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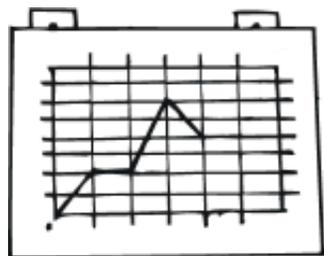
Oregon Pilots Association

March/April 2005

2004 GA Accidents Lowest on Record

General aviation has never been safer, and accident statistics for 2004 prove it.

Last year saw the fewest GA accidents since record keeping began in 1938 and the lowest number of fatal accidents since 1945, according to preliminary data from the NTSB.



The total number of GA accidents dropped 8.4 percent compared to 2003, while the number of fatal accidents declined 11.4 percent. The numbers also improved for instructional flying, with total accidents down 11.7 percent and fatal instructional accidents down 50 percent. (There are very few fatal instructional accidents in any year. Last year there were 17.)

NTSB Redefines "Accident"

Look for the "accident" rate to increase in coming years — and you can blame it on the NTSB. The body charged with trying to keep us out of trouble has come up with some new definitions for the term "accident," and it could cause a spike in the stats.

Last December, the NTSB issued a Notice of Proposed Rulemaking (NPRM) designed to ensure the agency was included in any information exchange regarding potentially dangerous circumstances that have safe and happy outcomes. In essence, if the NPRM is adopted as a final rule (the comment period is open until March 11) certain events must now be reported as "accidents"

and other events are newly reportable as "incidents." In the NPRM, the NTSB says it needs to be in the loop when these events occur so it can investigate and provide safety recommendations.

"This amendment is intended to enhance aviation safety by providing the NTSB direct notification of these events so that we can investigate and take corrective actions in a timely manner," the agency states.

Possibly the biggest impact will be on helicopter stats. The NPRM removes an exclusion for ground damage to rotors and tail rotors, and

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OPA Announces Flight Scholarship

Oregon Pilots Association's Air Safety and Education Foundation has announced the availability of their 2005 Raymond Meyer Flight Scholarship. The award will be in the amount of \$500. Deadline for applications is May 15, 2005 and the winner will be announced by May 31, 2005. Eligibility criteria and applications can be found at www.oregonpilot.org.

How can you help? Print out the application form and put it in the hand of a deserving student. Encourage them to apply. You could help them fulfill their dream.



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President's Message

As I write this, I'm staring outside at low overcast skies wishing that I was in my plane shooting some ILS approaches. I'm finding out that staying current is almost as challenging as getting the IFR ticket. It seems that when I can make it out to the airport, clear skies prevail and all of my flying buddies are out flying themselves, so it's hard to hook up with a safety pilot.

After finding myself in this situation more times than I can remember over the last year, it finally dawned on me – expand my network within the local pilot community. A CFI at the local FBO might be able to provide me with the name (or names) of recently licensed pilots who would be eager to fly right seat for me as I don the goggles. I know that I would have jumped at a chance like this 20 years ago when I earned my pilot's license, especially since my bank account was down to minimums and the chance to fly for free would have been most welcome.

The instructor clearly understood my idea and thought I was on to something, too.

He said in order to protect the privacy of his students he would contact some of them to see if they were interested. I walked away feeling a sense of hope.

Why am I sharing this story with you? My hope is that it will inspire you to find a way to reach out and connect with other pilots to fuel their interest in aviation. When people learn that I'm a pilot (which doesn't take long), they often times mention that they, too, at one point in their lives wanted to take flying lessons,

but did not know how to start, or went out to the airport (this one really bugs me) and found the environment to be exclusive. We need to invite fellow pilots and non-pilots to our OPA meetings, fly-outs, cook-outs, etc. Let them know that flying isn't exclusive.

In the spirit of inclusion, as we embark upon another flying season, keep in mind that we have a great variety of events from which to choose and there could well be a pilot around your local airport who would jump at a chance to take an airplane ride with another pilot.

Check out the Calendar of Events section of the PropWash for more information. Of special interest is the Fly2Fun (formally the Oregon Air Fair). I know that the planning committee is hard at work securing exhibitors, sponsors and volunteers. If you are willing to volunteer your time to help out during the event or would like to participate as an exhibitor or sponsor, contact Gwen Graham at 503-381-0997 or Fly2FunEvent@aol.com.

Finally, the next State OPA meeting will be held on March 19th at the OPA lounge at the McMinnville airport. (Here's another chance to fly somewhere and bring a friend!). The meeting will begin at 10:00 am. If you are planning on attending, please RSVP to Corrine Bott so that lunch arrangements can be made.

Clear skies,
Mark Trujillo



Hillsboro Airport Master Plan Open House

The Port of Portland will host an open house for Hillsboro Airport Master Plan & Compatibility Study on Wednesday, March 23, 2005 from 7:00 to 9:00 pm at the airport terminal.

This community event is an opportunity for citizens to learn more about the Hillsboro Airport Master Plan and the Port's preferred concept for future development of the airport. This is a good opportunity for members of the public to provide input on this proposed plan. Airport master plans are typically updated every five to ten years. An update of the current master plan will help the Port develop terminal, airfield and adjoining Port facilities based on updated forecasts of demand for aviation services.

For special needs or further information, please contact Barbara Smolak, Port of Portland Community Affairs at 503-460-4837.

The airport terminal is wheelchair accessible. Free parking is available in close proximity to the terminal. Tri-Met's MAX Blue Line-Fair Complex/Hillsboro Airport station is also within walking distance of the terminal.

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Email corrections and chapter news to
PropWash@oregonpilot.org

Chapter Chatter

BEAVERTON: *Reported by Jim Graham, President.*

Excitement continues at the Beaverton Chapter with a new website under development that will include many features for the enjoyment of our membership. Stay tuned for the roll out.

Last month, our chapter enjoyed a presentation by Neal Christman of RMS Technology, an Oregon-based software company that produces "FlightSoft" for flight planning and pilot assistance. Lots of positive comments from attendees. We look forward to Renee Craig, first officer for Southwest Airlines, speaking to us at an upcoming meeting about "Women in Aviation in the 21st Century".

Our 2005 flyout schedule will be on the website soon for easy reference for our membership to begin enjoying the great flying weather. We will have two overnight fly-outs in addition to several day trips each month.

The chapter also added a new officer position and member at the same time with John Cox joining us as Legislative Affairs chair.

And, congratulations to BCOPA member Brian Woodruff who added an instrument rating to his private ticket!

CORVALLIS: *Reported by Louise Parsons, Newsletter Editor.*

Corvallis Airport welcomes their new Airport Coordinator, Dan Mason.

On page three of the February 2005 edition of "The City" newsletter, Corvallis Airport is mentioned. The article points out the valuable contribution that both the airport and industrial park make to

the state and local economy. Such articles are valuable press and showcase the airport to the public in a positive light. "The City" is available online at www.ci.corvallis.or.us/thecity.

Corvallis Chapter members Luis Aldarondo and Mark Trujillo have sponsored an aviation club at Crescent Valley High School in Corvallis. Bruce Reid, Crescent Valley faculty member, serves as the Club's advisor. At the first meeting, 12 students attended. Membership is open to any Crescent Valley High School student.

The Eugene ATC Supervisor is speaking to the chapter Monday, April 11 at 6:30pm. All are welcome.

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

A meeting was held at the airport on January 13th for formulating the plans for the August 13th Fly-in and Air Show. President Mel Cross explained what plans were in place at this time. Without going into a lot of details, it looks like this should be the best we have ever done, with four performers, as well as some ground entertainment. More detailed information will follow in the next issue. We are getting excellent response, probably because this is such a unique area to fly into. We will also have a booth at Fly2Fun in Albany in May.

Troy Woydziak announced at our meeting that he has purchased his partners interest in the fixed base operation and is now sole owner. We are all very excited about this change, as we feel Troy will do a lot for the airport. He has three

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airplanes as trainers and rentals, and a Cessna 414, for charters. Troy, as of this writing, has fifteen students enrolled in ground school. The name has been changed back to Baker Aircraft, which it had been for many successful years.

I have been getting correspondence from Bill Nikkel of the McCall Idaho chapter, concerning the condition of the Oregon Snake River landing strips; if anyone would like to add input on this subject, please contact me.

LEBANON: Reported by LoraLee Schmidt, Newsletter Editor.

John Atchley and John McKinney are co-presidents this year. Marlene Atchley is Secretary/Treasurer.

Lebanon has two powered ultra-light gliders that are flying out of the airport. Keep your eyes open when visiting Lebanon. I think one glider might have a hand-held radio. They are very hard to see in the air and are very slow.

Lebanon has three new experiemental aircraft that just received their air worthiness certificate. Kits made by JUST Aircraft in Idaho, Escapade Models. They are very similiar to Avid or Kitfox. They are currently flying off their 40 hour requirement.

Two new hangars were recently constructed on the field.

MULINO: Reported by Chris Stevens, Newsletter Editor.

Mulino has their own website now: www.MulinoOPA.org. It contains when and where the next flyout is (or if it's a drive-out), a calendar of events as well as links to other aviation-related sites.

At our January meeting, Milt and Jennie Lee Kingsland gave a presentation on their trip around the USA in their Cessna 182. Part 2 of the story was presented at their home on March 2nd.

POLK COUNTY: Reported by Dave Martin, President.

Sad news: Charlie Kinyon, who was presented with the State OPA "Pilot in Command" award for 2004, died

Continued on page 6...

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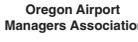
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Continued from Page 5...

on February 15 after a long illness. Although he was too ill to attend our annual banquet and awards ceremony in December, we presented the plaque and citation at his home a few days later. He was delighted to be recognized for his years of outstanding service for the chapter and aviation community.

For those of us in Polk County Chapter, it's not too early to start planning for our annual Fourth of July weekend pancake breakfast fly-in. One of our newest members, John Cox, from Lake Oswego, has volunteered to chair the effort, which involves just about everybody in the chapter. This year's event is on July 2 and 3. Put the dates on your calendar. We hope you can fly in this year (weather was a problem in '04,) but we'll welcome you despite your transportation method.

The chapter-sponsored Saturday Night at the Movies at the Independence Airpark continues with small but enthusiastic crowds at the Gabels' hangar. It's free ... a gift to the community and OPA members through April 2. If you're in the neighborhood, plan to join us. Movies roll at 7 pm.

TILLAMOOK CHAPTER: *Reported by Barry Boring, President.*
Civil Air Patrol has been started here in Tillamook,

Oregon – the new CAP #114 Northwest Coastal Squadron. CAP takes kids from 12 years to 21 years old as cadets in the USAF and, working with the sheriff's office here in Tillamook, works with the search and rescue unit. The core kids number about 14 and as general aviation pilots we can assist them with the future into flights and general aviation activities.

TROUTDALE: *Reported by Joe Smith, President.*

The TTD Chapter had its bi-monthly dinner meeting February 21st (postponed a week to avoid the ire of spouses who might not think Valentine's Day was best spent talking airplanes,) and enjoyed a presentation from Mark Landes with Galvin Aviation out of Seattle on the Diamond Katana and its stablemates. Mark brought a Garmin 1000-equipped aircraft with him, over which members salivated before going to dinner; especially interesting in his presentation were the amazing things Diamond is doing with diesel engines. (The power to fuel burn he described sounded like the wave of the future, as oil rose to \$51 a bushel this week.)

On March 14, chapter members will be treated to a special presentation from and tour of the Weather Bureau facility near PDX; non-members who might like to attend should contact Chapter Secretary Elly Veyera, 360-253-4272 or le4@aracnet.com.



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now requires that all such incidents be reported as "accidents."

Helicopter Association International (HAI) President Roy Resavage is urging members to forward comments to both HAI and the NTSB by March 7. The NTSB apparently doesn't accept comments electronically, so they must be mailed to: Mr. Deepak Joshi, Lead Aerospace Engineer (Structures), National Transportation Safety Board, 490 L'Enfant Plaza, SW, Washington, D.C., 20594.

The NPRM will also affect fixed-wing operators through the inclusion, as reportable "incidents," of in-flight propeller failures, turbine failures that result in debris escaping from anywhere besides the exhaust path, the loss of information from a majority of an aircraft's electronic primary displays, and any airborne-collision-and-avoidance system (ACAS) alarms that occur during IFR operations. The NTSB says both propeller and turbine failures can cause serious problems and that it needs to know about them to help prevent accidents.

As for the PFD/MFD (primary flight display/multifunction display) section, it's mostly a case of the regs catching up to the technology.

Finally, the NPRM says that ACAS alerts are being added so the NTSB is quickly notified and can assemble the necessary radar and anecdotal data to determine where the air traffic control system broke down.

AOPA has filed comments on the NPRM, but only on two of the sections. Spokesman Chris Dancy said it's AOPA's view that helicopter rotor and tail-rotor damage must still fit the definition of "substantial damage" before it's reportable as an accident, so it wasn't concerned about that section. AOPA did object to the section on electronic flight displays as being "too vague."

AOPA also noted the FAA already collects data on ACAS warnings so it would be redundant for the NTSB to require them.

The NPRM was originally issued on Dec. 16 and the comment period was set to expire on Feb. 25. However, HAI requested an extension and the comment period now expires on March 11. Part of the information available to HAI members is a summary of the impact of the proposed rule on helicopter operators by Roy Fox, chief of flight safety for Bell Helicopter Textron. Fox insists the new regulations will do little to advance safety but will seriously harm both operators and helicopter manufacturers because of an "inflated" accident rate.

from AvWeb 03/03/05



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NDB Approach Update

Via email to ASN Volunteers from Stacy Platone (Stacy.Platone@aopa.org).

Dear ASN Volunteer:

As part of the ASN Staff's efforts to provide you with the latest news and information so you can do your "job" easier and better, we wanted to alert you to a recent story published on the AOPA website (www.aopa.org).

Earlier this month, the FAA notified 430 airport managers of a proposal to cancel one or more NDB (non-directional radio beacon) approaches at their airports. Only runways served by other ground-based nav aids and area navigation (RNAV) procedures would be affected by the proposed cancellation.

"As soon as AOPA learned about this plan, we jumped in to make sure that no airport loses an approach that is still used frequently," said Melissa Rudinger, AOPA's vice president of regulatory policy.

To read the full story and view the entire list of approaches affected, got to: <http://www.aopa.org/whatsnew/newsitems/2005/050214ndb.html>. Please keep in mind that the approaches only will be cancelled — the beacons will not be fully decommissioned or removed.

Thanks for your efforts on behalf of our 403,000 members to keep airports open, safe and affordable as well as keep our members informed about the latest in GA news!

Blue Skies ~
The ASN Staff

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NW IFR Student: When to Start?

by Brendan Fitzpatrick

If I've convinced you an IFR rating is a good idea (see last newsletter), the next logical question is when to start? Beyond "right now," which is often good advice, or when you have the money saved, we'll take a look at other factors that enter the decision.

Without a doubt, the two most spoken and written words of advice on IFR training is "get actual." Seems like common sense to me, but I've heard of instructors who won't fly with students in bona-fide, pea-soup-thick, can't-see-through-clouds. So, you might guess that starting in October (west of the Cascades, at least) will ensure you get those lovely overcast days perfect for training. Not so fast...

Most IFR syllabi (I currently use Jeppeson) have initial lessons best accomplished in VFR conditions. All the basic maneuvers you learned for the private need to be re-learned by interpreting small instruments in the cockpit as opposed to the larger-than-life green earth outside the windscreen. The IFR system is designed for people going place to place, not doing climbs, turns, descents, stalls and recovery from unusual attitudes in the practice area.

Winter in the Willamette Valley usually puts the freezing level at 4000 feet or so – unfortunately minimum IFR altitudes are usually over that. So unless you're flying something designed to enter "known ice" you'll be grounded.

I got lots of practice this winter making go/no-go decisions based on the freezing level (unfortunately, this year it was often no-go)

To get the rating in the quickest time, you might want to plan to start and finish in summer. But if you do, please set some time and money aside to fly with a CFI or experienced IFR pilot in the clouds once winter arrives. One disadvantage to this method is that you give up a summer of prime flying time to training.

My recommendation is to start at the end of the summer/early fall and then finish over the winter (remember you'll probably need a VFR day for the checkride) or early spring the next year.



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Chukar Flats

By John K. Johnson, TTD Chapter

At the end of February there was an email flurry on our on list server relating to the Chukar Flats airstrip. "Chukar Flats" is an unofficial airstrip about 15 miles west of Condon, Oregon on the John Day River at that has had a windsock and park bench, etc. It is a very short strip in a deep canyon. A pilot had reported to the email list that the Bureau of Land Management (BLM) had posted signs prohibiting its further use. Here is a response from an official within the BLM on their position on this.

The BLM explanation: Thank you for your inquiry concerning the use of airstrips in the lower John Day River canyon. The most popular airstrip, referred to as Chukar Flat, is located just south of Buckskin Canyon on the east side of the river. It is primarily located on private property owned by Sam Seale, and permission to land needs to be obtained from the landowner. The south end of the current airstrip spills over into a BLM Wilderness Study Area. Motorized vehicles are not permitted inside a Wilderness Study Area, so pilots using the Chukar Flat airstrip need to land and park on Mr. Seale's private property. The approximate BLM/Private boundary is north of the ponderosa tree and can be identified by a white board inserted in the fence line. We will be installing additional signing on the property line this spring.

There are no

authorized airstrips on BLM land within the Lower John Day River canyon between Butte Creek and Cottonwood, as nearly all BLM land in this area is located within a Wilderness Study Area.

For a map showing the Wilderness Study Area boundaries, please see <http://www.or.blm.gov/gis/resources/interactive-maps.asp> On the right side under Mapping Services, click on BLM Oregon and Washington Data. From there you can click on Find Location along the top bar and then Zoom to Wilderness Study Areas. Select the Thirtymile Wilderness Study Area (WSA) and a map will open showing the WSA lands in beige. The non-WSA BLM lands are shown in a light



gold color. The other two WSAs in the canyon are Lower John Day WSA and North Pole Ridge WSA.

With the passage of the Federal Land Policy Act of 1976 (FLPMA), Congress directed the BLM to study its remaining roadless areas and recommend those that should be designated as wilderness. The BLM evaluated 860 roadless areas, called "Wilderness Study Areas" or WSAs, in 12 states. The evaluation process included the completion of an Environmental Impact Statement that covered BLM lands in Oregon, with public comment opportunities spread over several years. The final Oregon BLM WSA recommendations were forwarded to President George Bush in October, 1991 by the Secretary of Interior, as required by FLPMA. President Bush reviewed the recommendations and forwarded them to Congress. Until Congress makes a decision on each WSA, to either designate it as Wilderness or release it for other uses, the BLM has the responsibility to protect the wilderness characteristics of each WSA.

Please feel free to contact me if I can provide additional information.

Heidi Mottl
Recreation Planner
Prineville District BLM
541-416-6718 voice, 541-416-6798 fax



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Correction

In the last issue, the article that contained a recap of the state board meeting incorrectly stated that a dues increase was approved by the board. It was not approved, but was agreed that the concept of raising membership dues would be taken, by chapter presidents, back to their members for discussion and feedback. This feedback will be considered at the next state board meeting which is scheduled for 10 am, Saturday, March 19 at the Pilot's Lounge at McMinnville Airport.

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So while there is no single right time for everybody, a few common issues face us all. Finally, remember that the rating counts as a Flight Review (BFR). So if nothing else, plan take the check ride before your next Flight Review is due!

ABOUT THE AUTHOR: Brendan Fitzpatrick is currently a low time-VFR pilot working on an instrument rating in Portland, Oregon. He currently maintains a website at <http://aerologist.tripod.com>

NW AVIATION SAFETY EDUCATION SYMPOSIUM

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 THIS YEAR'S FEATURED SPEAKER:
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MARCH 19, 2005 9AM-6PM

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Exp. 4/30/05



Calendar of Events

Monthly:

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

March:

19 State OPA Meeting, 10am. Pilot Lounge at McMinnville Airport (MMV). Corrine Bott 503-538-2490 or Secretary@oregonpilot.org

19 NW Aviation Safety Education Symposium Aurora Airport (UAO). Speaker: Sean Tucker Jane Lundberg 360-771-5691 or wings91n@msn.com or Dave Wiley 503-636-4930.

19-20 Siletz Bay Pancake Breakfast, 8 am to Noon. Jerry Mitchell 541-764-3524.

April:

11 Corvallis OPA Meeting, 6:30pm. OPA Lounge, Corvallis Airport (CVO). Speaker: Jerry Davis, EUG Tower Director) and Kieth Crimin, HIO FSDO. Louise Parsons 541-758-1340 or parsont@peak.org

23 Skagit Tulip Fly-in & Airshow. Burlington, WA. <http://geocities.com/sasaorg/no5tulip.html>

May:

21-22 Fly2Fun, An Aviation Tourism Event. Linn County Fair & Expo, Albany, Oregon (S12). Speakers: Rod Machado & Bill Lishman. Gwen Graham 503-381-0997 or Fly2FunEvent@aol.com. www.Fly2Fun.org

June:

11 Corvallis Airport Days, featuring Collins Foundation B-17 and B-24. Louise Parsons 541-758-1340 or parsont@peak.org.

July:

2-3 Polk County Chapter Pancake Breakfast Fly-In. Independence Airpark. John Cox 503-453-6016.

6-10 Arlington 2005 (NW EAA Fly-In & Sport Aviation Conference). Arlington, WA. www.nweaa.org.

16-17 Mulino OPA Chapter Blueberry Pancake Breakfast. scrockard@qwest.net

25-31 EAA AirVenture, Oshkosh, WI. www.airventure.org.

August:

13 Huckleberry Pancake Breakfast Fly-In & Airshow at Baker City. Mel Cross at melc@eoni.com

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 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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