots than anything else. Being able to safely enter and fly through all the visible moisture that accompanies us most of the year seems like a good skill to have even if you never plan to voluntarily enter "the soup". Finally, it does extend the flying season giving you more chance to enjoy leaving the earth.

Well, I hope you enjoyed the trip so far and are looking forward to future articles. After my IFR is completed I'm hoping to turn this column into a guide to Northwest aviation activities. For instance, did you know that for \$50 you can fly to 25,000 feet in a high altitude chamber without having to go any further than Spokane? I do.

Editor's Note: Brendan Fitzpatrick is currently a low time-VFR pilot working on an instrument rating in Portland, Oregon. His columns will chronicle his experience and appear in future issues of PropWash. He currently maintains a website at <http://aerologist.tripod.com>.

...Continued from Page 5

represented on the committee by Ed Endsley, Dale Evans and Ken Sandine. With luck the city will follow one of the committee's recommendations and appoint a permanent airport committee to continue the fine work.

The Nelson Road relocation is nearing the final stages. The plan is to remove the old road, pipe the irrigation canal, and grade the area for a proper safety zone next year. Not having to worry about traffic on Nelson Road while landing on 34 will be a big relief for pilots and drivers.



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Ocean Team Hopes To Solve Earhart Mystery

Reprinted from AvWeb

Just as nature abhors a vacuum, human nature can't abide a mystery. David Jourdan, a Maine marine explorer, hopes to launch an effort this year to put our collective mind at rest as to the fate of Amelia Earhart and her navigator Fred Noonan.

It's been almost 70 years since the media-driven around-the-world attempt by Earhart ended somewhere between Papua New Guinea and Howland Island, and theories still abound.

Jourdan is betting \$1.7 million dollars and a few months of his time that the truth lies about 18,000 feet below the surface of the Pacific. Jourdan's company, Nauticos, specializes in finding undersea wrecks and it has developed search techniques using a towable sonar.

Jourdan believes the theories that suggest Earhart ran out of fuel before reaching Howland Island and ditched the Lockheed Electra. He also believes the virtually inert world more than three miles deep will have preserved the Electra and maybe even some personal artifacts.

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AOPA Needs Oregon Airport Reps

Pressures on public and privately owned airports continues to mount. This pressure takes many forms, including curfews, noise restrictions, lack of improvements, residential encroachment, and even calls to close the airport.

Often, the general aviation community is totally unaware of what's boiling in the pot concerning their airport — until it is too late to turn the tide. Knowing what's happening in the political environment surrounding a local airport is of the utmost importance if we are going to preserve our general aviation infrastructure into the foreseeable future. The more time available in which to counter negatives about a local airport, the higher the possibility for preserving the airport or avoiding restrictions.

The AOPA Airport Support Network (ASN) provides the vehicle for AOPA members to work in concert with AOPA to establish that early warning system.

The following airports need ASN Volunteers. If you would like to volunteer or want more information on the program, visit AOPA's website at www.aopa.org.

4S9	PORTLAND-MULINO AIRPORT
61S	COTTAGE GROVE STATE AIRPORT
LGD	UNION COUNTY (LaGrande)
ONO	ONTARIO MUNICIPAL AIRPORT
PDT	EASTERN OREGON REG AT PENDLETON
PDX	PORTLAND INTL AIRPORT
RBG	ROSEBURG REGIONAL AIRPORT
S05	BANDON STATE AIRPORT
S47	TILLAMOOK AIRPORT
SLE	MCNARY FIELD AIRPORT (Salem)



Photo courtesy of Oregon Aviation Historical Society. See other photos and information about the organization at www.oregonaviation.org



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Board Update

The OPA State Board Meeting was held November 20, 2004 at the Lebanon State Airport.

The highlights of the business transacted is as follows:

Chapter Reports included Corvallis, Lebanon, Mulino, Polk County, Troutdale and Yamhill.

President Mark Trujillo presented the state OPA awards to the winners. The complete list can be found on page 1 of this newsletter. Mark also thanked Immediate Past President Dale Evans for all the work he did in securing the nominations and obtaining the awards.

Secretary Corinne Bott will meet with Treasurer Gail Hill to perform an audit of the organization's finances.

It was voted to expand the Prop Wash to 12 pages to make room for more advertising plus encourage and be able to present more chapter information each issue. An increase in advertising rates will also go in effect beginning 1/1/05.

An increase in the state dues of not more than \$3.00 was also passed.

The board confirmed that any chapter promoting their activities in the newsletter are at no cost to the chapter.

Increasing membership is a key concern for the board in 2005. Current statewide membership stands at 866.

Chris Ruck, Webmaster, needs new officer information sent to her including email addresses in order

to update the online chapter contact list (plus for all other communications from the state OPA.)

Chris is developing an "Air Mall" concept to increase the exposure of newsletter advertisers. Check out the website in the coming weeks to see the results: www.oregonpilot.org.

Rob Gabel is the new President-Elect. Mark Trujillo will continue to serve in 2005 while Rod prepares to assume the role beginning January 2006.

The next OPA board meeting will be Saturday, February 19, 2005 at the pilot's lounge at the McMinnville Airport. The Yamhill County Chapter will host.

The May meeting is slated for Troutdale Airport, hosted by the TTD Chapter.

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Over & Out

Intelligence Bill Means Photos for Future Pilot Certificates

Buried within the huge Intelligence Reform and Terrorism Prevention Act that Congress sent to President Bush recently is a provision requiring the FAA to start issuing improved pilot certificates within a year. The pilot certificates must be resistant to tampering and counterfeiting, include a photo of the pilot, and may have the capability to store biometric information.

"We worked closely with key members of Congress to make sure that these new requirements don't impose an undue burden on GA pilots," said AOPA President Phil Boyer. The bill allows the FAA to use designees to process the new certificates instead of forcing pilots to make the long trip to a flight standards district office. That means an aviation medical examiner could take a digital photo of the pilot as part of the exam and transmit the photo to the FAA along with the medical data. The bill does not require pilots to immediately replace existing certificates with new photo certificates. Pilots would likely get a photo certificate when they add a new rating or certificate.

AOPA also successfully lobbied against a requirement that all renter pilots be screened against a terrorist watch list. See AOPA Online for the complete story at <http://www.aopa.org/whatsnew/newsitems/2004/041209bill.html>.

Alien Flight Training Rule Now in Effect

The TSA alien flight-training rule is now in full effect but efforts continue in the background to make it "less intrusive," according to an AOPA spokesman.

The organization's government specialist Andy Cebula said any non-U.S. citizen beginning training for a new rating or certificate must be registered with the TSA and undergo background checks. It is up to their flight instructors and/or flight schools to determine the citizenship of their students and make

sure non-U.S. citizens go through the security mill.

Cebula said AOPA tried to get the TSA to back off on the requirements for resident aliens, many of whom have called the U.S. home for decades.

"TSA refuses to budge on this issue," he said. All resident aliens are investigated and fingerprinted by U.S. Immigration but the TSA doesn't trust the border folks to weed out the potential terrorists.

RAF Formed to Protect Recreational Airstrips

Thanks to the recently formed Recreational Aviation Foundation (RAF), pilots have a new ally in their efforts to protect and preserve recreational airstrips nationwide. Headquartered in Bozeman, Montana, the RAF is intimately familiar with recreational flying and backcountry airstrip issues in the Rocky Mountain west – an area at the forefront of several proposed closures.

Pilot organizations throughout the country are fighting identical battles with state and federal land managers. The RAF recognized and fulfilled the need for a central source of accurate information regarding the values and minimal impacts of recreational and backcountry flying.

The RAF has already provided assistance to pilots in several western

states and is working closely with the BLM to protect six airstrips in Montana's Upper Missouri Breaks National Monument.

The RAF is recognized by the IRS as a 501(c)(3) charitable organization. Through the use of tax-deductible donations, they are actively seeking private land for the development of new public-use recreational airstrips and facilities. The RAF looks forward to announcing a major acquisition in early 2005.

The RAF understands that larger, paved airports serve as gateways to the backcountry. Pilot shelters and camping facilities will be made available at several of these cross-country destinations and backcountry portals. The first shelter is under construction at Gallatin Field (BZN) in Bozeman, Montana and will offer pilots a place to pitch a tent on the grass near their airplane, relax in front of a fire and even take a hot shower.

The Foundation invites donations of any kind, including land suitable for airstrip development. Donations are fully tax-deductible and the RAF has tax and legal assistance available for donors.

More information is available at recreationalaviationfoundation.org or by writing them at 1711 W. College Street, Bozeman, MT 59715

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Calendar of Events

Monthly:

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21-23 Surratt Memorial Winter Survival Clinic in Montana. Space limited. Call Jeanne MacPherson at Montana Aeronautics 406-444-2506.

February

26-27 22nd Annual Northwest Aviation Conference & Trade Show at Western Washington Fairgrounds in Puyallup, WA.

March

3-5 Montana Aviation Conference in Butte. www.mdt.state.mt.us/aeronautics.

10-12 Idaho Aviation Festival, Boise. 800-345-8793 or inquire@meetingsystems.com.

May

21-22 Fly2Fun, an aviation tourism event at Albany Airport (S12), Albany, Oregon. www.Fly2Fun.org

Have an event you would like to let other pilots know about? Send your information to PropWash@oregonpilot.org. You can also send a digital file of a poster or flyer. We will try to post it on the website and in this newsletter as space allows. Questions: Call Gwen at 503-381-0997 or email the above address.

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