

# PROP WASH

The Voice of  
General  
Aviation  
in Oregon

The Official  
Publication of the



www.OregonPilot.org

Oregon Pilots' Association

January/February 2010

## Paper Pilot Certificates Expire March 31, 2010

Pilots cannot exercise the privileges of their PAPER pilot certificates after March 31, 2010. Certificates issued under 14 CFR Part 63 and 65 will expire March 31, 2013. FAR 61.19(h) reads:

“Duration of pilot certificates. Except for a temporary certificate issued under §61.17 or a student pilot certificate issued under paragraph (b) of this section, the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010.”

The new, plastic certificate will



also have the “English Proficient” on it to meet the new requirement for flying internationally. Additionally, if you still are using your Social Security number for your pilot certificate number, you can get a new, plastic certificate for

free by following the link below. Otherwise, there is a \$2.00 charge for the new certificate.

To change your certificate number from your SSN and request a replacement (and get a plastic certificate) go to this website.

[http://www.faa.gov/licenses\\_certificates/airmen\\_certification/change\\_certificate\\_number/](http://www.faa.gov/licenses_certificates/airmen_certification/change_certificate_number/)

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### KEY EVENTS & DATES

#### Monthly EAA Pancake Breakfasts

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

#### February 12 at Salem

OPA Board Meeting 10:00am

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

### PROP WASH

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*Oregon Pilots' Association*  
877-OPA-PILOT  
*Oregon Department of Aviation*  
503-378-4880

**WELCOME  
NEW MEMBERS**

**William & Gail Boyle**  
**Matthew & Kristen Dahmer**  
**John Foster**  
**Robert Halvorsen**  
**Shannon Lucas**



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## President's Message

Cleared for Takeoff - Runway Two Zero One Zero

First, I must take the time to thank those who voted me as your President of your Association for 2010 and 2011. To you I promise to do my best to protect and promote general aviation in Oregon. For those of you who weren't there to give me this honor last August - I hope you'll be there at the elections in 2010. The Association will succeed best when all of us do our part.

2009 was a good year for OPA - we had a successful annual meeting with support from AOPA. I had the chance to attend the AOPA Summit in Tampa last November (don't worry, on my own dime) where AOPA started discussions of working closer with organizations like ours. This represents a big change from the past. How can we do our part to strengthen the relationship?

First and foremost, become a member of AOPA. My research shows this is more than likely the fact - however, if you've let membership lapse or know someone who isn't a member, twist their arm to sign up.

Another thing we can do is support their efforts in Oregon. This is most easily demonstrated by supporting the Airport Support Network or ASN. The goal with this program is to have someone assigned to every public airport in Oregon to keep on top of local issues. You can find out more about the ASN at [ww.aopa.org/asn](http://ww.aopa.org/asn). Looking at the list tonight shows about 30 airports that need ASN volunteers. While some are really remote - there are some with no excuse - I won't name names - check this list out for yourself.

I feel a strong partnership with AOPA can greatly improve



*OPA president Brendan Fitzpatrick*

things for us at OPA. Did you know there are about 6700 AOPA members just in the state of Oregon? If only half of those members were OPA members that would mean...

- greater revenues for OPA to use to fight for issues like ethanol in fuel
- an annual meeting with speakers like Rod Machado or Sully Sullenberger (hint!)
- a greater voice in Salem - imagine being able to tell lawmakers we represent half the pilots in Oregon
- an improved PropWash newsletter that would attract advertisers willing to pay more which would also improve the Propwash (although it already stands out among the other state pilots association newsletters I've seen)

The list goes on and on. I'd really like to go back to AOPA and tell them every airport in Oregon has an ASN and we're

### IS YOUR AIRPORT PART OF THE AOPA AIRPORT SUPPORT NETWORK?

The AOPA Airport Support Network (ASN) is a special group of volunteers dedicated to promoting and protecting community airports. The program's goal is to have an ASN volunteer appointed at every public-use airport in the country to serve as an "early warning system" for local airport issues.

Visit [www.aopa.org/asn](http://www.aopa.org/asn) to ensure your airport has an AOPA Airport Support Network volunteer. If it doesn't, consider nominating yourself or someone you know for this critically important role.

Note: While some ASN volunteers go above and beyond the basic responsibilities, there are really two basic duties: to be "in the know" at the airport and to let AOPA know if anything threatens the airport. ASN volunteers are pilots who should be based at the airport (whether they own or rent aircraft) for which they're hoping to be appointed.

Click here - [www.oregonpilot.org/asn.html](http://www.oregonpilot.org/asn.html) - to view a list of airports that need a volunteer.





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Email corrections and chapter news to  
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# The Flight for the Human Spirit is Coming to Oregon

By Michael Combs

On April the 4<sup>th</sup> I'll be strapping into a Light Sport Aircraft and taking off from Salina, KS to fly into all 50 states, and yes, that does include Alaska and Hawaii. The mission is called, "The Flight for the Human Spirit," and comprises over 130 stops and over 18,400 miles of flight. The current schedule has this broken down into 40 flight days. The entire mission will be flown VFR, so I'm certainly allowing for weather delays and for routine maintenance stops. Based on weather data from prior years, the total trip time should be roughly 63 to 75 days.

I'll be flying a custom configured 2009 Remos GX aircraft named, "Hope One." It is currently being outfitted with some state of the art technology such as a satellite tracking system, surrounding aircraft awareness alert system, and

a live tracking GPS notebook computer that plots my course and position on updated charts. My goal is for Hope One to be the most technological Light Sport Aircraft in the sky when I take off this spring.

As I have been traveling to meetings and aircraft exhibits around the country, the most common question that I have been asked is "what sparked you to embark on such an ambitious endeavor?" Most people are even more amazed at my answer.

You see, I had always dreamed of flying, but I continually put it off for one excuse after another. I figured that I would always fly "someday," but "someday" almost never came. In August of 2003 I had a health condition that nearly took my life. I will never forget the feeling as I was recovering and thinking, "I'm never going to fly." That thought

*Continued on page 9...*



*Michael Combs with his airplane*

## Chapter Chatter

**ALBANY:** Reported by Dan Miltenberger

We are looking forward to a great new year. Over the past few years we have been trying to extend our runway and guide the development of the airport in what we think is the most beneficial ways for its present and future users. This had been done by forming a unofficial advisory group that met with the City's airport representative once a month. Then two years ago we thought that our efforts were being blunted by the city's rep. One of our city councilors saw the problem and suggested that an official commission be formed. In January the council will form a commission to represent the airport. We will have a seven member commission that will make regular reports to the council and will have more leverage in the priorities of the airport's development.

We still have to get our A-4 gate guards up that we got from Tucson over a year ago. Jack Kasper has gotten the owner of the property south of the airport to donate the property to the City for a tax write off. This property will become part of the airport and we can see that the parking area on this property is maintained.

We have our meetings the first Wednesday of the month on the airport at 6:00pm. The meetings are held in the hangar at 533 Aviation Way. We start with dinner for \$5 then airport business and watch a short film or other presentation and hangar talk. You're always

welcome to join us.

Happy New Year to all...

**LANE COUNTY:** Reported by Todd Hurt

Attendance has been good with excellent participation by our members. October's presentation was made by Air BP (Greg Miller) with an informative presentation on fuels, and what the future holds at Air BP for av-fuel. November's presentation was on aviation pioneer Jerrie Mock and her around-the-world 1964 solo flight, presented by Lane Chapter member Dan Pimentel.

No regular meeting was held for December, instead we hosted a joint EAA/OPA party at John Stahr's residence. It was a great night for a get-together. Everyone had a great time, lots of airplane talk and good food. Since everybody had exactly what they wanted, we managed not to burn up anyone's dinner on the grill. We had a turnout of about 45 people, the cold was not a problem as the warmth of all the people here. The "pass right to left" gift exchange was fun, the door prize posters and art was fun and Marty, who seemed to be the most intrigued of the group, won the big print of the Blue Angels, which was fun for everyone. Maybe next time I will have a better program to project for entertainment, but no one seemed to mind the TOP GUN playing in the background. The RV-8 project downstairs was somewhat entertaining. It, hopefully, will be gone to the airport long before next year's party season.

For up and coming events

out of the Lane Chapter, one of our CFII's will be hosting a session on icing, with follow-up sessions on instrument approach procedures in January and February. Later in the winter to spring timeframe, we will begin a couple of sessions on mountain flying with a practical fly-out when the spring weather permits.

Other planned events for 2010 will be volunteer work for McKenzie Bridge and Oakridge airports. Coordination with the Forrest Service and State ODA is in work for those two projects.

Happy New Year from the Lane County Chapter.

**MULINO:** Reported by TJ Reilly

The Mulino OPA had its

*Continued on page 7...*

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## FAA Tightens Rules On Pilot DUI

By *Russ Niles*, Editor-in-Chief, AVFLASH News, [www.avweb.com](http://www.avweb.com) (November 3, 2009 issue)

The FAA has tightened up its treatment of pilots convicted of alcohol-related driving offenses. In a recent issue of the Federal Air Surgeon's Medical Bulletin, AMEs are advised that first-time DUI and DWI offenders don't necessarily escape the agency's scrutiny as they have in the past. Under the new rules, anyone whose blood-alcohol content was measured at higher than .15 percent or who refused to provide a sample will automatically have their case referred by the AME to FAA headquarters. The FAA medics will then insist that the pilot applicant undergo a substance abuse assessment. Previously, on first offenses, AMEs had to review court records and make the call on whether the applicant had a problem. It's been suggested the tougher rules might tempt offenders to lie about it on their medical but that will likely make things worse.

In the fine print on the medical form is permission granted to the FAA to cross check the pilot applicant with the National Driver Registry, which compiles driving records. If the FAA gets a hit on the registry and then discovers the pilot didn't disclose the offense on the medical form, justice is swift and harsh. The FAA hates liars so the penalty for omitting the alcohol-related event (or anything else) is immediate revocation. There's also a requirement to report these offenses within 60 days of occurrence, regardless of the time remaining on a pilot's medical certification and failure to do so results in an immediate suspension.

## Hot August Flights Looking for Aviation Volunteer

Flight Deck's Hot August Flights is seeking a volunteer to participate with the HAF committee, be the point person for aviation-related displays and for encouraging pilots to fly in and display their plane the day of the event. This volunteer will need to attend committee meetings once a month starting in January 2010, twice to three times a month starting in May 2010, and must be present all day of the event Saturday, August 7, 2010. If you are interested in participating in a really fun event, contact Natalie at Flight Deck Restaurant 503-581-5721 or [contactus@flightdeckrestaurant.com](mailto:contactus@flightdeckrestaurant.com).

PRESIDENT'S MESSAGE...Continued from page 3

committed to keep it that way. Then when we ask for support, it will be a two-way street.

I'm excited about 2010. I heard someone say that now is the best time to be a pilot. If you think about it, it really is true. Many years ago planes were slower, less safe and less comfortable. Now, within just a few hours in an relatively common four-place single, I can be in the San Juan Islands, the Bay Area in California or Boise, Idaho. If the future is anything like TV predicts, we'll all be flying Jetsons-like spaceships. It won't be fun to be a pilot when EVERYBODY is a pilot.

Safe flying!



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## A Look Back and a Look Forward

By Joe Smith, Past-president OPA

As we say goodbye to the first decade of the 21st century, we see some pretty big challenges for GA -- and for aviation, period. The recession has really hit the industry at all levels. Those of us with engines that prefer mogas are faced with the ethanol delusion. 100 low lead may be gone for all of us within the next decade. Most of us apparently need to start saving so we'll be able to afford the ADS-B-compatible avionics presently slated to become mandatory in 2020. The constant threat of airport neighborhood development that creates hazards for us, or may lead to public demand for closing an airport altogether, is never far away.

No time to become complacent!

Please welcome our new OPA President Brendan Fitzpatrick, and give him all the cooperation you can in working to preserve the joy and freedom to fly. And have a very Happy New Year.

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CHAPTER CHATTER...Continued from page 5

Christmas party in conjunction with the EAA 902. Our guest speaker was a lady who flew to Sun-N-Fun Florida in an ultralight. She told of 100+ degree temps and below freezing. Wind currents were always a problem and sometimes she was only able to fly 28mph. Her average speed was 60mph. The two stroke engine burns four gph.

Most of our members have not been doing much flying due to the weather. Our next meeting will be in late January.

**TROUTDALE:** Reported by Tom Hendricks, President

Things are changing @ TTD. With the drama being played out by Western Propeller, Scott Kinney's Troutdale Aircraft Service is on the move in the north hangar complex.

We welcome Dan Ryan, Sales Manager for the Northwest Region representing Cirrus with an office on the second floor. With the increased popularity of the Cirrus brand, home town company MAX-VIS now has a synthetic vision product that adds even more capability to the Duluth airframe.

## Flexibility Needed for Through-The-Fence Access

By Sarah Brown, AOPA Online

The FAA's proposed "one size fits all" approach to airparks and other residential through-the-fence (TTF) operations at public-use airports should be more flexible to accommodate existing TTF deeds and agreements, AOPA told the agency December 18.

Aircraft operations involving homes and businesses on private property that have access to airport taxiways or runways are called "through the fence" operations. In the past, the FAA has approved residential TTF access, but set a very high standard for what constituted an acceptable agreement. In October the FAA invited AOPA and other aviation organizations to comment on a draft letter of guidance that would call for phasing out all existing residential TTF access at public-use airports. The new guidance would apply only to public-use airports that have accepted or are eligible for FAA airport development funding, and would require airport sponsors to negate or modify deeds for existing arrangements, some of them decades old—an action that could burden airports with the costs of litigation.

"We believe that the FAA should recognize that a number of residential TTF agreements already exist and in some cases any changes may be impossible for the airport sponsor to undertake without doing great damage to the airport and local aviation community," AOPA Vice President of Airports and State Advocacy Greg Pecoraro wrote in a letter to the FAA. Attempts to modify real estate deeds that allow TTF access could result in litigation against the airport, he added.

Earlier in the year, AOPA had urged the FAA airports office to exercise greater flexibility in current enforcement practices.

The new FAA guidance acknowledges no acceptable residential TTF agreements, a statement that AOPA considers a significant departure from the agency's past policy. It would require sponsors to eliminate TTF access when agreements expire or modify agreements that

Continued on page 10...



# Laptop on Board? Or Other Batteries?

Here's something to think about, if you carry any device with a rechargeable lithium battery when you travel in your airplane. The FAA has adopted a rule forbidding the carriage of spare rechargeable lithium batteries in checked bags on airlines, in response to a growing number of explosive or fire-causing events. For example, in September, a portable DVD player was dropped on an American Airlines flight, causing a fire. In March 2008, a United Airlines employee placed a flashlight in the storage compartment of a Boeing 757 at the Denver airport. A report said the flashlight exploded "like gunshots," turning the on-off switch into a projectile. On a flight to Miami that same month, eight people were injured when a small battery fell against a metal seat frame. In the ensuing explosion, debris singed a passenger's ear and hair and the smoke sickened seven crew members.

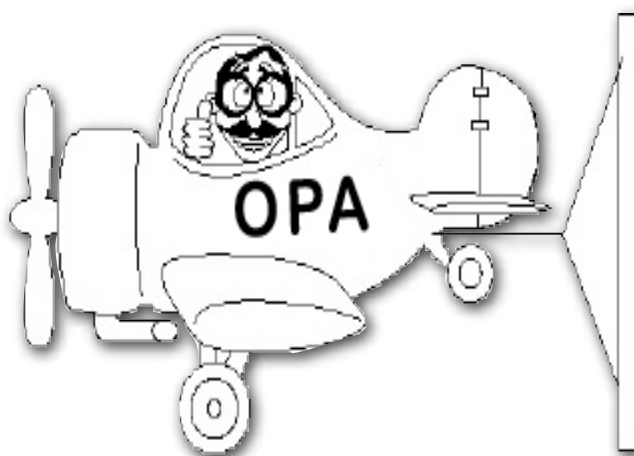
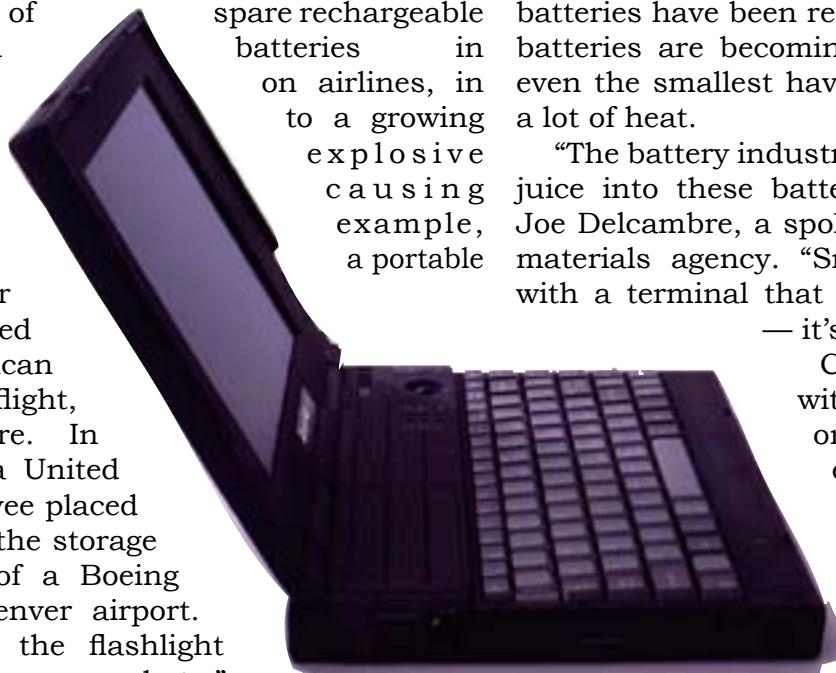
In 2004, an ABC News camera exploded on a plane being used by the presidential candidate John Edwards. A seat caught fire, causing an emergency return to the airport. Even more

events involving rechargeable lithium batteries go unreported, authorities say. Figures from the Consumer Product Safety Commission website show that at least 400,000 portable device batteries have been recalled so far this year, and batteries are becoming more powerful, so that even the smallest have the potential to unleash a lot of heat.

"The battery industry is trying to squeeze more juice into these batteries for longer life," said Joe Delcambre, a spokesman for the hazardous materials agency. "Smaller battery, more life, with a terminal that can overheat the product — it's a risk."

Considering that problems with batteries are occurring on passenger planes at a rate of one every four months, Merritt Birky, formerly a fire and explosions expert with the National Transportation Safety Board who is now a private consultant, suggests they should be kept where passengers can keep an eye on them and out of overhead storage bins.

If it can happen on a commercial flight, there's no reason it couldn't happen on one of ours. So, two suggestions: First, if you pack something with a rechargeable lithium battery, make sure it's either turned off, or it's within easy reach. And if you carry extra batteries, make double sure they're within easy reach.



**January & February**  
**"Visit an Airport Restaurant"**



# Unblended Fuel Update

By Dave Martin

Unblended fuel is still available in a few locations in Oregon (at Lebanon State and at some Marc Nelson fuel outlets such as Salem). But the refiners, all of whom are outside Oregon, say they will save themselves money by converting to sub-octane base stock for both regular and premium. The result is that unblended premium (which is now legal to buy but no auto retail station has stocked) will be 90 octane instead of the 92 octane required by many airplane engines including the popular Rotax 912S and 912ULS. This means that when the refiner transition occurs, the premium unblended won't suffice in these engines.

The only good news for Rotax 912S/ULS owners is that Rotax now says they may use E-10 blended premium. There are disadvantages including a slight power and therefore range reduction.

The E-10 option is not open to FAA-certified aircraft owners who bought the auto fuel STCs for either regular or premium auto fuel as it violates the FAA's prohibition on ethanol-blended gasoline. STC owners with lower compression engines that will operate on 90 or less octane can legally use the sub-octane unblended premium if they can find it. Other STC owners appear to be out of luck.

As predicted, the Oregon law that made unblended premium auto gas legal beginning in 2010 provided aviation with no relief.

FLIGHT...Continued from page 4

felt like a truck had just parked on my chest as I realized that I had every opportunity to fly...but didn't. I promised myself then and there that I would begin to live my life with no regrets.

So it was that "The Flight for the Human Spirit" began.

As I near the end of the "lower 48" portion of the route, I'll be stopping in Eugene and Portland on two separate flight days. I wholeheartedly invite all Oregon Pilots' Association members to come and witness history as I land and stop to visit for a few moments. Also, it would be an honor to fly with you if you would take-off and fly formation with me during the next leg of flight, or at least for 100 miles.

My goal is to celebrate aviation while I spread the message that it's never, EVER too late to follow your dreams.

For more information, please visit: [www.FlightHS.com](http://www.FlightHS.com) to see the route and to find out the latest news. I look forward to seeing you soon!

## Receive Oregon Department of Aviation Newsletter Online

Oregon Department of Aviation is now distributing their quarterly newsletter *FlightLines* via the internet and would like to make sure that as many Oregon pilots are receiving it as possible. Use the links below to sign up or change your email and to access previous issues.

<http://www.oregon.gov/Aviation/index.shtml>

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## Pay OPA Dues Online

Just a reminder your 2010 dues can be paid online via the OPA website at [www.oregonpilot.org/membership/dues](http://www.oregonpilot.org/membership/dues). If you have not received your statement, contact Tricia at [memberservices-opa@oregonpilot.org](mailto:memberservices-opa@oregonpilot.org). If you are a chapter officer and need a list of your chapter members, drop a note to Tricia and let her know what format you need it in (Word, Excel, mailing labels, etc). At the November Board meeting, it was decided to no longer offer General Aviation News (GAN) subscriptions through OPA. The savings to members, and the few members who took advantage of the program, did not justify the cost and expense to OPA.

*THROUGH-THE-FENCE...Continued from page 7*

grant access in perpetuity. Many AOPA members have voiced concerns about a "one size fits all" approach to residential TTF access and the possible elimination of existing operations.

AOPA recognized the FAA's desire to review new, revised, or renewed TTF access agreements, but recommended the agency work closely with airport sponsors to ensure that existing agreements provide appropriate support to the airport and facilitate its continued operation, instead of eliminating the residential TTF access altogether.

## Seven Flight Service Stations Closing

*By Russ Niles, Editor-in-Chief, AVWEB Online, 12/22/09*

Lockheed Martin says service will not suffer when it closes seven of the remaining 13 Automated Flight Service Stations on Feb. 1 and lays off another 160 flight service specialists and management personnel. Lockheed Martin spokeswoman Jan Gottfredsen told AVweb that a 13-percent reduction in call volume combined with efficiencies gained with a new communications network mean that the six remaining AFSS facilities will be able to seamlessly handle the calls.

The facilities being closed are Columbia, Mo., Kankakee, Ill., Lansing, Mich., Honolulu, Hawaii, Nashville, Tenn., Seattle, Wash., and St. Petersburg, Fla. Those staying open include the three "hubs" of Ashburn, Va., Ft. Worth, Texas, and Prescott, Ariz., along with AFSSs at Miami, Fla., Princeton, Minn., and Raleigh, N.C. Miami will have staff specializing in Caribbean traffic and Princeton will be staffed with people

*Continued on page 13...*

## OPA Thanks Our Associate Members

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### Larson Aeronautical Services of Oregon

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503-874-1000

### LebanAir

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### Northwest Aircraft

[www.nwaircraft.com](http://www.nwaircraft.com)  
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### Oregon Aero, Inc.

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### Oregon Department of Aviation

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## A Long Winter's Nap

Although winter's official start began December 21, many aircraft owners have already chosen to park their planes, head indoors, and wait for word from the prophetic Punxsutawney Phil on when to expect a thaw from the chilly weather. If you're among these ranks, or perhaps considering storage options for the near future, there are several important points to keep in mind when storing your plane.



In the article "A Long Winter's Nap" in the November/December 2009 issue of FAA Aviation News, author Suzanne Mejia points out several items to consider when preparing for long or short-term aircraft storage. Are you going to store the aircraft yourself, or pay a storage company to do it for

you? Will the aircraft be stored in a hangar, on the ramp, or at tie-downs? And how long do you plan to store it? Periodic inspections should also be a part of your storage plan, which allow you to check up on the locks, chocks, and covers, and if needed, start up the engine.

Mejia also suggests identifying and analyzing any potential hazards that might damage or jeopardize the security of your aircraft while in storage. Validating this risk assessment will help you determine if your plan is working and if you've got everything covered. "There well may be hazards that you did not recognize or identify during the first effort," says Mejia.

To read this article, go to: [http://www.faa.gov/news/aviation\\_news/2009/media/NovDec2009.pdf](http://www.faa.gov/news/aviation_news/2009/media/NovDec2009.pdf)

## Air Camping Association Launches

By Dave Hirschman, AOPA Online

Don Abbott's fond memories of aerial camping trips with his daughter long ago have led the Florida-based entrepreneur to launch a new venture: the American Air Campers Association.

Abbott, a 46-year-AOPA member, said few pilots realize that 900 U.S. airports and 160 seaplane bases allow camping, and 1,500 state, local, and national parks are in close proximity to general aviation airports.

"Air camping is a family activity that allows us to fly our airplanes more and connects us more deeply to this magnificent country we live in," said Abbott, who started flying at age 16 and currently owns a Beech F-33 Bonanza. "It gets us away from TVs and cell phones--and that's a very good thing."

Abbott has started [www.americanaircampers.com](http://www.americanaircampers.com) which he plans to make a clearinghouse for air camping information around the country. The site currently has a survey that enables pilots to help shape what the organization will become.

Abbott has hired three full-time and two part-time employees and plans to charge \$39 annually for association memberships. American Air Campers expects to sign up its first members at the 2010 Sun 'n Fun Fly-In, attend EAA AirVenture and AOPA Summit, and then start its own camp fly-in in the future. (No location has been selected.)

"There's a tremendous amount of interest in air camping," Abbott said. "We're going to do everything we can possibly do to share information about this activity and make it easier for pilots and their families to enjoy."

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# OPA Member Glenn Plymate Marries at AOPA Aviation Summit

*Reprinted from AOPA's Aviation Summit Online*

The bride and groom stepped onto the tarmac at Peter O. Knight Airport Nov. 6. Their seven-hour engagement, which began over breakfast at AOPA Aviation Summit, was to conclude with a ceremony in front of the Lockheed 12A Electra Junior that played the role of Earhart's airplane in the movie *Amelia*—a fitting setting for the couple, who met because of a mutual interest in the legendary aviatrix.

The bride wore jeans and, appropriately, an Amelia Earhart T-shirt. A small crowd gathered around the couple as they walked, hand in hand, to a platform in front of the Electra where a white cake, flowers, and champagne awaited them.

Glenn Plymate and girlfriend Irene Bolam had been chatting at a breakfast that morning with a couple they had just met when the subject of marriage came up. Plymate, a widower, and Bolam, a widow, had met through

the Amelia Earhart Society and hit it off. They dated, met each other's children, and were ready to get married. They discussed the possibilities—maybe a trip to Las Vegas—and the woman with them, Pat Ohlsson, suggested having the wedding right away, at Summit.

Ohlsson and her husband Lenny Ohlsson, of Spruce Creek Fly-In Realty in Daytona, Fla., were displaying their 1941 Waco UPF 7 at Airportfest, and Pat told Plymate and Bolam that her husband was a notary and could perform their wedding that very day.

"They looked at each other very lovingly, and they said, 'Why not?'" Pat said. She promptly called the county clerk's office and started helping the

couple make arrangements for a wedding. Told there would be a three-day waiting period to get



*Continued on page 15...*

## 2010 PROP WASH DEADLINES

Mar/Apr '10 Issue	Feb 10
May/June '10 Issue	Apr 10
Jul/Aug '10 Issue	Jun 10

Articles should be submitted in a Word or txt file (NOT in PDF.) Any photos to be submitted with articles should be in separate .jpg files. Please do not embed them in a Word file or in the body of the email. Advertising should be submitted in the proper size in a PDF, JPG or TIF.

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

## Goals of the Oregon Pilots' Association

- Promote Flying Safety
- Promote Flying to the Non-Flying Public
- Monitor Regulatory & Legislative Activities
- Provide a Social Forum for Pilots and their Families



FSS CLOSING...Continued from page 10

knowledgeable about cross-border flights to and from Canada. Raleigh is the backup for Ashburn, the headquarters for the system.

"We determined there will not be any diminished level of support" resulting from the closures, Gottfredsen said. However, the National Air Traffic Controllers Association isn't buying that and spokesman Dale Wright told AVweb there are fears controllers will be expected to fill any gaps left by the cuts. "Controllers are not going to pick up their slack," Wright said. "We don't have the workforce...."

NATCA Executive Vice President Trish Gilbert said controllers have already seen an increase in workload in some areas because pilots are having trouble filing IFR flight plans before they launch. She said they will, instead, launch VFR and file in the air, adding to the controller workload. Gottfredsen said she hasn't heard those specific complaints and noted that Lockheed Martin is meeting or exceeding performance standards set in its contract with the FAA. "We remain committed to the highest level of service," she said.

## Volunteers Needed... Can You Help?

Have you ever wanted to help out your local airport or perhaps an airport you are very fond of?

The Oregon Department of Aviation, in partnership with the Oregon Pilots Association (OPA), has a volunteer program called "Airport Information Reporting for Oregon," (AIRO). This program is designed to have aviation enthusiasts volunteer to help ODA identify items related to safety, maintenance and security. It promotes operational excellence through active participation in public/private partnerships.

You must be at least 21 years or older and have a willingness to travel around Oregon for training and/or inspections at an assigned airports. If this sounds like something you might be interested in, please contact Tralee Knapp, State Airport Operations Specialist, 503-378-627; E-mail: [Tralee.M.Knapp@state.or.us](mailto:Tralee.M.Knapp@state.or.us).



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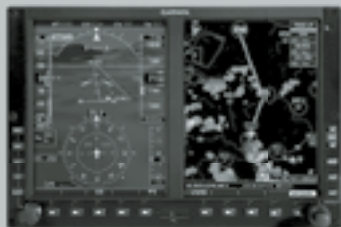


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Larry Reinhardt is owner/technician of Full Throttle Aircraft Services and is an A&P/IA. He works out of hangar 20. Full Throttle offers a full line of maintenance and repair, annual/progressive inspections, paint touch up and repair, aluminum polishing, oxygen service (up to 2,000 psi) and aircraft detailing. Larry is the Northwest rep for Wing Waxers Detailing, a nationally known and respected company.

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# FAA to Preserve Needed Ground-Based Approaches

By AOPA ePublishing staff

The FAA recently announced that it will defer canceling 22 instrument ground-based approaches based on comments from AOPA and pilots. AOPA's Pilot Information Center gathered input from pilots on 154 instrument approaches that were on the chopping block, analyzed each, and recommended that the FAA keep 22 of the approaches based on pilots' needs.

In addition to individual approaches, the FAA also granted AOPA's request to retain instrument procedures at four airports: Independence Municipal in Independence, Kan., General William J. Fox Airfield in Lancaster, Calif., Salina Municipal in Salina, Kan., and Fresno Chandler Executive in Fresno, Calif.

The FAA has not indicated when it would cancel the other instrument procedures, but the association has encouraged the agency to circulate a notice in the Federal Register and notify airport managers.

"Without ground-based instrument approaches, pilots flying aircraft not equipped with an IFR-certified GPS wouldn't be able to access certain airports under instrument conditions," said Craig Spence, AOPA vice president of regulatory affairs. "We will continue to monitor the FAA's cancellation of instrument approaches to ensure that pilots continue to have ground- and satellite-based approaches in the near future."

PLYMATE...Continued from page 12

a marriage license, they persevered. In three days, the event would be over. They obtained a waiver, and by 2 p.m. they were at Peter O. Knight Airport for the ceremony.

The two met after Bolam traveled to Hawaii and posted a picture of herself at a monument to Earhart's flight from Hawaii to the mainland United States on an Amelia Earhart Society Web site. Plymate wrote to tell her he had seen the monument, too, and the two started communicating by e-mail. Pretty soon, e-mail wasn't enough, and they began talking by phone. When that wasn't enough, Bolam said, Plymate traveled from his home in Oregon to visit her in Tennessee.

"We decided we didn't want to be lonely any longer, and so here we are," Plymate said.

The only thing the two disagree on, Bolam said, is what happened to Earhart when she disappeared over the Pacific Ocean. Plymate thinks she crashed in the ocean, while Bolam thinks she survived and eventually came back to the United States. In fact, one theory of what happened to Earhart claims that the aviatrix returned to the United States and lived under the name Irene Bolam.



## HOW TO CONTACT YOUR MEMBERS OF CONGRESS

### FOR THE SENATE

[www.senate.gov](http://www.senate.gov); then click on SENATORS

### FOR THE HOUSE OF REPRESENTATIVES

[www.house.gov](http://www.house.gov); then click on REPRESENTATIVES

or go to Oregon Pilots' Association webiste:

[www.oregonpilot.org/legislativecontacts.html](http://www.oregonpilot.org/legislativecontacts.html)



## 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

### February

13 OPA Board Meeting, Salem

20-21 Northwest Aviation Conference & Trade Show, Puyallup, WA

### July

7 Arlington Fly-In, Arlington, WA

Have an event you would like to let other pilots know about? Send your information to [propwash-opa@oregonpilot.org](mailto:propwash-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)



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### OPA MEMBERSHIP & WEB CONTACTS

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- **Members who have paid should have received your new membership card.** If not, please contact [memberservices-opa@oregonpilot.org](mailto:memberservices-opa@oregonpilot.org)
- **Having problems with paying your membership or other web-related issues?** Contact [webmaster-opa@oregonpilot.org](mailto:webmaster-opa@oregonpilot.org). Be sure to indicate the nature of your problem, whether you're using a PC or MAC and what browser you are using (i.e., Internet Explorer, Firefox, Safari, AOL, etc.)
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## Hey Member...

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