

FROM THE DIRECTOR — DAN CLEM



The partial release of FAA funding for the Airport Improvement Program (AIP) will mean that an increasing number of projects on commercial and general aviation airports will likely be “phased,” or built over 2-3 years by airport sponsors. The effects on the flying community will be closures or operational conditions over 2-3 construction seasons. Both the FAA Extension Act of 2008 and the current Continuing Resolution Authority provide funding only through March 6, 2009. With this seventh extension of their budget, airports receiving federal funds will only be able to commit to projects using roughly a third of their total annual allocation or project-designated funds. Given the uncertainty of future funding allocations, the Oregon Department of Aviation (like many airport sponsors) is phasing airport improvement projects as much as possible in order to maximize use of all currently available federal funding. In this issue, we will describe improvement projects we’ve completed for several state-owned/operated general aviation airports and our tentative plans for next year’s projects.

Learning the differences in aviation in other states has given me a great appreciation for our airports and programs here in Oregon. But I’ve also noted some of the great programs conducted in other states that we should explore if/when resources are available. Alaska has a revolving loan program for installing ADS-B equipment in commercial and private airplane cockpits. While the federal government needs to resolve funding and the requirements for transponders in this program, Alaska has taken an ambitious step towards NextGen in general aviation. No wonder, 1 out of 88 citizens in Alaska are pilots and 82% of the state is inaccessible by road. We will continue to explore some of the other ideas we’re learning about: interactive state aviation system plans, protection of airspace due to wind-energy towers, and airport maintenance performed by AIRO program (see our website) volunteers.

Recently, we’ve been assisting communities with retaining commercial air service, including North Bend and Klamath Falls. The seamless replacement of terminating Alaska/Horizon twice daily service to/from PDX using United/Skywest under Revenue Guarantee contracts and aggressive marketing campaigns will hopefully be successful in the long term. With the award of the federally-subsidized (EAS) contract for Pendleton-PDX service to Oregon-based Seaport Airlines, we will continue to assist other communities to restore scheduled or commercial air service.

With this issue of Flightlines, we are going “electronic” in order to be more economical and to reduce our use of trees/paper. We will send emails to all on our mailing lists to access Flightlines from our website in a similar fashion as other states and organizations have also done. We will continue to mail to those requesting a regular-mail copy of each issue upon request, as we know that not everyone uses the web or email systems. We appreciate your patience in this transition and welcome your feedback on ways to improve communications with you.

Please enjoy a safe flying season this fall and please always remember to “Fly Neighborly.”

Dan Clem
Director

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NEXT

OREGON AVIATION BOARD MEETING

Nov. 12, 2008

10 a.m. to 4 p.m.

State of Oregon,

Dept. of Aviation

3040 25th St. S.E.

Salem, Oregon

ODA AIRPORT IMPROVEMENTS

It has been an exciting year for improvements at the many Oregon Airports. During 2008 ODA will see the completion of over \$7 million in improvements to both state and locally owned airports throughout Oregon. From completion of a new taxiway at Aurora to pavement maintenance at Baker City, ODA has worked diligently to ensure that airports continue to serve pilots and their communities for years to come. As always, we at ODA want to thank all the airport tenants, FBOs and users who have been so positive throughout the course of these projects

Aurora State Airport

Project: Relocation of parallel taxiway, taxiway lights, pilot controlled lighting, signage, drainage improvements

Cost: \$4,950,000



Cottage Grove State Airport

Project 1: Riverbank stabilization to protect and reclaim Runway Safety Area. Cost: \$350,000

Project 2: Fencing and security lighting. Cost: \$350,000



Lebanon State Airport

Project: Runway widening, PAPI installation, drainage improvements, taxiway/connector reconstruction.

Cost: \$1,200,000

Phase II 2009 - Runway overlay, MIRLs, taxiway



Mulino Airport

Project: Construction of 26 T-hangar units in partnership with the Port of Portland. Expected completion date 12/31/08. Cost: \$1,200,000

To learn more or to reserve your unit, contact Rita Rogerson @ 503-378-5480.

Pavement Maintenance Program — 16 Eastern Oregon Airports

Project: Pavement Maintenance activities at 16 Eastern Oregon Airports. ODA manages pavement evaluation, design and construction of maintenance activities designed to extend the serviceable life of pavement at Oregon's airports.

Cost: \$1,200,000

2009 PMP will occur in Northwestern Oregon.



WELCOME MITCH SWECKER AS THE NEW STATE AIRPORTS MANAGER

Mitch Swecker is the new Airports Manager for the Department of Aviation. He comes to us after a 26 year career in the Navy, where he served in a wide variety of senior management positions, including Chief Information Officer for the Navy's aviation community, air wing commander, commanding officer, senior aviation department head and coordinator for a \$40 million major ship overhaul. As an air wing commander, he also served as part of the "Naval Aviation Enterprise", the Navy's best business practices endeavor including LEAN manufacturing principles to recapitalize the fleet's aircraft inventory. He has experience managing large budgets and contracts.

Mitch has held a variety of aviation jobs, including operations, scheduling, maintenance management and quality assurance. He is trained in Operation Risk Management and aviation safety as well as LEAN and Six Sigma concepts. Mitch is a pilot with over 3800 hours in a variety of rotary and fixed-wing aircraft. He has been a flight instructor in both helicopter (H-46D, UH-1N) and fixed wing (T-34) aircraft. He is a veteran of both Gulf Wars and Somalia.

He has a Bachelors degree in Criminal Justice from Old Dominion University in Virginia and a Masters degree in Public Administration from Auburn University, Montgomery, Alabama campus. He is married to the former Kimberly Lewis, a native of Norfolk, Virginia and they have a son, Andrew, age 24. They are residents of Monmouth, Oregon in Polk County.

ODA WELCOMES MELODY TABER

Melody Tabor has recently joined the Department of Aviation as a Fiscal Analyst. She is a graduate of Oregon State University with a Bachelor's Degree in Business Finance. She has worked the last four years in accounting and budgeting for the Salem-Keizer School District. Prior to that she had worked in the banking industry. She is looking forward to learning more about the Department and Aviation.

Glad to have you on board Melody!

Salem McNary Field Airport

Ever heard the phrase "sometimes the best things are found right under your nose"? Well this is true for airports as well. Sometimes airports are passed up and overlooked because pilots feel they know all there is to know about that airport. They have been there many times and think there is nothing interesting to see there. Salem airport is often passed up as a destination airport. The Salem airport is located in the middle of the beautiful Willamette Valley south of Portland and north of Eugene.

Salem has two runways over 5,100' with instrument approaches, lights, weather capabilities and a control tower. There are friendly FBOs who are always willing to go the extra mile for their customers and offer competitive fuel prices. Graham Aviation is a family-run flight school that is doing well, with two Cessna 172s, Tecnam Bravo, Piper Arrow, brand new Diamond DA20 and DA40. Graham Aviation is one of the few places in Oregon with a Light Sport Aircraft available for rent.

There is a great airport manager, Alan Alexander who does all he can to develop his airport and a maintenance staff who are out there during all types of weather working to improve their airport. The staff takes great pride in their airport and it shows. With the recent pull-out of Delta Airlines the airport really could use a boost in morale. The airport is now welcoming a Bend-based helicopter company, Leading Edge Aviation, as one of the tenants and we hope the community is welcoming them with open arms. Garmin and the Oregon National Guard are well-known airport neighbors to the east side of the runways. Stop on by and say hi to the friendly Air Traffic Controllers, enjoy a great meal and friendly service. Plus, if you want to stop in and say hi to us here at ODA we always welcome visitors. Come and see for yourself all that Salem has to offer. Maybe it is time to get to know this airport that's right under your nose.

We at ODA have called Salem airport home for over 40 years, and we like it here. Everyone is helpful and always trying to make Salem a better airport. Salem has so much to offer the flying public and the communities surrounding the airport. Did I mention Salem airport has great food? Yes pilots you heard correctly great food and a smoke-free lounge. The FlightDeck is a wonderful place to eat breakfast, lunch and dinner. I personally recommend the crab melt. Each table has a view of the parking ramp, runways and the Cascade Mountain Range. So while you eat you can watch the planes fly in. But get there early; by noon there is a line out the door for lunch seating but its well worth the wait. In the summer you can enjoy your meal on the deck overlooking the ramp and take pleasure in the sunshine. Who knows what rare aircraft you'll see that day!

Written By: Tralee Knapp

Airport Land Use Planning

Everybody loves to see infrastructure improvements at their airport. New taxiways, beacon towers, PAPIs, fencing, etc. are all positive, tangible enhancements for safety and security. These are usually costly additions that utilize federal and local funds. Considering this, shouldn't these investments of public funds be protected for years to come?

Unfortunately, a recent ODA study found that less than 50% of the state's public-use airports are protected with proper land use zoning codes. This number is unacceptably low. Let's face it Oregon is a great place to live. People from all over the country want to and will relocate here. While most people understand the importance of the state's airports, many will vehemently oppose any improvements at an airport. The lack of proper airport compatibility zoning leaves the door open for encroachment, limitations on airport uses, and eventual stagnation of the airports. Fortunately, ORS 836.600 and corresponding administrative rule OAR 660-013 (also known as the Airport Planning Rule) allow for the implementation of proper airport zoning. The statute and corresponding rule call for the creation of airport land use zones that protect both an airport's uses (i.e., operations, firefighting, FBOs) and adjacent airspace for future use and enjoyment.

ODA encourages all pilots to partner with local planning officials to develop an action plan for the implementation of airport zoning that meets local needs and complies with the standards of the Airport Planning Rule. Local officials are often burdened with meeting the demands of multiple considerations and are not aware of all an airport has to offer a community. Educate officials regarding the importance of your airport. ODA can be a partner by providing valuable information pertaining to aviation's importance, local economic impact data, sample zoning codes, and more.

ODA's goal is for the implementation of airport zoning at 100% of Oregon's public-use airports. Learn more about how you can help by contacting the State Aviation Planning Analyst at 503-378-2894.

TIPS ON WINTER FLYING

Most pilots are familiar with winter conditions in their particular areas; however, often a distance of only a few miles may change the environment enough to present new problems to an inexperienced pilot. There are certain precautions that are significant to winter flying. Flight planning during winter months will require special knowledge in order to protect the aircraft as well as the pilot, so extra precautions should be taken. Oftentimes, roads that are well traveled during the summer months are abandoned in the winter. To be far from civilization may create a serious problem of survival. With Oregon's extensive road and highway system, most flights in small aircraft would not be extended more than a few minutes if a well-traveled route was followed. Even the vehicles on the road can give valuable information. You may see cars and trucks coming toward you with fresh snow adhering to the front of the vehicles. In most cases, you may as well start making a 180-degree turn due to reduced visibility ahead.

Of course file a flight plan. A flight plan, in conjunction with an ELT and a little knowledge on winter survival may save your life. Experience has shown that the advice of operators who are located in the area where the operation is contemplated is invaluable, since they are in a position to judge requirements and limitations for operation in their particular area.

In making business appointments, always give yourself an out by informing your contact that you intend to fly and will arrive at a certain time, unless the weather conditions are unfavorable. You, the pilot, have complete responsibility for the GO or NO GO decision based on the best information available. Do not let compulsion take the place of good judgment.

Compiled by Don Hankwitz, Airport Operations Specialist

The Oregon Aviation Board consists of seven members appointed by the Governor and confirmed by the Oregon Senate. The Board provides policy direction to the Director and the Department.

Members of the Oregon Aviation Board:

Vice-Chair, Chris Corich,

Board Members: Steve Beckham, Larry Dalrymple, Mark Gardiner, Nan Garnick, Jack Locker, & Joe Smith.

**INSIDE ODA STATE AIRPORTS
HANGARS FOR SALE**

Hangar for Sale — Siletz Bay State Airport

60 x 40—Electric and Water—Electric Folding Door

Call Jim: 1-509-230-8010

3 Hangar stalls for Sale — Oakridge State Airport

\$12K each

Bob – 541-554-3518 Cell -541-782-3582 or

tbarstad@msn.com

ON SELLING YOUR HANGAR:

Gentle reminder to ODA Lessees: If you plan on **selling your hangar** built on state airport land, your potential buyer must be approved by ODA for a site lease prior to the sale.

Call Rita @ 503-378-5480 with questions

As a reminder—the following is from the contract for Non-Commercial Hangar Site:

Prohibited activities

LESSEE is expressly prohibited from conducting the following activities on the premises:

- (a) Any business usage or activity that constitutes or creates a business.
- (b) Subleasing any part of the Premises for any purpose.
- (c) Any activity that violates FAA aircraft repair standards.
- (d) Painting after construction is completed (except with 20 oz. or less spray cans).
- (e) Storage of flammables over five gallons total in other than fire department approved containers or in the aircraft tank.
- (f) Welding, grinding, metal polishing and related activities.
- (g) Installation or use of wood stoves.
- (h) Storage of excessive amounts of flammables such as firewood.
- (i) Use of the premises for any residential purposes whatsoever.



Oregon Airport Management Association
2008 President's Award
DAN CLEM
Director, Oregon Department of Aviation

In recognition of his initiative in establishing the Governor's Oregon Air Service Coalition, and for his aid and diligence in restoring commercial air service to North Bend and Klamath Falls.



PICTURE: (L – R) Ray Costello; Roger Starr, President of the Oregon Aviation Historical Society; Phil Boyer.

Oregon Aviation Historical Society Inductions

The Oregon Aviation Historical Society inducted AOPA President Phil Boyer and OAHS board member Ray Costello into the Oregon Aviation Hall of Fame on Aug. 8 during a luncheon held in Cottage Grove, Oregon. Both inductees were characterized as “truly representing the best of those who have made a significant contribution to general aviation.”

Boyer, who was born in Portland and spent the first 20 years of his life in that area, credits his grandfather for planting the seed for “wanting to go into the third dimension,” by taking him to the old Portland Airport to watch the DC-3s land and takeoff. He later learned to fly while working in television in California.

The Historical Society honored Boyer for his 18 years leading AOPA and the organization’s many accomplishments under his direction. Among the milestones of the Boyer administration were his championing of product liability reform on behalf of AOPA members and the passage of the General Aviation Revitalization Act of 1994, which changed conditions to help restore the piston-engine marketplace and encourage new aircraft manufacturing start-ups.

Ray Costello was born in British Columbia, moving to the United States at age 16. He joined the U.S. Army Air Corps, receiving his commission and wings in 1943. Ray flew a wide array of aircraft during his military career, including the P-38 Lightning, B24M Liberator, SB-17 Flying Fortress, Douglas C-47 and Sikorsky H-5 rescue helicopters. Costello saw combat in WWII, Korea and Vietnam. His many decorations include the Distinguished Flying Cross, Bronze and Silver Stars.

Ray joined the Oregon Aeronautics Division in 1972 as the Assistant Administrator and Director of Planning. He developed the nation’s very first State Comprehensive System Plan for general aviation. His “Oregon Plan” served as a foundation for systems planning by numerous states. Ray’s 14-year career with the Oregon Aeronautics Division was later described by a former FAA planning supervisor as the most productive years of involvement in general aviation by a state government.

Ray served as AOPA Northwest Regional Representative starting in 1986. He was presented with a special AOPA Distinguished Service Award upon his retirement in 2001.

The Oregon Aviation Historical Society is celebrating its 25th anniversary in 2008. The Society’s mission is to collect, preserve, restore and display artifacts significant to Oregon’s rich aviation heritage. The Oregon Aviation Hall of Fame was established by the Society in 1998 to honor aviation pioneers with an Oregon connection who deserve special recognition for their contributions to aviation.

For more information go to: oregonaviation.org.

SEND SPOTLIGHT ARTICLE REQUESTS TO RENEE’ STRYKER at renee.stryker@state.or.us

Oregon Department of Aviation
3040 25th Street SE
Salem, OR 97302-1125

Where to find non-blended fuel. Go to the ODA website at www.oregon.gov/Aviation/index.shtml. Under “Other Aviation Issues” click on E-10 Ethanol In Gas, and scroll down until you come to the chart of suppliers.

Volunteers Needed

Have you ever wanted to help out your local airport or perhaps an airport you are very fond of? Well now is your chance. ODA , in partnership with the Oregon Pilots Association (OPA), has launched a new volunteer program called Airport Information Reporting for Oregon. (AIRO)

This new program is designed to have aviation enthusiasts volunteers to help ODA identify items related to safety, maintenance and security.

There will be training provided and ODA asks that the inspections be performed once a month at the designated airport. This program 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 assigned airports. If this sounds like something you might be interested in, please contact:

Tralee Knapp, State Airport Operations Specialist
E-mail: Tralee.M.Knapp@state.or.us (503) 378-6275

or

Norm Farb, State Volunteer Coordinator
E-mail: Stephen@minetfiber.com (503) 930-0956

You can also visit our website at:

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