

PROP•WASH

The Voice of General Aviation in Oregon

Official Publication of the
Oregon Pilots Association



www.OregonPilot.org

JULY/AUGUST 2017



President's Message: To be visible and have radio contact with the Tower is a good place to be. *By Neal White, President of Oregon Pilots Association*

Just in case you didn't notice, take a look at the Salem Airspace on the new Seattle Sectional.

In August of 2015 the FAA changed the footprint of Salem's Class D Airspace. We felt that the airspace posed an unacceptable flight risk because aircraft approaching Independence Airport from the East, were under the control of Salem's control tower. Once those aircraft neared pattern altitude; they were below the ridge line and were out of visual and radio contact with the tower that was "controlling" them.

To further complicate the issue, these aircraft were on the Salem control tower frequency, which was a different frequency than aircraft approaching



OPA needs a Treasurer

Our treasurer, Tony Hann, is unable to continue in this position. He says it requires 1-2 hours per week. Please contact OPA President [Neal White](mailto:Neal.White@oregonpilots.org) via email or phone (503-385-6649) if you are interested and willing to fill this very important position.



Moving on after 40 PROP•WASH newsletters.

By Departing Prop Wash Editor gail

This is my very last issue of the OPA Prop Wash newsletter.

Yes, it has been more than 6.5 years since I was given the chance to be editor, writer, grammarian, creative director and perfectionist behind the Prop Wash. Each issue was unique, each had its challenges, some easily solved, some like finishing an ultra marathon (actually not that extreme, more like a marathon).

I have learned a lot, met a lot of people on line and in person. This is my wrap-up issue followed by a sigh of relief, ready to embrace 'excess' time, and maybe train to do something else, like run another marathon.

For the opportunity, I am grateful. Exiting Editor gail.

Independence from the West using the CTAF frequency.

Through extensive use of comments via the FAA's NPRM (Notice of Proposed Rule Making), OPA and individual pilots addressed a hazardous airspace issue, and the FAA has changed the Class D and E airspace, making Salem's Airspace much safer. We thank the FAA for making these changes. On the legislative front, Oregon's Pilot Registration Fee has been terminated. With the passage of the fuel tax bill during the last session; the current legislative session has repealed the Pilot Registration fee.

The Oregon Pilots Association is part of Oregon's legislative Airport Resiliency Workgroup. We are making significant progress in strategic planning in the event of a natural disaster. ILS equipment may not have power, or may be out of alignment (making them unusable) due to a Cascadia event.

In order to respond during a natural disaster, aircraft may need to use GPS approaches at vital airports. We have initiated the request for GSP ap-

proaches at certain specific airports that currently do not have a published GPS approach.

Fuel is another major issue. We are coordinating with US Senators and Congressman to change FAA Regulations that will allow private pilots to be reimbursed for fuel used during natural disaster missions.

The Oregon Pilots Association is making significant contributions to General Aviation at the local, state and national levels.

It's great to join up with other pilots and fly somewhere together. Let's make **Chapter Fly-outs** and event. Don't just fly somewhere for that \$100 hamburger; make it a worthwhile and **fun** destination. Look though the **Explore Oregon** book for some ideas about cool destinations. Or, check out Mary's [Places To Fly](#) for more ideas. The link is at the top of the OPA home page. It may start with just a few airplanes, but could grow to a major chapter event. ✨



Three OPA Board Positions open!

Submitted by the editor

This is an opportunity for you to use your leadership skills and do something beneficial to all Oregon pilots.

The Treasurer position is recently vacated; the President Elect position is vacant as is the Oregon Coast Regional Director position.

If you are interested finding out more about these positions and possibly filling one of them, contact OPA President Neal White at:

nealwhite150@gmail.com ✨





Saturday, August 26, 2017

Oregon Pilots Association



OPA Annual Convention

Albany Expo Center - Willamette Event Center - Albany Airport (S12)

- 9 - 12 Noon - AOPA - Rusty Pilot Seminar
AOPA members - FREE; \$69 non-AOPA members - contact: NealWhite150@gmail.com
- 9:30 - 12 Noon - OPA Annual Business Meeting
- 12 - 1PM - Lunch
- 1 - 3PM - John and Martha King *(Please reserve your seat. Contact: NealWhite150@gmail.com)*
- 3 - 4PM - AOPA's Warren Hendrickson, NW Mountain Regional Mgr., Gig Harbor, WA.



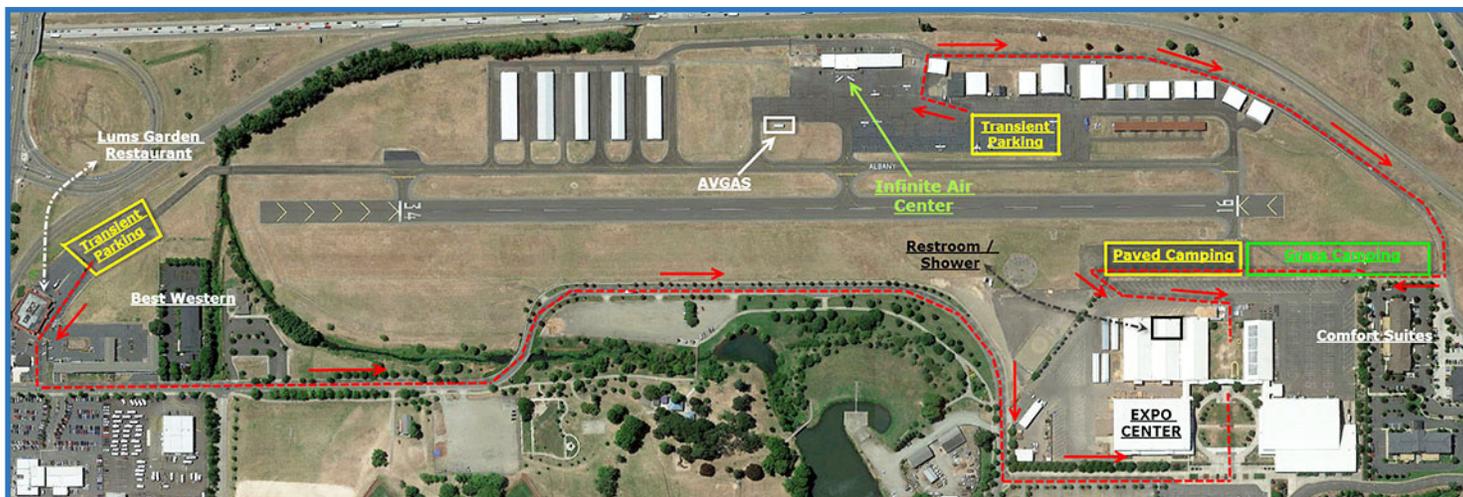
"John and Martha King, Aviation's Living Legends"

John and Martha King's use of technology and simple, fun teaching, have made aviation knowledge and courses more accessible to pilots in training throughout the world.

Over more than 40 years, King Schools continues to transform pilot training including ground-breaking programs on aviation risk management.

Albany Airport Site Plan for the OPA Convention and NW Art and Air Festival.

Whether flying in or driving in, this aerial view will help you feel oriented and at home in this Albany Airport setting.



SEE NEXT PAGE FOR ALL THE DETAILS!



Oregon Pilots Association



OPA Annual Convention

-DETAILS-

- ✈ When landing, please advise Albany Unicom whether you are camping or a daily transient. Albany Unicom is CTAF frequency at 122.8
 - o If camping, please park as close to each other as possible so we can accommodate everyone camping.
 - o Facilities are available at the Expo Center through a personnel gate.
 - o Facilities will include showers and restrooms within a short walk from the camping area.
- ✈ Airspace around the airport will be very busy from 9AM to 3PM for Young Eagles flights. Be vigilant when flying.
- ✈ Comfort Suites (adjacent to the Expo Center) offers airport rate of \$119 per night and includes free breakfast.
- ✈ Best Western (South end by the South Ramp) offers airport rate that is discounted from regular rates which vary. They also include breakfast.
- ✈ Both hotels are newly remodeled and very nice.
- ✈ If you stay at one of these hotels, take advantage of these rates and please let the hotels know you are here for the airport activity. The more pilots who let them know they are pilots, encourages them to give steeper discount contracts which renew annually.
- ✈ Lunch truck/cart will be available near the Expo Center for lunch. Also there are various food vendors at the park where NW Art and Air Festival is held plus a taco stand at the Airport in front of Infinite Air Center FBO.
- ✈ Fuel will be discounted \$0.25 cents per posted gallon price for that weekend. Fuel is self-serve and discounts will be applied automatically.
- ✈ Please consider staying until Sunday to enjoy the NW Art and Air Festival. Hot air balloons, art vendors, free concerts, and amazing food.
- ✈ For more information, please go to:
 - <http://www.nwartandair.org> or
 - <http://infiniteaircenter.com/nw-art-and-air-festival/>
- ✈ For up to date information on OPA annual convention, please visit:
 - <http://infiniteaircenter.com/2017-opa-annual-convention/>
- ✈ For viewing sky condition, please see the live ramp cam at:
 - <http://infiniteaircenter.com/albany-municipal-airport-ramp-camera/>



Aurora State Airspace noncompliance and safety issue brought to the fore.

Submitted by Chuck West, Independence Airpark, Independence, OR

Below is part of Chuck West's May 15 email sent to Sam Shrimpton, Navigational Information Personnel, FAA

Sam Shrimpton,

The airspace surrounding Aurora State Airport is noncompliant with FAA orders 7400.2K/L and 8260.19G. I request that the FAA revisit the design of the class D airspace along with the E4 and E5 airspace at Aurora State. It is of my opinion the current configuration of the airspace creates a flight hazard for aircraft operating at Lenhardt Field (759).

After many communications with the FAA by Chuck West regarding the airspace of KSLE and KUAO he received some good news. The following email was sent to Chuck on June 7th.

Mr. West,

Thank you for sharing your concerns regarding the air-

space at Aurora State Airport (UAO). After performing a review of the airspace we have found that it is larger than required and that it does not fully contain all IFR flight operations. We have taken action to make appropriate adjustments to the airspace through the rulemaking process. We will notify you, along with the Oregon Department of Aviation, and the Oregon Pilot's Association when the Notice of Proposed Rulemaking (NPRM) is published and ask that you provide any comments using the procedures outlined on the NPRM.

Thank you for bringing this to our attention.

Sam Shrimpton, PMP, C.M. Acting Group Manager
Operations Support Group ATO Western Service Center, AJV-W2 Office: 425-203-4501

2017 Explore Oregon: February 25 - August 20



Explore Oregon is a 6 month, self paced air rally; open to EVERYONE

Prizes include: two - \$300 gift certificates & two - \$200 gift certificates from Aircraft Spruce.

Explore Oregon will finish on Sunday 20 August @ 1:00PM at the B-17 Alliance in Salem Oregon (KSLE). We will have a FREE Bar-B-Q and drawing for the prizes.

Take a picture of your airplane at each airport you fly to. Attach the picture in your "Passport Book". A minimum of 6 and a maximum of 12 airports; earn one raffle ticket for each airport visited (this excludes your home airport).

Passport books are \$ 25.00. They are available @ Lenhardt, Aurora (Willamette Aviation), Lebanon, Independence (Nutsch), Salem (Salem Air Center) and McMinnville (Konect).

All the money raised (after expenses) go to STEM, or to the OPA Scholarship Fund.

The airports listed below for the 2017 Explore Oregon have nearby attractions for you to visit.

We hope you will take the opportunity to Explore Oregon.

If you have any questions, please contact: NealWhite150@gmail.com

Ashland	S03	https://www.osfashland.org/experience-osf/current-season.aspx
Aurora	KUOA	Second Saturday seminars – Willamette Aviation
Baker City	KBKE	www.blm.gov/or/oregontrail/
Cottage Grove	61S	https://oregonaviation.org/
Eugene	KEUG	http://www.oasmuseum.com/
Grants Pass	3S8	http://hellgate.com/
Independence	7S5	Wings Over Willamette * August 18 – 20
Lebanon	S30	Breakfast – Sunday - America Legion
Lenhardt	7S9	Donuts – every Friday morning
Madras	S33	http://www.ericksoncollection.com/
McMinnville	KMMV	https://www.evergreenmuseum.org/
Mulino	4S9	Pancake Breakfast Fly-in * July 15 & 16
Salem	KSLE	http://www.b17alliance.com/
Siletz Bay	S45	½ mile to Gleneden Beach
Twin Oaks	7S3	1st Saturday every month– Fly-in Breakfast
Roseburg	KRBG	http://www.wildlifesafari.net/
Sunriver	S21	http://visitcentraloregon.com/sunriver/
Waldport	R33	http://visittheoregoncoast.com/cities/waldport/activities/



Stop Here for a Spot of Humor!

Submitted by the editor.

I do not use airplanes. They strike me as unsporting. You can have an automobile accident — and survive. You can be on a sinking ship — and survive. You can be in an earthquake, fire, volcanic eruption, tornado, what you will — and survive. But if your plane crashes, you do not survive. And I say the heck with it!

— Isaac Asimov, quoted in J. Winokur's *The Traveling Curmudgeon*, 2003.

The airline industry was deregulated. This means that the airlines are no longer required to follow any rules. They can show snuff movies, charge for oxygen, hire pilots right out of Vending Machine Refill Person School, conserve fuel by ejecting husky passengers, and ram competing planes in mid-air. These innovations have resulted in tremendous cost savings which have been passed along to you, the consumer, in the form of flights with amazingly low fares, such as \$29. Of course, certain restrictions do apply, the main one being that all these flights take you to Newark, and you must pay thousands of dollars if you want to fly back out.

— Dave Barry, 'Iowa — Land of Secure Vacations.'





OPA Welcomes New Newport Chapter

Submitted by OPA President Neal White

Newport Oregon has become the most recent chapter to join the Oregon Pilots Association. The chapter president is Jeff Bertuleit and Secretary-Treasurer is Mark Watkins.

The Newport Chapter is committed to OPA's disaster relief mission in the event of a Cascadia Subduction Zone earthquake and tsunami. Their location on the coast makes this

chapter especially relevant should an event occur.



Pictured L to R: Joe Smith, Past President and current Portland Metro Regional Director; Mark Watkins, Newport Chapter Secretary-Treasurer; Neal White, current OPA President; and, Mary Rosenblum, Past President and current VP Legislative Affairs.

Mounted here on an aircraft tie down ring, is one of three VIRB X cameras now in temporary possession of the new Newport Chapter. This camera will provide an aerial view of earthquake damage resulting from shifting plates in the Cascadia Subduction Zone, as well as wind damage and flooding.



They have taken temporary possession of one of OPA's Garmin VIRB X Cameras (pictured right) to gain proficiency in aerial surveillance.

We appreciate Newport's dedication and commitment to general aviation (also a great place to enjoy a terrific Bar-B-Q every Saturday at the Newport Airport).

Neal White, at a recent gathering in Newport, presented Mark Watkins the Membership Certificate that officially certifies Newport as an OPA Chapter.



ENORMOUS Heliport Being Added to the Bend Airport

Submitted by Kim Muinch, Regional Director, Central & Eastern Oregon

If you've visited the Bend Airport in recent years, no doubt you've noticed the very high volume of takeoff and landing operations. Bend is one of the fastest growing towns in the state, and for that matter, the nation. According to Airnav.com, there are 234 aircraft based at Bend Airport, and that number increases almost weekly. Fixed-wing operations continue to increase, but helicopter flight training operations account for a very large share of the takeoff and landing operations.

In recent months the traffic patterns were modified so that fixed wing aircraft use the west side and rotorcraft use the east side, in favor of separation. Helicopter approaches and landings are made to the runway, as well as the East Side Taxiway. The helicopters park on the West Ramp, however, so they make frequent crossings of the runway and both parallel taxiways. To the credit of the pilots and flight instructors, safety and efficiency has been good.

Bend Airport Manager Gary Judd is no stranger to airport development, having expanded and improved the Bend Airport via several very large projects in recent years. Prior to his tenure in Bend, Gary was the manager of the Grant County Airport in John Day, and was instrumental in that airport's development into industrial property, as well as a valuable operations base for the U.S. Forest Service.

Now Judd has secured over \$9M in funding from multiple

sources, including FAA, ConnectOregon, City of Bend, and the private sector to establish a 12 acre heliport in the northeast corner of the City's airport property. This heliport includes a lighted landing pad as well as 21 helicopter parking positions. Although this heliport is primarily purposed to support light helicopter flight training operations, its design is flexible. Three of the parking positions can support some of the largest helicopters. This is a rotorcraft-only area, and there is no provision for fixed wing operations.

When this new addition to the Airport becomes operational this fall, helicopters will be based on the east side of the airport, further enhancing safety and promoting efficiency. Leading Edge Aviation, the primary helicopter flight training school at the Airport, will construct maintenance and other facilities on the perimeter of the heliport. Infrastructure (paved access road, electric, telephone, internet, gas, water and drainage) to support other businesses in this new expansion area, are being installed as a part of this project. Next year,

the ramp area on the west will be re-built to a higher specification that will increase available parking area.

The Bend Airport is a large contributor to the area's economy, with many growing aviation and even some non-aviation businesses. The Airport's restaurant gets busier by the day. This project has contributed to the local economy, and it sets the stage for additional job growth.



OPA Poker Run Sunday Aug. 20, 2017

Each poker hand is \$10.00. Half of all money received goes to the person with the winning poker hand and half goes to the Oregon Pilots Association (after expenses).

Start at Independence; fly to Lebanon; then to Aurora; then to McMinnville; and finish at Salem at the B-17 Alliance Hangar.

Your first card(s) will be dealt at Independence, between 9:00 AM and 11:00 AM at the Independence EAA Hangar. You may purchase multiple hands.

Breakfast served at Independence EAA from 8:00 – 10:00, Aug. 20, 2017.

Cards dealt at Independence between 9:00 - 11:00

Cards dealt at Lebanon between 9:30 - 11:30

Cards dealt at Aurora between 10:00 - 12:00

Cards dealt at McMinnville between 10:30 - 12:30

Cards dealt at Salem between 11:00 - 1:00

Finish at Salem, no later than **1:00 PM** with a FREE Bar-B-Que.

There will be a guided tour of the ongoing restoration of the B-17.

Please direct any questions to Neal: NealWhite150@gmail.com



Oregon Pilots Association Minutes of Board of Directors' Meeting May 27, 2017

Respectfully submitted by OPA Secretary, Thomas J. Flaherty

The quarterly meeting of the Oregon Pilots Association Board of Directors was called to order at 10:01AM, Saturday, May 27, 2017 at Infinite Air Center, Albany Municipal Airport, Albany, Oregon. The meeting was hosted by Tony Hann, Operations Manager of Infinite Air Center, Infinite Air Maintenance and Infinite Air Service. Donuts, hamburger and lunch were provided by Infinite Air Service.

Present were: Neal White, President; Mary Rosenblum, Government Relations; Tony Hann, Treasurer; Joe Smith, Portland Chapter President; Gary Miller, Central Oregon Chapter President; Kim Muinch, Central Oregon Region Director; Doug Coleman and Terri Coleman, Willamette Valley Regional Director; Daniel Miltenberger, Albany Chapter President; Mark Watkins, Newport Chapter President; Richard Mayes, Oregon State Liaison for the Recreational Aviation Foundation; and Tom Flaherty, Secretary.

President's Report – Neal White: A motion was made and seconded to approve the minutes of the February 4, 2017 Board of Directors' meeting as published in the March/April Prop Wash. The motion passed and the minutes were approved.

The Annual Board Meeting will be held on 26 August, 2017 during the Albany Art & Air Festival at the Albany Airport, Albany, Oregon. The schedule for the meeting is as follows:

9:00 AM – 12:00 PM AOPA Rusty Pilot Seminar; 9:30 AM – 12:00 PM OPA Annual Business Meeting

12:00 PM – 1:00 PM Lunch

1:00 PM – 3:00 PM John and Martha King; 3:00 PM – 3:45 PM AOPA's Warren Hendrickson

OPA has been asked to serve on the Oregon Legislative Airport Resiliency Workgroup. The objective of the Workgroup is Strategic Planning for the Cascadia Subduction Zone event. OPA has been asked by the Oregon International Air Show at Hillsboro to be in charge of the "fly-in" of private aircrafts. A discussion was held and it was decided to do further investigation.

Nominations for "Volunteer of the Year" are now being accepted. Please send nominations to the president.

The president reported on the OPA-FAA dispute concerning the Independence Airport cut-out from the KSLE Class D Airspace. The new FAA Seattle Sectional (25 May 2017) depicts a 4 and 5 mile class D airspace around Salem and a 700 foot floor on the instrument approach Class E airspace.

Treasurer's Report – Tony Hann: The complete quarterly treasurer's report was presented during the board meeting. To view the report, please contact OPA Member Services.

Vice President and Officer In Charge of Legislative Affairs Report – Mary Rosenblum: Mary reported that Senate Bill 115, the proposed law which would make it illegal to purchase or own leaded aviation gas, was tabled by the Environment and Natural Resources Committee because of strong pilot opposition. A similar result occurred for House Bill 2121, which was the nearly identical bill introduced into the House.

Mary's report on legislative aviation bills can be obtained by contacting OPA Member Services. Mary also reported that he Crescent Lake Airport, an Oregon State owned airport, is now open. It has a 2200' runway which will be repaved or

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covered with gravel made of ground up paving.

Member Services – Neal White: There are 208 paid OPA members – 317 former members are not receiving due notices because OPA does not have their email addresses. Neal is calling each to obtain their email. Kim Muinch moved to hire an individual to call prospective and past members to send bills out to members.

A motion was made by Joe Smith to send membership bills by email and if not paid by February 1, 2018, then send a bill by mail. The motion was seconded by Gary Miller and passed unanimously.

A motion was made by Neal White and seconded by Joe Smith to accept the officer reports. The motion passed unanimously.

Unfinished Business: Neal White made a motion that newly formed chapters may adopt chapter by-laws at the chapters discretion. The motion was seconded by Mary Rosenblum and passed unanimously.

Neal noted: Article VIII – Local Chapters of the OPA By-laws:

“Section 1: Formation

b) Upon approval of such application by the Board of Directors, such local chapter shall thereupon proceed to complete the organization of the local chapter and to elect officers, and may adopt by-laws therefore; provided, however, that any such by-laws shall be so drafted as to implement and promote the principles, purposes, and objectives of the Association, and that such by-laws shall not be in conflict in any way with the Association’s By-laws.”

New Business: OPA adopted the Newport Chapter into the Association. Jeff Bertuleit is the new chapter president.

Election of Officers:

Article VI “Section 7: Vacancies

A vacancy of any office, for whatever reason, may be filled by the Board of Directors for the unexpired portion of the term.”

A motion was made by Neal White to elect Dave Palmer as the OPA Southern Regional Director. The motion was seconded by Mary Rosenblum and passed unanimously. Dave Palmer is a retired US Air Force C-130 Hercules Instructor and combat pilot and a retired MD-11 Fed Ex pilot. He has an ATP license, MEL, CFII rating and Commercial license SEL. He is an EAA and USUA member. He currently fly’s a King Air for Mercy Flights, an air ambulance service out of Medford. He has over 15,000 hours of flight time and has a “Tailwheel” endorsement and extensive LSA time.

Next Board of Directors’ meeting: The OPA Annual Board Meeting will be at 9:30 AM on August 26, 2017 at the Albany Art & Air Festival at the Albany Airport, Albany, Oregon.

The meeting adjourned at 12:00 PM.

The ASEF Board Meeting was held immediately thereafter. Present were board members, Joe Smith and Mary Rosenblum. There were no issues nor new business to discuss so the meeting adjourned.



Setting Goals and Staying Proficient

*By Dr. Steve Huggins, Clinical Psychologist, Gresham, OR
CFI, Member TTD Chapter*



Dr. Huggins, writer of this article, seen here getting his Seaplane rating. This is an example of setting and meeting a goal.

Setting Goals

The FAR’s require pilots to maintain certain levels of currency to legally fly and they are pretty basic. But what about proficiency? As an instructor I am frequently asked to perform flight reviews, sometimes with pilots who have not flown for months, and occasionally with those who haven’t

flown for years. Usually these pilots’ physical flying skills are relative intact or quickly get back to adequate performance with only a few hours practice.

However, the cognitive skills, or mental aspects of flying are often lacking, and sometimes alarmingly so. Even worse, is the occasional “hazardous attitude” displayed that basically states “the book stuff is not important as long as you know how to fly the plane,” or as stated in the FAA literature “the rules don’t apply to me.” Hopefully, this does not apply to any of the readers of this article.

My goal with this article is to encourage all pilots to establish some flying goals for this coming year. Research has found that writing goals down increases the likelihood of you actually doing it. So, let’s start with simply identifying how much you hope to fly this year. Or maybe you want to learn a new skill. Perhaps it’s time to get a high performance or complex endorsement and learn to fly a slightly faster or more complex airplane. Don’t forget about participating in WINGS too. Many, if not all of your training flights, can usually be worked into a WINGS proficiency curriculum.

Another option might be to set some goals about completing on-line training courses. Many of these courses are free through the FAA Safety Team or through AOPA Air Safety Foundation. Many also qualify for Wings credit.

Staying Proficient *A basic practice plan to keep your skills sharp!*

Very few of us are able to fly as frequently as we would like. With that in mind, I am going to suggest a “proficiency practice plan” that is primarily aimed at VFR pilots to keep skills sharp. We’ll assume for this article that a pilot is able to fly every 4-6 weeks or about 8-13 hours per year. That is not very much flying but the reality is that many rental pilots and recreational pilots don’t fly much more than that and yet still need to keep their skills up and sharp.

A good pre-flight is an excellent place to start. The next step is to consider the weather? Flying in 1200’

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ceilings poses a different hazard and limits your options both for practicing maneuvers and for visual references than does a 3,000' ceiling.

When you taxi out, give thought to making the taxi time count. **Be mindful!** Keep the nose (or tail) centered on the taxi line. Watch the airspeed. Think about the take-off and departure and be intentional. Is this a practice short-field take-off or a soft-field? State out loud to yourself what you are doing and then do it. Keeping the practice area within 10 minutes of your departure airport will help you to get the most out of your time. Now that you are in the practice area let's go through some basic skill building maneuvers. But before your start remember to use CHAPS.

Clear the area (remember your clearing turns)?

Heading-establish your heading and make mental or written note.

Pick an Appropriate **A**ltitude. 3,000 AGL is usually adequate for most basic proficiency maneuvers.

Choose a **P**osition near a suitable emergency landing area.

Finally, **S**et the power and configure the aircraft appropriately for the maneuver being performed.



Historic Trail Flyers & OACAC

By the Editor from Marilyn Husser's information

The Historic Trail Flyers is making plans as these words fly to paper, so to speak. So far, here's what we have: HTF will be meeting in Walla Walla, September 17-21. Early arrivals may want to attend the Pendleton Round-Up (Sept. 9-16). Motel in Walla Walla is the Quality Inn, 509-525-2522. Speak to Heather as she is in the loop. More details later but knowing how busy it is during Round-Up, it would be prudent to make your reservations sooner than later.

This is a tour with lots of time to explore and visit, as requested. Contact Marilyn Husser (503-910-7238) or Lorraine Gabel (503-838-3249) for all the details.

The Oregon Air Tour (OACAC - Oregon Antique and Classic Aircraft Club) is on hold this year; instead, the club will be supporting other fly-outs (specifically Independence, Madras and Scappoose) with membership attendance and enthusiasm. Spread the word.

Advertising in Prop Wash is easy!

Submitted by the Editor

You do not have to be a member of OPA to advertise in our newsletter, Prop Wash. If you are interested in placing an advertisement, please contact me, Prop Wash editor, by phone or email. 503-838-4734; email: propwash-opa@oregonpilot.org

Thank you, Editor Gail Boyle

Size of Advertisement	Single Issue	Annual Rate (6 issues)	OPA Member Rate
Business Card	\$50.00	\$255.00	\$229.50
Quarter Page	\$85.00	\$425.00	\$382.50
Third Page	\$125.00	\$595.00	\$535.50
Half Page	\$140.00	\$695.00	\$625.50
Full Page	NA	\$1295.00	\$1165.50

Okay, now let's discuss basic maneuvers to keep your proficiency sharp. Let's start with steep turns. Next, power-off (approach) and power on (departure) stalls and recovery. Now let's practice some slow flight. Again 360 degrees left and right and maybe a rectangular pattern.

It is my personal opinion as an instructor that slow flight practice is the number one best skill to maintain proficiency. It is also one of the least practiced skills and yet it is required for every landing. Now it's time to go back to the airport and finish up with three landings and take-offs.

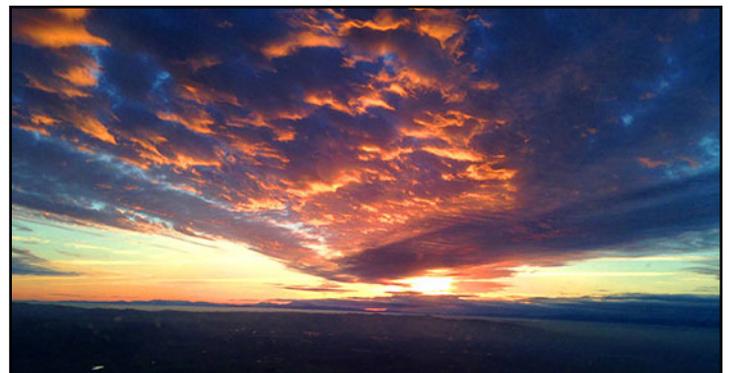
Now you're done. Taxi back and secure the plane. Practicing these skills won't put a lot of cross-country hours in your log-book but they will help keep your physical airplane skill sharp. Then, when the time, money and opportunity arises, you're able to use your skills and go on that long trip, or go sightseeing for an hour or two, or go to a fly-in and have the confidence and competence to feel comfortable flying the airplane.



Outstanding Sunset Salem Landing

Photo and story by OPA President Neal White

What a way to finish an Orientation Flight. This was the first airplane ride for this high school sophomore. After giving him the basics on flying techniques, he took the controls



and maintained the aircraft heading and altitude. We then progressed with some basic shallow turns, and returned to the traffic pattern for a landing at Salem. This striking sunset (taken on my iphone) made the flight much more memorable.



Members - show off your photographs

Request from Neal White, OPA President

The Prop Wash editor is looking for photographs, one of which will be the "Feature Photo" in a future issue of Prop Wash.

Photos that are submitted:

- 1) must be an aviation subject or theme.
- 2) an OPA member must be involved somehow in the creation of the photo.
- 3) photo(s) should include a description.
- 4) photo(s) should include the OPA member's name.

Send 1-3 photos in jpeg format to [Neal White](#).





Think before stealing an emergency locator transmitter . . . it will find you!

By Christian Bringhurst of Roseburg Oregon News Review, 8.26.03; Submitted by Mike Stephenson, OPA Tillamook Chapter

Lucas Register never suspected the equipment he is accused of stealing from an airport hangar would lead authorities right to his door.

But police allegedly followed a homing signal from the stolen emergency locator transmitter right up to a closet door in his Winchester, Oregon apartment. He was arrested on suspicion of second-degree burglary and first-degree theft.

The 22-year-old is charged with breaking into a hangar at the Roseburg Regional Airport Friday night and taking the transmitter and other items, according to a Roseburg Police Department press release.

"It's to allow us to find a downed aircraft," said Tom Hyers, coordinator of the Amateur Radio Emergency Services Division of the Douglas County Search and Rescue team. The radio team provides communications support for search and rescue and other emergency operations in the county, including plane crashes.

The device transmits a signal to a satellite receiver, which then relays the transmitter's geographical coordinates to authorities at Langley Air Force Base in Virginia. Langley sent the information to the Oregon Operations of Emergency Management Saturday, which notified officials in Douglas County that a signal had been transmitting since that morning.

"It's the size of a king-size carton of cigarettes," Hyers said. The yellow device also has a small antenna, internal batteries, and is designed to withstand the force of a moderate airplane crash.

"Almost all small aircraft have these aboard," Hyers said, adding they are not as strong as the famous "black box" recorders found in commercial aircraft.

There are two ways to begin transmitting from the ELT, Hyers said. It can either be turned on manually, or triggered by a centrifugal switch when an airplane makes a hard landing. He did not know whether Register tripped the switch inadvertently or had done so while playing around with it.

As soon as Hyers and his partner, Tim Clauson, were notified that a signal was transmitting from somewhere

in the county, they began narrowing down its location using sophisticated electronic tracking equipment.

"It took us about two hours to home into this," Hyers said. "We knew it was in the Roseburg area."



Hyers and Clauson, both volunteers, climbed the hills above Roseburg to plot the signal's course before deciding it was coming from an apartment complex in Winchester.

"Once it put us into that complex we kept working the signal, very cautiously adjusting our equipment until we could arrive at exactly what apartment," he said. "At that point, it became a law enforcement operation."

Officers from the Douglas County Sheriff's Office and the Roseburg Police Department arrested Register at his apartment, according to the Roseburg Police release.

Hyers said Register denied he had the stolen equipment right up until they tracked its signal to his closet.

"He said, 'No, I don't have a yellow box,'" mimicked Hyers. "'Oh, that yellow box.'"



Cottage Grove Airport Welcome Center Update

By Nadine Kelley, Welcome Center Director, Cottage Grove Airport

Construction has begun on the Airport Welcome Center or Tourist Information Center! It should be complete around the end of June, in time for the summer flying season.

The new building will feature a real bathroom, information about hotels, restaurants, shops, museums, golf courses (1 is only .4 mile from the Oregon Aviation Historical Society), biking and 2 lakes. There is also the Cottage Grove Speedway for the motorsport fans.



We will keep you up on the current events and festivals in Cottage Grove. Some upcoming events:

- Wings and Wheels 6/24 (Free CG Speedway tics with \$5 admission)
- Bohemia Mining Days 7/13 - 16
- Main Street Chili Cook Off and Car Show & Cruise 7/22
- The popular Stearman Fly-in 8/5-6.

We have a terrific new secretary at the Oregon Aviation Historical Society, Cassandra, who is bringing current technology and facebook (check us out and like us for a chance to win a fun raffle prize. She is bringing greater visibility to the Oregon Aviation Historical

Society and is working hard to make our Fly-ins bigger and better than prior years.

If you have any questions please call: 541-767-0244 or stop in and visit the OAHS museum this summer.

Buster's Main Street Café \$25 gift certificates are still available for \$12!



Update on Big Creek

Submitted by the Editor



This challenging rebuild project is 80% complete with only \$65,000 to raise. Head over for breakfast on August 5th but be sure to check the [webcam](#) and give the Lodge a call to make sure plans will play out. (208-859-2471) Snow can linger and there may be a NOTAM. But there's always something going on so feel free to contact Big Creek Lodge.





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If you are interested in placing an advertisement, please see page 8 for the concise 'how-to' details.

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Publication dates are January, March, May, July, September, and November. Deadline for article submission is the 10th of the month prior to publication month. Submissions are subject to editing for content and space.

Oregon Department of Aviation 503-378-4880

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This non-commercial advertising service of Oregon Pilots Association, is for current members only. If you wish to place an ad in Prop Wash, it will run until the item sells or the editor is otherwise advised. Send ad copy as you want it to appear in the newsletter. Include a photograph, if at all possible. Contact Information - phone number and/or email address - are necessary. Send to: propwash-opa@oregonpilot.org.



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Airport Information Reporting for Oregon

AIRO Program Update



Wakonda Beach Airport joined the state AIRO system in 1952.

Oregon State has been sponsoring airports since the mid-1900s to promote aviation and encourage private flying. Today, Oregon Department of Aviation (ODA) maintains a system of 28 airports with two operations specialists periodically travelling across the state.

As current pilots operating in and out of these airports, it is important for us to observe airport conditions and report situational information to ODA.

Please make it a habit to observe conditions, take notes and pictures any time you fly into one of the following airports. Copies of the [inspection](#)

[checklist](http://www.oregon.gov/Aviation/AIRO.shtml) are available at <http://www.oregon.gov/Aviation/AIRO.shtml>.

Inform the AIRO coordinator of anything requiring maintenance, jeopardizing security, or affecting safety in any way.

AIRO coordinator: Don Hankwitz; Office: 503-378-4176; Cell: 503-580-0879

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- Provide a Social Forum for Pilots and their Families