

# PROP WASH

## The Voice of General Aviation in Oregon

The Official  
Publication of the



[www.OregonPilot.org](http://www.OregonPilot.org)

Oregon Pilots' Association

January/February 2009

## Homeland Security Changes for Pilots Flying International

The U.S. Department of Homeland Security has announced additional measures to strengthen private aircraft security by requiring more detailed information about arriving and departing private aircraft and persons onboard, within a timeframe necessary for the department to assess the risks that certain flights may pose to national security. The Advance Information on Private Aircraft Arriving and Departing the United States final rule expands on existing regulations and is part of a comprehensive effort to strengthen



general aviation security.

The final rule will require pilots of private aircraft to send U.S. Customs and Border Protection their electronic manifest data relative to all people traveling onboard. The following information must be sent one hour prior to departure for flights arriving into or departing from the United States by filing manifest data through the Electronic Advanced Passenger Information System or an approved alternate system:

\* Advance notice of arrival information;

\* Advance notice of departure information;

\* Aircraft information to foster aircraft identification; and

\* Complete passenger and crew manifest data

The Advance Information on Private Aircraft Arriving and Departing the United States final rule has been sent to the Federal Register for publication and is currently available at [www.cbp.gov](http://www.cbp.gov)

Additional information: cbp.gov: eAPIS tutorial: <http://apps.cbp.gov/eAPIS-pa/>

APIS home page: [http://www.cbp.gov/xp/cgov/travel/inspections\\_carriers\\_facilities/apis/](http://www.cbp.gov/xp/cgov/travel/inspections_carriers_facilities/apis/)

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### KEY EVENTS & DATES

#### OPA Quarterly Board Meeting

Mulino Airport (4S9)  
March 7 at 10:00am

#### Monthly EAA Pancake Breakfasts

- 1st Saturdays at Stark's Twin Oaks (7S3), 8-10am
- 2nd Saturdays at Creswell (77S), 9am

*Look for the latest news and events at [www.oregonpilot.org](http://www.oregonpilot.org)*

### PROP WASH

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**Oregon Department of Aviation**  
503-378-4880  
<http://www.aviation.state.or.us/>

WELCOME  
NEW MEMBERS

**Tom & Mary Wrolstad**  
Molalla

**Skip & Peggy Feher**  
Ravendale, WA



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## President's Message

Last column of the year. Often when it comes time to write "the column" my big problem is "what to write about?" Today, it's "how to pick among the many!"

Today I enjoyed a unique privilege: I was one of the 535 Americans whose votes next month will be counted by the President of the Senate, in the presence of the House and Senate, as to who will be our President and Vice President for the next four years. 7 of us, carrying out the will of the majority of Oregon's voters, met in Salem to fulfill the responsibility first laid down in Article II, Section 1 of the Constitution, and modified by the 12<sup>th</sup> Amendment sixteen years later. The electors of the other 49 states did likewise, and when the four electors in Hawaii voted, we finally had in fact a "President Elect."

I was totally conscious of my love of freedom, my awareness of the fundamental requirement for maintaining freedom, the rule of law, and my sense of both pride in, and dedication, to the freedom we as Americans enjoy.

So what does this have to do with OPA, or aviation?

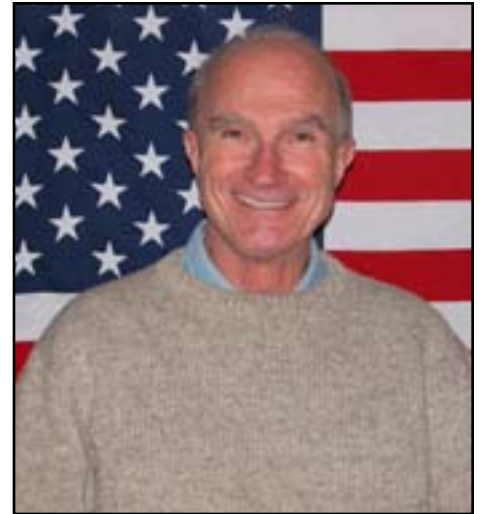
6000 or so pilots in Oregon. 600,000 or so in the United States. All colors, all religions (or non-religions), all political persuasions, of every different taste and every economic and ethnic and cultural and geographic variety, who all share the love of flying, and rejoice in our freedom to fly.

That freedom has not been easily kept. In 1942, had it not been for people like Bill Hartranft and Townsend Ludington (the founders

of AOPA) it would have been taken away from private citizens altogether. Without national leaders like Max Karant, John Baker, and Phil Boyer, (and here at home like Ray Costello!) the liberty to get in your own (or a rented or borrowed) aircraft, at the time of your choice, and fly to a place of your choice by the route of your choice simply would not exist. Great men – but their success has been irrevocably attached to the fact that the law makers and the rule makers knew – or quickly learned – that they spoke for that amazingly diverse group, *pilots*, who come together to celebrate and partake of the freedom to fly, and that those pilots really cared..

Nowhere is the expression "the price of liberty is eternal vigilance" better demonstrated than in the never ending battle to preserve that freedom. We've lost a battle recently: the Washington D.C. ADIZ has not only become permanent: you now have to take a special course simply to fly in its vicinity! And, we may lose another if we don't speak up: the proposed rule requiring passenger manifests and screening for all GA aircraft over 12,500 pounds may seem of little concern to most of us, who never fly anything even half that big, but mark my words, if enacted it will immediately be a pain in the \_\_\_ for anyone who flies in or out of any airport that services those aircraft. Furthermore, as the TSA bureaucrats look for ways to justify their jobs, how long will it be before one says "Hey, why the 12,500 minimum...."

If you haven't already sent a



*OPA president Joe Smith*

comment on the proposal, please do: [www.regulations.gov](http://www.regulations.gov); type in "large aircraft" (go); click on "Large Aircraft Security proposal;" click on "Add Comments;" then, add your comments! By snail mail: Docket Management Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., West Building Ground Floor, Room W12-140, Washington, DC 20590-0001; By fax: 202-493-2251.

Equally, and maybe even more important, let your Congressman and Senators know how you feel, too. On page 9 find their contact information; let them hear from you. (Also: look for opportunities to say "thanks" to them, too; people like Peter DeFazio and Gordon Smith and Ron Wyden who've stuck up for our rights need to know we appreciate it!)

Let them know how much you appreciate what a precious thing that freedom is.

**OREGON PILOTS' ASSOCIATION**  
**QUARTERLY BOARD MEETING @ MULINO**  
**SATURDAY, MARCH 7, 2009 AT 10AM**



## 2008 Chapter Presidents

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Email corrections and chapter news to  
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# Oregon's Aviation History

By Carol Skinner, Archivist  
Oregon Aviation Historical Society, [www.oregonaviation.org](http://www.oregonaviation.org)

## EDITH FOLTZ STEARNS

Although not an Oregonian by birth, Edith Foltz Stearns' place in Oregon's aviation history is well worth noting.

Born Edith Magalis in 1900 and raised in Texas, she became involved in aviation after she married Joseph Foltz, Jr., a World War I aviator who had a small barnstorming operation at Portland's Swan Island. It was there that Edith learned to fly, soloing in 1928. She is reported to have said after her first solo, "I was so relieved at getting down safely, I let go of the controls and ground-looped. I never did that again."

In 1929 Edith entered the Women's Air Derby, flying from Santa Monica, CA to Cleveland, OH. Assigned number 109, she flew one of the fastest ships in the field, the low-winged Alexander Bullet. She was awarded second place in her class behind Phoebe Omilie and received \$700 prize money. She also participated in the 1930, 1931, and 1932 derbies, again placing second in 1931.

In July 1931 Edith was selected as Oregon Governor for the National

Aeronautics Association, becoming the first woman in the organization to hold that post.

At the start of World War II, Edith was instructing CPT cadets at Swan Island. But in Europe, war clouds were gathering so she accepted the opportunity to join Britain's Air Transport Auxiliary, one of 25 American women accepted by the ATA. She ferried Mosquitos, Spitfires, Typhoons and Tempests, stating that because of their speed, the fighters were her favorites. She also delivered Halifax and Lancaster bombers to RAF units. She had more than one "exciting" experience while ferrying aircraft, including ducking into a cloud to escape a German fighter.

After the war, Edith returned to Portland and sold real estate and continued to fly. She was an active member of 99s. Edith eventually returned to Texas where she instructed Navy cadets in Link Trainers. In 1956, she succumbed to cancer and was buried in her native state. Although not an Oregonian by birth, Edith did much to advance aviation in the state and women's place in the field as well.



Edith Foltz Stearns (License #5600) poses with her Alexander Eaglerock Bullet, one of the first stock ships with retractable landing gear, at the start of the 1929 Air Derby.

# Boeing Field Beckons

By Mark Fryburg, CFII (Beaverton Chapter)

There is nothing like ending a flight with a visit to one of the world's greatest aviation museums. That's enough reward for me to fly to KBFI (King County International Airport/Boeing Field). The second best part is the challenge of learning to fly in busy Class B airspace. Enroute you may get spectacular views of the Olympic and Cascade mountains and a new perspective of the Puget Sound area.

"Class B" is the operative phrase. If you're confident and comfortable operating in that environment, do your homework on the airport as noted below, plan your flight and have at it. If you're not in the Class B comfort zone, this flight is a fun learning experience. Make your first flight with an experienced pilot or an instructor who'll enjoy the museum with you. What a great way to get a currency flight or BFR!

## Planning

If you're IFR rated and current, I recommend filing IFR. You'll get guaranteed radar coverage, good practice in densely populated airspace and a better chance of making your destination in marginal or IFR weather.

If you want to fly VFR, rely on the latest Seattle VFR Terminal Area Chart and the airport's VFR arrival routes and other information available at [www.metrokc.gov/airport](http://www.metrokc.gov/airport).

## VFR Routes

Choosing a route will largely be determined by 1) whether you're willing to manage the risks of flying over the Cascade foothills to obtain a direct route or 2) your desire to take a longer but safer trek over the flatlands near the I-5 corridor, perhaps using VOR navigation, 3) military airspace, 4) how much of the trip you want outside of Class B airspace and 5) forecast weather.

Examine the FAA charts and the airport arrival graphics for VFR waypoints/checkpoints (the little flags), other landmarks, and the VFR Transition Routes on the flipside of the terminal area chart. The latter are for those flying under the Class B airspace.

## Enroute

I hope you'll use VFR flight following for safety all the way from Portland airspace, but be prepared to lose those radar services on a busy day when IFR flights take priority. It's happened to me

a couple of times. Off KHIO, Portland Departure is 126.00. If your first ATC call is to Seattle Center, use 124.20. You'll get a handoff to Seattle Approach near Olympia.

Be aware of the MOA and Restricted Area near Olympia. ATC or the FSS can tell you if they're "hot." Be prepared to change course, abort, or make an extra landing enroute due to unexpected weather. If flying IFR, expect to be 100 percent vectored once you get to Olympia.

## VFR approach planning

If you have flight following, you're likely to receive vectors (or can request them), greatly simplifying the approach.

However, if you've opted to fly under Class B most of the way, or lose flight following, KBFI has published preferred low altitude arrival and departure routes. Those routes, the local landmarks, "fly quiet" procedures, FBO phone numbers and lots of other useful information about the airport are available at [www.metrokc.gov/airport](http://www.metrokc.gov/airport).

If you can find a copy, I highly recommend the printed brochure once published by the FAA control tower at Boeing. It has detailed textual descriptions of approaches and departures, how to fly through "congested VFR traffic areas," and even how to taxi the plane to the runway threshold at departure.

## Radio frequencies

There are plenty of ATC frequencies near the Emerald City. You don't want to be digging for them in congested airspace. The east and west sides of KBFI's Class D airspace have separate control tower frequencies. Copy all the freqs down from the AFD, including approach and departure control, before the flight and have that ready on your lapboard.

## Get the picture

Use the published or web materials, terminal area chart and aerial photographs available on the web to visualize what the airport will look like from the air, especially how it's framed by the I-5 freeway and other roads. You'll get a mental picture that will help you find the airport and identify the parallel runways.

Have the KBFI airport diagram from

the AFD handy as a taxi-way roadmap.

## VFR arrival

Double your traffic scanning efforts. This is no time to spend more than a couple of seconds staring at your GPS screen or fidgeting with the radio.

If using published VFR arrival routes, rebrief them before you're within 10 miles of the airport. Note that none of them put you into a standard 45 degree entry into downwind.

The two parallel runways are below the highway grade at the south and east sides of the field, so use VASI and normal runway cues to set your glideslope.

Have ground control in the frequency standby window and ready to flip to active well before landing.

Once clear of the active, don't hesitate to ask for "progressives" (progressive taxi instructions) from ground control if you're not completely sure of where you're headed or where the next turn is.

## Museum parking

One of the cool parts about visiting the Museum of Flight is parking on the ramp right behind the museum. Phone the institution at (206) 764-5710 prior to the day of flight to check on parking availability and arranging for opening the ramp gate to the museum. They

*Continued on page 11*

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# Celebrating 60 Years of Flight in New Zealand

By Andy Andersen, Independence Airpark

I was privileged to fly an Italian built Teknam, two place, stick and rudder aircraft during my recent visit to New Zealand. This was possible as a family relative, Jack Maxwell, let me fly right seat in his Teknam which he owns as part of the flying club he helped organize at Whangarei, N.Z. The airport is a commercial and GA airport, the farthest north on the North Island of N.Z. I had not flown 'stick & rudder' for more than 30 years so was surprised how quickly the feel of the controls returned. We flew west and north over the sheep and dairy farms and the mountains, a distance of only about 50 miles, which separates the Pacific Ocean and Tasman Sea. We flew over the forested area where native hardwood Kauri and softwood Pine trees grow and are harvested for lumber. Also visible from the air are the *Tree Ferns* that resemble palm trees, a beautiful native plant.

We returned flying southeast along the rugged Pacific Coast, similar to our Pacific Coast in Oregon, with sandy beaches between out-cropping of rock. It was a short flight considering we flew between two oceans. Another significant thing I noticed was Jack, as PIC, was on the radio frequency for that area and would report any changes we made in elevation or direction, even though there did not seem to be any other aircraft in



OPA member  
Andy Andersen  
(right) with  
family member  
Jack Maxwell  
(left)



the area. Perhaps this is a practice GA pilots should be encouraged to consider increasing radio communication of changes in flight path for safer flights here, as long as it does not clutter up the frequency.

This was a great flight I will cherish as my first GA flight in a foreign country, other than Canada, during my 60 years as a private pilot.

## Changes Set for Chart Agents

The National Aeronautical Charting Office ("NACO") announced it intends to stop providing aviation charts to FBOs that generate less than \$5000 dollars in chart sales each year. That almost certainly means most Oregon FBO-served airports won't be able to sell you a current chart. That will not only affect your convenience as a pilot; it also could jeopardize your safety.

The letter on page 9 was sent to the NACO manager. Individual members are also encouraged to contact NACO to express their concern. Send to: Terry M. Laydon, Manager, NACO, Via FAX 303-713-4587, or e-mail to him at [terry.m.laydon@faa.gov](mailto:terry.m.laydon@faa.gov)



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# OPA Board Approves Change to Membership Billing Cycle

At the Board of Directors quarterly meeting held several weeks ago, considerable discussion was held regarding declining membership; the ongoing cost to the organization to provide member services; and the financial stability of the organization to continue beyond 2009. We want to share with you what was discussed in an open and candid manner, along with the decision and action the Board has decided to take.

The first problem is declining membership in the organization. Thru the first 11 months of 2008 we added only 27 new members, while losing 211 that failed to renew their OPA membership. This is a 28% decline in membership this past year. We currently have only 520 paid memberships (the other 77 members being honorary annual and life members and students who had not paid). History suggests that at least some of those 211 will come back, but we can only count on what's actually been received.

The Board is aware that many of you ask "What do I get for my \$25 or \$50 annual membership dues?" Here are some answers, which we hope you'll take in, and share with others involved in Oregon aviation. While many of the actions the Association takes on your behalf don't have an immediate tangible monetary value, several do that could more than pay for your OPA membership. Most important, many of the things the Board, Officers, and Committee members do on a regular basis have a direct impact on you as a pilot in Oregon. Some of the benefits you receive as an OPA member include:

- Monitoring of Federal and State regulatory and legislative activities;
- Direct access to State Aviation Department Officials;
- Bi-monthly newsletter with current articles of local interest such as aviation fuels, aviation history, issues affecting airports near you, etc.;
- One of the most up-to-date aviation calendars in the Pacific Northwest;
- Member discounts at a variety of aviation vendors that could save you hundreds of dollars a year; and
- If an Associate member, special recognition in each issue of the Prop Wash; a business card listing on the OPA website with a link to your website; 10% discount off annual Prop Wash advertising rates.

If you have any questions on what OPA does for you, please feel free to contact any of the Officers listed above. We'd be more than happy to explain in more detail why it's important to support general aviation in Oregon thru membership in OPA. The Board is actively looking at ways to not only increase membership, but retain our existing members such as you. Watch for more information in the upcoming months.

The second challenge is the cost of maintaining our basic membership information; billing and collection of member dues; and providing information to local chapters as needed. As noted above, we will start 2009 most likely with about 500 dues paying members. This means our membership revenue will be about \$12,000 and maybe even less if the number of members continues downward.

Right now we're spending between \$12,000 to \$13,000 annually to send out invoices each month, collect payments, make deposits, send out new member cards, follow-up on non-renewals, provide mailing labels and reports to chapters, etc. We therefore are spending as much or even more on keeping track of when your dues are due and sending them out – than what we are collecting in dues! We also continue to have a \$2,000 - \$3,000 deficit in Prop Wash advertising revenue over expenses, even after reducing expenses by not mailing it out to every member. The Board recognized this cannot continue.

What is the solution? We can raise membership dues (not even considered as an option by the Board), or reduce our expenses. It was proposed that we try and reduce our membership expenses by converting all memberships to a calendar year basis. This would mean we would send out renewal invoices only once a year to all members, instead of the 40-50 presently being sent each month. Also, we should maximize the available technology (such as the website and email blasts) to communicate with you. The benefits of doing this would be:

- Should substantially reduce the amount of time and money spent each month just to send out statements to members.
- Members will not need to remember what month their OPA membership is due.
- All statements can be generated and sent out in early December giving 30 days notice when they are due. A 30-60 day grace period will be adopted giving members 90 days to make payment.
- Revenue would be received at the beginning of the year allowing for better planning and management of expenses during the year.
- The current drain on dwindling reserves to offset the negative cash flow for member services can be reversed.
- With a positive cash flow, money can be used for other purposes such as promoting OPA, gaining new members, etc

We also realize there are some negative aspects of this action:

- Logistics of converting to a new billing cycle;
- Some members may not understand the reason for the change;

ANNUAL DUES...Continued from page 7

- The first year, some members will have to pay less, but sooner than expected the first year;
- Could potentially lose some members because of the change.

After much discussion, the Board adopted the following recommendations:

1. Go to a calendar year membership billing cycle effective January 2009

2. Prorate only members who currently renew in January thru August (except for Student members). You will receive a pro-rated membership fee due January 2009 from between \$10.00 and \$25.00 (or \$50.00 if an Associate member).

3. Members who have recently paid and who's prorated amount would be less than \$10.00 would not receive a statement until December 2009. They would have their prorated amount added in addition to their regular amount. Example: \$8.00, \$6.00, \$4.00, or \$2.00 would be added to their \$25.00 dues if they presently renew in September thru December.

4. Round the prorated dues to the nearest whole dollar (\$22.92 would be \$23.00, \$10.42 would be \$10.00, etc) for this first calendar year billing cycle.

5. Send invoices and payment notices via email whenever possible to reduce postage and processing costs.

6. Encourage payment of dues thru the [www.oregonpilot.org](http://www.oregonpilot.org) website using PayPal instead of writing a check and sending it in. This again will reduce the amount of manual intervention in collecting dues and depositing funds.

7. New members (not renewing only) who join in January thru June would be charged the full annual membership amount. If joining in July thru December, they will be charged one-half the membership rate (except for Student memberships who will pay the full amount). This will offset the additional costs for new members such as badges, initial mailing, setup in member database etc.

8. Reports and labels for Chapters will be sent electronically as when requested by the Chapter President. Also once a quarter, chapters will be given a list of members in their geographic area not assigned to their chapter to use as a recruiting tool, and, any new member who joins

and indicates a local chapter will have their information provided to the Chapter President.

How will this affect you? You should have received received an invoice for your OPA dues. The amount billed will be based upon what month your membership currently is set to renew on, prorated according to the following table:

If your current membership expires	Your 1/1/2009 invoice will be	Your 1/1/2010 invoice will be
January 2009	\$25.00	\$25.00
February 2009	\$23.00	\$25.00
March 2009	\$21.00	\$25.00
April 2009	\$19.00	\$25.00
May 2009	\$17.00	\$25.00
June 2009	\$15.00	\$25.00
July 2009	\$13.00	\$25.00
August 2009	\$10.00	\$25.00
September 2009	-0-	\$33.00
October 2009	-0-	\$31.00
November 2009	-0-	\$29.00
December 2009	-0-	\$27.00

**Note:** All Associate memberships will be prorated and billed in the same manner. Student memberships will not be prorated and the full amount (\$10.00) will be due. All membership dates will be changed to 1/01/2009 thru 12/31/2009

The dues will be due on January 1st of each year and you will have 30 days to pay, with an additional 30 day grace period (60 days total) before your membership status will no longer be active.

The invoice will provide payment options, but we encourage our members to pay if possible thru the OPA website. If you don't feel comfortable with this, or would still prefer sending payment via check, you will still be able to mail your payment in. Once payment is received, you will receive your new OPA membership card within 30 days.

The Board recognizes this is a change to how "we've always done it", but feel it's in the best interest of the Association to make these changes now. By doing so now,

Continued on page 9



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### HOW TO CONTACT OUR MEMBERS OF CONGRESS

- bluebook.state.or.us/national/index
- click on "national"
- click on the Senator or Representative you wish to contact

(We suggest you send your message to a local office)  
 NOTE: Senator Smith will be replaced in January by Jeff Merkley and Representative Hooley by Kurt Schrader. We'll have their contact information in the next issue.

ANNUAL DUES...Continued from page 8

we avoid having to raise membership dues or other more drastic measures in the future. If you have any questions on your membership with OPA, or the action the Board has proposed, we encourage you to contact any OPA officer or Board Member. You may also email your comments to: [president-opa@oregonpilot.org](mailto:president-opa@oregonpilot.org) if you prefer.

As a final note: Looking for a last minute tax deduction? If so consider making a charitable contribution to the ASEF before the end of the year. Contact Rob Denner at (503) 758-2670 for more information.

Respectfully Submitted,  
 Your OPA Officers and Board of Directors

### CHARTING OFFICE LETTER

Dear Mr. Laydon:

Oregon's general aviation pilots are very concerned about the proposal (or decision, if it's now a decision), to limit sale of charts through Fixed Base Operators (FBOs) to those able to generate at least \$5000.00 per year in chart sales.

It's tempting to address the disconnect between this proposal and the oft-stated lip service paid by the current administration to small business, but our big concern should also be the FAA's: safety.

We're told that a, if not the, principal reason for this is to encourage pilots to purchase directly from NACO, to help NACO become a profit center. We're assured that all orders will be promptly filled; that is, mailed immediately. But in our region; best case that means at least a two-, and more likely a three- or four-day delay between order and delivery.

That may be fine for the pilot who's planning this year's "big trip," and

Continued on page 14

### Aircraft Refinishing of Oregon

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## Invitation to Fly

Are you by any chance planning to be in Florida the last week in January?

Do you have any interest in Light Sport Aircraft?

If you answer "yes" to both those questions, Christopher Regis of Paradise Aircraft, based in Brazil, has an offer for you that's hard to refuse: a demo ride in their new "P-1, the Real Plane," during the Sport Aviation Expo in Sebring January 22 to 25. Regis sent an invitation to "everyone at OPA."

Please: if you're able to take him up on his offer, let PropWash know when you get back, so we can get your take on the airplane. (And if by chance you buy one, we want a picture!) [www.paradiseaircraft.us](http://www.paradiseaircraft.us).



## Epic Comes Homes

After flirting with Canadian and Russian certification for its composite aircraft, Epic Aviation says it will certify its products in the U.S.

CEO Rick Schrameck told a news conference at AOPA Expo that EPIC will certify its first aircraft, the turboprop Escape, in Bend, Oregon under the auspices of the Seattle FAA office. He said that problems with the foreign certifications notwithstanding (and aircraft seized in the Georgian conflict and high building costs in Canada), the current economic problems also helped make the decision to certify in the U.S. He said that certification inspectors now have time to do the Escape certification as activity in the market declines. Schrameck said the market decided his choice to certify a turboprop, rather than one of the jets his company is also developing. He added he was surprised when customers said they wanted a capable turboprop rather than a jet. The lower cost, better fuel economy and much lighter training requirements (no type rating required) have renewed interest in turboprops.

The Escape is pressurized, seats up to six, has a 1,000-horsepower Honeywell TPE331-10 engine and will cruise at 350 knots. He expects to have a type conforming aircraft in a few months.

## OPA Thanks Our Associate Members

### Abe's Aviation

bjables@eoni.com  
541-263-1327

### Accord Telecom & Cable

todd@accordtelecomcable.com  
541-915-3472

### Albany Visitor's Association

jlucht@albanyvisitors.com  
541-928-0911

### Baker City Airport

bakeraircraft@directway.com  
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### Brim Aviation

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### Graham Aviation Services, LLC

www.grahamaviation.com  
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### Jabiru LSA Northwest

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### Larsen Aircraft Services

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503-949-1665

### LebanAir

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### Sport Planes of Oregon

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### Take Wing, Inc.

dorothy@flyingd.net  
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### Willamette Aviation Services

www.willametteair.com  
503-678-2252

BOEING...Continued from page 5

don't have Unicom, but ground control usually calls them to let them know you're taxiing to the museum ramp. Mass transit into downtown Seattle? Bus 174 stops right in front of museum – budget at least a half hour for the ride. Museum aircraft parking is only for museum visitors. To use the bus, or rental cars, you'll have to park the plane at one of the FBOs on the opposite side of the airport and ask for a ride to the museum. Its staff recommends Galvin's as the most reliable and helpful.

#### VFR departures

This is the trickiest part, which simply means it requires a little more planning and risk management. If you're on the east side of the airport, the ramp is very close to Runway 13L/31R. Ask an FBO or ground control where the appropriate run-up area is so you don't block a taxiway.

Monitor ground for a few minutes to get an idea of how you may be routed and to get used to the pace and rhythms of ATC communication again. While not required, I'm a big believer in getting a VFR departure clearance from the clearance delivery frequency before taxi. Because you and the tower know exactly where you'll be going, and it may include your clearance into Class B, it reduces hassles and increases safety.

If not requesting a departure clearance, consider using a published VFR departure route and announce it to ground control when requesting taxi clearance. Example, "Boeing Ground, Cessna 7499C, museum parking for Vashon Departure, ready to taxi with X-Ray." (The departures are named Vashon, Blake, Mercer, Renton {if landing there}, Southeast and Northwest). Your Seattle Departure frequency will depend on direction of flight, check the AFD and have

the expected frequency in your standby window.

The tower's pamphlet advises, "When 'cleared for takeoff,' the controller expects you to move onto the runway and depart with minimum delay. If you require a delay for any reason, request it PRIOR TO TAXIING ONTO THE RUNWAY." Do you suspect they have had some problems in this area?

After liftoff, make sure your climb-out tracks the runway centerline and doesn't drift over the adjacent parallel runway. Don't make crosswind turns over an adjacent runway unless approved by the tower.

#### Don't become a statistic

Do watch your position and altitude in relation to Class B airspace (and other Class D airspace such as Renton's). You may not enter Class B without being cleared by ATC to enter that airspace. Well-intentioned pilots get busted by the FAA every year for not leveling off under the Class B floor and getting the clearance before continuing the climb. This is more than bureaucracy. Keeping out of Class B until you have the clearance keeps you from colliding with heavy iron.

You'll be sharing the airspace over freeways and major bridges with news media aircraft at low altitudes – yet another reason to be extra vigilant.

#### Give it a try

Flying to Boeing Field is a nice challenge that will expand your flying skills and reward you with a nice museum visit or other sights in the Seattle area. If you've done your planning, and familiarized yourself with the landmarks, you will have greatly reduced your workload while increasing safety – a big factor in making the trip more relaxing and fun.

*Mark Fryburg, CFII, has been a Hillsboro area flight instructor for more than eight years. Your questions and comments are welcome at [mfryburg2@comcast.net](mailto:mfryburg2@comcast.net) or 503-526-1908.*

## Expect Info Shared From Your Medical Application

Changes on your application for a medical certificate will lead to more information collected by your AME that can be shared with other federal agencies, all with the blessing of changes made to the Privacy Act Statement covering the application, according to AOPA. The information sharing is intended to provide other federal agencies with access to your responses for the purpose of checking the accuracy and completeness of other information available to those agencies. For example, pilots seeking a medical from their doctor will respond to a new question that inquires about whether or not

they receive medical disability benefits, and other agencies may use that information to help discover Social Security fraud.

Other changes on the form consist mainly of modification to the language in an effort to make the wording more accurately reflect the methods of testing involved. The changes can be tacked onto recent requirements for pilots to disclose arrests (not just convictions) involving alcohol-related driving offenses. The modifications are largely a consequence of fraud investigations and AOPA states that the new forms are arriving at your AME's office.



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# Always Check for TFRs Before Flight

By Joe Kelly

Before I get into my story, let's look at the FARs to refresh our memories on TFRs which are described in Section 91.145 of the FARs.

A Temporary Flight Restriction is a geographically-limited, short-term, airspace restriction, typically in the United States. Temporary flight restrictions often encompass major sporting events, natural disaster areas, air shows, space launches, and Presidential movements. Before the September 11, 2001 attacks, most TFRs were in the interest of safety to flying aircraft with occasional small restrictions for Presidential movements. Since 9/11, TFRs have been routinely used to restrict airspace for 30 nautical miles around the President, with a 10-nautical-mile (20 km) radius no-fly zone for non-scheduled flights. They are also available to other important people such as presidential and vice-presidential candidates.

Now to my story. Several weeks ago I wanted to take a scenic flight around Mount St. Helens. I had heard that there were requested patterns around the volcano (clockwise or counterclockwise.) I asked a few folks on the ramp and was told everything from "I don't know" to "you can't do it because there's a TFR."

That night I called a briefer and asked what if any TFRs were in force by St. Helens. He kindly gave me the whole readout and suggested that I could always check on the web



The view from the author's C182

by either going to the FAA.gov site or to simply "Goggle" TFRs. I did both and got the same answers.

The TFR read as follows: On the Battle Ground Vortac (BTG) 011 degree radial at 31.8 nautical miles. (Latitude 46011'51"N, Longitude: 122)11'18"W). Radius 1.5 nautical miles from the surface up to and including 9000 feet MSL. The reason for the TFR was stated as "Providing a safe environment for volcanic activity". Pilots may call SEATTLE on 202-267-3333 or the US Forest Service on 360-891-5140.

I decided to take the scenic flight the following weekend. I marked my chart with the TFR, which essentially prevents flying into or immediately outside of the volcano's cone. It is difficult to imagine why they restrict flight 1.5 NM from the center of the crater, but allow one to fly to 635 feet above it (9,000-8365 ft). I took a leisurely route of KHIO northbound to Scappoose, to Battle Ground VOR (BTG) then North East to the volcano. I circled counterclockwise (CCW) but found no reason to do so in the TFR. After doing a circle around the volcano I headed West to Longview and then directly to KHIO. The trip took about 1.5 hours in the C182. If you decide to take this flight don't forget to monitor or talk to Portland on 126.0 after clearing the KHIO airspace.

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Jul/Aug Issue	Jun 10
Sep/Oct Issue	Aug 10
Nov/Dec Issue	Oct 10

Any questions: [propwash-opa@oregonpilot.org](mailto:propwash-opa@oregonpilot.org)

Resolution of the Board of Directors

To: Transport Canada

Whereas, the General Aviation ("G.A.") community in Oregon includes over 6000 pilots, plus their families and friends, and many of these aviation enthusiasts enjoy flying into Canada every year, and

Whereas these visits enhance the relationship of our two countries, and we believe provide a significant benefit to the economies of Western Canada, and

Whereas we are aware that this is also true for the even greater number of Washington State G.A. participants; and,

Whereas Canada has announced effective in February, 2009, it will require all aircraft operating in the Country to be equipped with Emergency Locator Transmitters ("ELTs") that communicate via satellite, rather than the emergency VHF frequency on 121.5; and,

Whereas very few of the more than 4000 G.A. aircraft based in Oregon are so equipped, and if the rule takes effect as proposed, G.A. air travel and tourism from the Pacific Northwestern States into Canada will be significantly curtailed, to the detriment of the Canadian economy, and the quality of life of Oregonians and other residents of the Pacific Northwest; now therefore,

The Oregon Pilots' Association, representing the General Aviation Community in the state of Oregon, respectfully urges Transport Canada to provide exceptions for aircraft based in the United States coming into Canada for short visits to allow such aircraft to be equipped with either VHF based or satellite based Emergency Locator Transmitters, for at least the next several years, to allow time for aircraft based in the United States to transition to the new equipment.

Adopted November 15, 2008, State Board, Oregon Pilots' Association

TTD Chapter Recommends Hood River Museum

By Robert Gordon, Chapter President

In October we scheduled a Chapter fly-out to the Western Antique Aeroplane and Automobile Museum (WAAAM) on the north side of the field at Hood River. The early morning call to Troutdale ASOS had scattered clouds at 4000+, sounded pretty good. However, the drive to the airport revealed a wall of clouds in the Gorge. After waiting a few hours to see if it would burn off, Martin Faveluke and his son Fred volunteered to take off and at least look at it from the air. They had a short trip, never left the pattern. So we drove. The museum is good, allow at least 3 hours in it if you like to read display postings.

We were fortunate that Tom Murphy happened to be there. Yes, the famous Tom Murphy who flew from the top of the Multnomah Hotel in a replica of a Curtis Pusher. He was kind enough to take us under his wing and squire us about, showing us some of the restoration projects in progress. And of course, on the drive back to Troutdale, the low clouds that had forced us to drive were long gone. Regardless, it was a wonderful trip and tour.

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CHARTING LETTER...Continued from page 9

starts preparing a week or more out. It seriously handicaps the more frequent situation, where a trip is proposed today, tomorrow, or even the day after. To illustrate this, a typical scenario that could even apply to me: My family in Utah calls Friday evening with something that calls for our presence – preferably Saturday or Sunday, but for sure not later than Monday or Tuesday. I have current Seattle and Klamath Falls Sectionals, and a current CF16, but it's been nearly a year since I've been south of the Oregon border. Needing a Salt Lake TCA chart, I call my FBO; they have everything from here to Los Angeles, but no Salt Lake. Not a problem, I figure; I'll be stopping for gas in Brigham City anyway (\$1.00 cheaper); I'll pick one up there.

But arriving in BMC I'm told "the FAA won't let us carry charts anymore, because we're too little." So, do I say "oh, then I'll rent a car?" Or, having not disposed of my-out-of-date TCA chart (and what pilot throws one away before

getting its replacement?), do I assure myself "the one I have will work just fine," only to discover, after a Class B controller asks me to "call after you land," that I'd busted a restriction, or much worse, I can't contact the right controller because a frequency has changed, and really create a hazard? Bad. And while I, being the paragon of virtue that I am, will of course rent a car, will the next person facing the same dilemma be so righteous? I offer this quote, right off the FAA website:

"USE OF OBSOLETE CHARTS OR PUBLICATIONS FOR NAVIGATION MAY BE DANGEROUS. Aeronautical information changes rapidly, and it is vitally important that pilots check the effective dates on each aeronautical chart and publication to be used. Obsolete charts and publications should be discarded and replaced by current editions."

Please, please, reconsider.

Sincerely,  
R.P. Joe Smith



## January & February

### "Eat at an Airport Restaurant"

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SECURITY...Continued from page 1

## FAQs

### ADVANCE INFORMATION ON PRIVATE AIRCRAFT ARRIVING AND DEPARTING THE UNITED STATES

#### **Is there any specific threat or increase in risk that this initiative is intended to address? How significant is the threat to the United States from private aircraft?**

There is no credible information to suggest an imminent threat to the homeland at this time. DHS is addressing a known vulnerability that private aircraft may be used to transport terrorists and dangerous people into the United States. The rule addresses the spectrum of risks associated with not having screened passengers, crew or aircraft prior to arrival in the United States and provides an additional layer of security for international private aircraft operations.

#### **With respect to the types of aircraft regulated or targeted under this initiative, what types of risks/threats are being addressed?**

DHS uses a risk-based, threat-management approach to analyze risks, prioritize vulnerabilities, and to ensure that threats, vulnerabilities and consequences are appropriately addressed. The strategy for international private aircraft incorporates a layered approach to security focusing on all operations.

This final rule will expand screening of all persons aboard private aircraft.

#### **Why are charters excluded from this?**

Charter aircraft are considered commercial aircraft. Commercial aircraft arriving and departing the United States are already required to provide advance passenger information to CBP.

#### **Is there a difference between the time deadline for transmission of data for commercial operations and that of the Final Rule for private aircraft?**

For international flights, CBP's Final Rule sets a timeframe for submission of 60 minutes prior to departure for private aircraft, including passenger and crew information and the notice of arrival or departure. Commercial aircraft provide crew information 60 minutes prior to departure and CBP has published a final rule for commercial aircraft requiring the transmission of passenger information 30 minutes prior to securing of the aircraft doors (APIS 30 interactive and non-interactive) and up to the time the aircraft doors are secured for APIS Quick Query (AQQ) transmission.

#### **Are there any exceptions from CBP's one hour advance passenger information rule for emergency situations (e.g., urgent medical care)?**

Yes, the rule contains exceptions for emergency landings and in-flight diversions.

#### **Would the private and commercial APIS screening**

#### **programs be linked?**

Yes, the commercial and private aircraft systems will operate as parts of a common system.

#### **Are there any new fees imposed on private aircraft as a result of this new rule.**

No new fees will be imposed under the rule.

#### **What is CBP's ability to enforce this new regulation?**

Pursuant to 19 U.S.C. § 1433(c), the Secretary of Homeland Security has broad authority to regulate all aircraft, including private aircraft, arriving in and departing from the United States.

Under § 1433(c), the pilot of any aircraft arriving in the United States or the Virgin Islands from any foreign location is required to comply with such advance notification, arrival reporting, and landing requirements as regulations may require. This statute provides CBP with the authority to deny landing rights to aircraft within the United States based on security and/or risk assessments. Or, based on those assessments, the authority to specifically designate and limit the airports where aircraft may land. An aircraft pilot is required to transmit to CBP such information, data, documents, papers or manifests as the regulations may require (19 U.S.C. § 1433(d)). Section 1433(e) provides, among other things, that aircraft after arriving in the United States or Virgin Islands may only depart from the airport in accordance with regulations prescribed by the Secretary. Additionally, pursuant to 19 U.S.C. §§ 1644a and 1644, the Secretary can designate ports of entry for aircraft and apply vessel entry and clearance regulations to civil aviation.

In addition, DHS, in close coordination with the Department of Transportation (DOT) and the Department of Defense (DOD), is responsible for the monitoring, tracking, and interdiction of non-compliant aircraft. DHS has responsibility for the homeland security mission, DOT has responsibility for the safe and efficient operation of the National Airspace System, and DOD has responsibility for the homeland defense mission. These mutually supporting missions provide assurance that non-compliant aircraft are readily identified, intercepted, and appropriately responded to.

#### **Will this significantly impact private aircraft operations into the United States?**

DHS does not anticipate the *Advance Information on Private Aircraft Arriving and Departing the United States* requirements to significantly impact private aircraft operations to or from the United States. The process of submitting manifest information to CBP aligns with current operational processes. The *Advance Information on Private Aircraft* rule will simply require the information to be submitted electronically and in advance of current submission requirements. It should be noted the CBP requirements do not, in any, way relieve pilots of other international arrival requirements imposed by other US agencies or Departments or foreign governments, unless the agency or government specifically provides for such relief.



## Calendar of Events

### Monthly

First Saturday EAA 105 Pancake Breakfast at Stark's Twin Oaks (7S3), 8-10am

Second Saturday EAA 31 Pancake Breakfast at Creswell (77S) 9am

Have an event you would like to let other pilots know about? Send your information to PropWash-[opa@oregonpilot.org](mailto:opa@oregonpilot.org). You can also send a digital file of a poster or flyer and we will publish in the newsletter if space allows.

[www.oregonpilot.org/calendar](http://www.oregonpilot.org/calendar)

**PAY YOUR 2009 DUES ONLINE AT [HTTP://WWW. OREGONPILOT.ORG/MEMBERSHIP/DUES](http://www.oregonpilot.org/membership/dues)**

## “Two Weeks to Taxi” Approved

Glasair's controversial Two Weeks To Taxi program, in which builders of Glasair Sportsman aircraft build an almost-complete aircraft in two weeks at Glasair's facility in Washington State, has been endorsed by the FAA's Production and Airworthiness Division after a week-long audit.

“The FAA's on-site team found that the “lean manufacturing” processes employed, combined with the provided educational assistance, accelerates the Sportsman build time significantly without violating the spirit or intent of Part 21, Section 21.191(g),” the company said in a news release.

More than 100 Sportsmans have been built in the program, in which company staff lay out tools, round up the necessary parts and provide instruction to customers who, according to the FAA's findings, do at least 51 percent of the work.

“We have worked very, very hard to develop a program that makes aircraft building more accessible, more organized, and as efficient as possible, while staying within the letter and spirit of the amateur built rule,” said Glasair CEO Michael Via.

The company says it will expand the program. The decision would seem to set the tone for the current discussion by the FAA's Amateur-Built Rulemaking Committee, which is reviewing the level of participation required by builders in all aspects of the construction of their aircraft. Among those auditing the Glasair program was Frank Paskiewicz, who heads up the FAA's Production and Airworthiness Division and is a key member of the 51 percent rule committee.



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## Hey Member...

The strength of OPA

and its power to help defend our freedom to fly (not to mention land) is in exact proportion to our numbers.

Go back to page 14, clip the membership application, and find one new member for your Association – and yourself!