

Oregon Receives \$23 Million in Airport Grants

On April 13, 2002, at a Press Conference held at Portland International Airport, U.S. Secretary of Transportation Norman Mineta presented the award of federal grants totaling more than \$23 million to Oregon airports.

Oregon Department of Aviation (ODA) Director Ann Crook, Port of Portland Director Bill Wyatt and Steve Schreiber, Airport Manager for the Port, attended the formal ceremony, which was also attended by a select group of industry representatives.

Two separate grant allocations were presented. The first, in the amount of \$5.5 million, was dedicated to specific projects at the Port's three smaller airports in Hillsboro, Troutdale and Mulino. A second grant in excess of \$16 million was accepted by ODA Director Ann Crook on behalf of approximately 20 public airports across Oregon.

"This federal grant award is incredibly timely," says Crook. "The Department is currently focused on a vital statewide project to identify the optimal network of airports that will best meet the needs of both rural and urban communities across Oregon. The funding delivered by Secretary Mineta today will go far to strengthen Oregon's aviation future."



ODA Director Ann Crook accepts \$16 million in federal grant dollars from U.S. Transportation Secretary Mineta, with Congressman Brian Baird of the Washington State 3rd Congressional District looking on.

For a listing of Oregon airports designated to receive grant assistance, see page 6. ■

2002 Oregon Airport Directory Available Soon!

The flying public will be pleased to learn that Oregon Department of Aviation is nearing completion of an updated 2002 Oregon Airport Directory. We are now in the final stretch - staff are working hard processing new aerial photographs of the 100 public use airports in the state, revising airport drawings, and collecting updated local data from airport owners and businesses. It is anticipated that this long awaited publication will be available to the public by September.

This directory will feature a wealth of current data on each airport, including color aerial photographs and dimensional line drawings, as well as recreational data (where

appropriate) and information on ground transportation, and nearby eateries and overnight accommodations. The finished spiral bound directory will measure 7" by 8.5" and have laminated covers for ease of use by a pilot.

The 2002 Oregon Airport Directory will be available only upon request. A nominal fee of \$8 will be charged to cover cost of printing and mailing. Be watching ODA's web page <<http://aviation.state.or.us>> or the Fall 2002 *FlightLines* newsletter for details on how to order.

Questions about the project? Contact Gary W. Viehdorfer, ODA Senior Airport Planner, at 1-800-874-0102, ext. 230. ■

The Director's Desk

by Ann Crook, Director



I've been talking quite a bit lately about my vision for aviation in Oregon – a vision that aviation will come to serve as a real transportation alternative in this state. Not just a way to get from Portland to another part of the country or the world. Not just a mode of transportation for the elite. Not just a hobby. Aviation is a realistic way for “regular” people to get where we want to go.

Over 100 public use airports exist in Oregon. Only 7 of those offer commercial air service. This means 93 percent of the Oregon communities with airports have an under-utilized transportation facility. It also means a lot of Oregonians are driving to airports – often several hours one way – to access commercial flights.

The need for speedy, reliable, affordable, safe modes of travel is ever-increasing. A four-tiered air transportation system is becoming the most effective response.

The 1st tier includes traditional major and national air carriers, like United, Alaska and Delta Airlines. These carriers traditionally focus on larger passenger markets, utilizing their hub-and-spoke systems. In the process, smaller communities are eliminated due to simple economics. Communities that no longer fit into the major airlines' route structures are prime candidates for regional carrier routes – the 2nd tier. Horizon is an example of a regional carrier. These 2nd tier carriers are currently transitioning to larger aircraft and connecting these medium-sized communities to the commercial hubs. Once concerned that they were losing service from the big airlines, these communities are instead experiencing an excellent level of service – sometimes even in small jets – from the 2nd tier regional carriers.

As the regional carriers fly larger aircraft and move into bigger (medium-sized) communities, the smallest communities once served are finding themselves without air service. It is true that nature abhors a vacuum, because smaller airlines commonly referred to as 3rd tier carriers have begun to strategize ways to serve these communities.

Small communities across Oregon are admittedly suffering from poor air service. This is, in large part, because Oregon has no 3rd tier carriers. Harbor Air, which

for a period of time served Newport and Corvallis in nine-seat aircraft before closing its doors, was a 3rd tier carrier. Big Sky Airlines, which operates 19-seat aircraft in the state of Montana, is another 3rd tier carrier. So clearly Oregon must fill the need that exists in this 3rd tier. We must keep in mind, however, that even if Oregon had a healthy 3rd tier carrier providing service, some smaller communities – such as Roseburg, Florence, La Grande, Baker City, John Day, Brookings and others – still might lack sufficient ridership to receive this service.

My vision is for a 4th tier in the system – general aviation – which could provide a safe, reliable, affordable means of aerial transportation for all Oregonians. Technological advances in airframes, composite construction, powerplant design, avionics, navigation, and communications are all making this 4th tier a possibility. And the exciting thing about this vision is that many of the technological developments are actually happening right here in Oregon!

Oregon Department of Aviation and the State Aviation Board are committed to making this vision a reality. Together we plan to make Oregon a leader in aviation transportation. ■

Spring/Summer 2002 Brings Series of Retirements

As summer approaches, Oregon Department of Aviation is saying “*Good-bye and happy retirement!*” to four long-time employees.

Thomas E. Highland has retired from his position as the Department’s Land Use Planner. He served in the U.S. Air Force for 20 years before becoming Airport Manager at Pearson Airpark in Vancouver, Washington. His state service began in 1986, when he was selected to be Assistant Administrator of Planning for ODOT’s Aeronautics Division. That position has evolved as the years unfolded, and

among other things, Tom started the State’s Search and Rescue activities before they were transferred to Oregon Emergency Management in 1994. When the Aeronautics Division transitioned to Department of Aviation in 2001, Tom assumed responsibilities for the RENS Aircraft Monitoring Program.

After more than 30 years in highway/runway maintenance, **James W. Johnson** has retired from ODA’s Airport Maintenance Team. Jim began working for ODOT’s Highway Division in December 1971 and was with that crew through 1992. He worked his way

up to the position of manager for the last decade of that time in highway maintenance. The Aeronautics Division was fortunate to hire Jim in 1992 as airports maintenance foreman, and he has been with the Department ever since. Jim’s excellent skills contributed to the Department’s Airport Team receiving the 1999 Excellence Award.

Robert E. Lee came to work for the Aeronautics Division in 1985 in a position called Highway Maintenance Man. It is important to note that the Distinguishing Features of Work required for this position required that “... *the person filling this job must be inventive and ingenious in his approach to airport maintenance.*” Bob has been all of that and more. He worked closely with Jim Johnson over the past two decades to effectively maintain the Department’s inventory of public use airports. His “inventive and ingenious” efforts contributed to the Airport Team receiving the Excellence Award in 1999.

Linda H. Zimmerman’s service to the State began in 1981 with Department of Justice. It was 1984 before she caught the attention of folks at ODOT’s Aeronautics Division and transferred to in the capacity of Administrative Assistant to the Airports Branch. Retiring now 20 years after that modest start at Aeronautics, “Lindy” is retiring as Airport Property Coordinator. She, too, was part of the Airport Team that earned that 1999 Excellence Award. ■

Best wishes to all of you!

Airport Land Use Compatibility Guidelines Undergoing Revision & Update

First published in 1978 and last updated in 1994, *Oregon Airport Land Use Compatibility Guidelines* is currently undergoing revision. Oregon Department of Aviation has hired the firm of Mead & Hunt as consultant on the project, and completion is targeted for November 1, 2002. The *Oregon Airport Land Use Compatibility Guidelines* publication provides recommended guidelines for working with land use issues on and in the vicinity of airports. Since the 1994 update, changes have occurred in both FAA design standards and Oregon land use laws.

A review committee composed of a broad assortment of public

stakeholders has been formed to assist ODA and the consultant with the necessary updates. This committee consists of a representative cross-section of airport managers, local governments, pilot organizations, the Oregon Legislature, the Oregon Farm Bureau Federation and land use experts. ODA staff maintain a distribution list of individuals/organizations indicating an interest in following the project; these will receive materials as such become available.

The updated land use compatibility guidelines will be in the form of a workbook, with clear reference materials to assist people to work through the existing

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From the State Aviation Board



Bill Wilkins, PhD, Chair

With the confirmation of Joe Smith of Portland by the State Senate on April 17, 2002, the State Aviation Board reached its full authorized membership. The terms of the four original members of the Board who are still serving (Mike Burrill, Medford; Mike Nelson, Baker City; Carrie Novick, Redmond; and Bill Wilkins, Corvallis), as well as Smith, who was appointed to fill the vacancy created by the resignation of Lisa Dahl, run until June 2004. The terms of Jack Loacker and Steve Schreiber, both of Portland, expire in June 2005. Loacker and Schreiber were appointed to fill the

two positions added to the Board by the 2001 Legislature.

With the State Aviation Board now fully established, some brief, general characterizations about the Board membership may be interesting and useful.

Four members are pilots, all instrument rated. One holds a multi-engine ATP and a Citation type rating. One holds a seaplane rating. Three own one or more aircraft, and the family of one member owns a private airport. One is a senior member of a flying club which owns seven airplanes and has access to an eighth. Two were formerly Air Force aviators.

One Board member is the manager of a commercial service airport and another is Airports Manager for the Port of Portland, which owns and operates Portland International Airport and three general aviation airports. One is a former member of the Oregon Legislature and a key figure in the efforts to provide transportation alternatives and economic development opportunities for the rural communities of our state.

Three members of the Board have had careers mostly in the private sector. The careers of three others have been mostly in the public sector. One has worked in both. Three are more or less retired from their main careers; four are still actively involved in theirs. There are two lawyers, one of whom has practiced aviation law. There are two realtors/developers, one of whom has been involved with extensive airport-related projects. Two are in airport/aviation management, and one is economist/educator who has done aviation policy work at the local, state, and national level.

Three members of the Board are residents of the Portland area, one the central Willamette Valley and one each Central, Eastern and Southern Oregon. Last, and probably least, three are Democrats, three are Republicans, and one is an Independent.

Governor Kitzhaber and his staff have assembled a diverse and experienced group to help the Oregon Department of Aviation advance aviation in Oregon. ■

Airport Land Use Compatibility Guidelines Undergoing Revision & Update continued from page 3

Oregon land use laws and processes specifically as they relate to airports. These guidelines are traditionally used by planners, airport owners and other interested groups to protect the long-term compatibility and viability of the State's airport system. It is impor-

tant to note that while the State can provide guidelines to airport owners and planners, the ultimate responsibility for adopting zoning or other appropriate land-use controls resides with the appropriate local jurisdiction.

If you have any questions regarding the project or would like to receive notification of the availability of materials for review, please contact Gary W. Viehdorfer, ODA Senior Airport Planner, at 1-800-874-0102, ext. 230. ■

Tourism and Recreational Flying Are Closely Connected

More and more aviators are realizing how closely recreational flying and the tourism industry are connected. So it's time for us all to start working those connection for the benefit of the broader public - and the tourism industry itself!

A quick read of the two-part State Airport Recreational Opportunities story in the Spring and Summer 2002 *FlightLines* reveal the close ties between general aviation and state tourism. Pilot or not - didn't those descriptions of

recreational activities available at some of our state-owned airports just make you want to go there?

It's important to stress that general aviation is not merely a stand-alone component of tourism. Rather, it serves as an alternative travel mode to link folks to such great tourism opportunities as the special "Fly-n-Soak Package" at the Surprise Valley Hot Springs in Cedarville, California and the fly-in accommodations at Flying M Ranch near Yamhill, Oregon. The Greater Newport Chamber of

Commerce has an insert in their "Treasures of the Oregon Coast" brochures promoting the Newport Municipal Airport as one of those local treasures.

"Recreational pilots have one common characteristic - they have an unremitting desire to fly, coupled with a continual search for new destinations," says OPA President Dale Evans. "Recreational flying has always been the predominate use of airplanes." Why, then, do we read reports that somewhere in the nation, an airport is being closed every two weeks . . . the victim of other priorities? Let's all think about how to connect-the-dots for the communities where we live. Significant new business could come from general aviation - and in the process, local airports can garner greater support from the local business communities. Now THAT's a "win-win"! ■

Readers: You are cordially invited to send descriptions of your favorite aviation/tourism destinations to the "FlightLines" Editor. Mail and e-mail information found on page 9.

Governor Re-Appoints Leadership for State Aviation Board

On May 15, 2002, Governor John A. Kitzhaber, M.D., announced FY 2002-2004 leadership for the State Aviation Board. The Governor re-appointed Bill Wilkins, Ph.D., of Corvallis to serve as Board Chair, and Mike Nelson of Baker City as Vice-Chair. Both appointments are effective through June 30, 2004.

Wilkins is Dean Emeritus of the College of Liberal Arts, and Professor Emeritus of Economics at Oregon State University. He has also served as the Associate Administrator for Policy and International Aviation for the Federal Aviation Administration

and as staff economist for the U.S. House of Representatives Ways and Means committee. He is an active general aviation pilot.

Nelson, a former state legislator, is owner of Nelson Real Estate in Baker City and has been involved in statewide transportation issues for many years. He views air transportation as a vital factor in the state's social and economic health.

Other State Aviation Board members include Mike Burrill, Sr. of Medford; Jack Loacker of Portland; Carrie Novick of Redmond; Steve Schreiber of Portland; and R.P. "Joe" Smith of Portland. ■

Oregon Air Fair 2002 – *Don't miss it!*

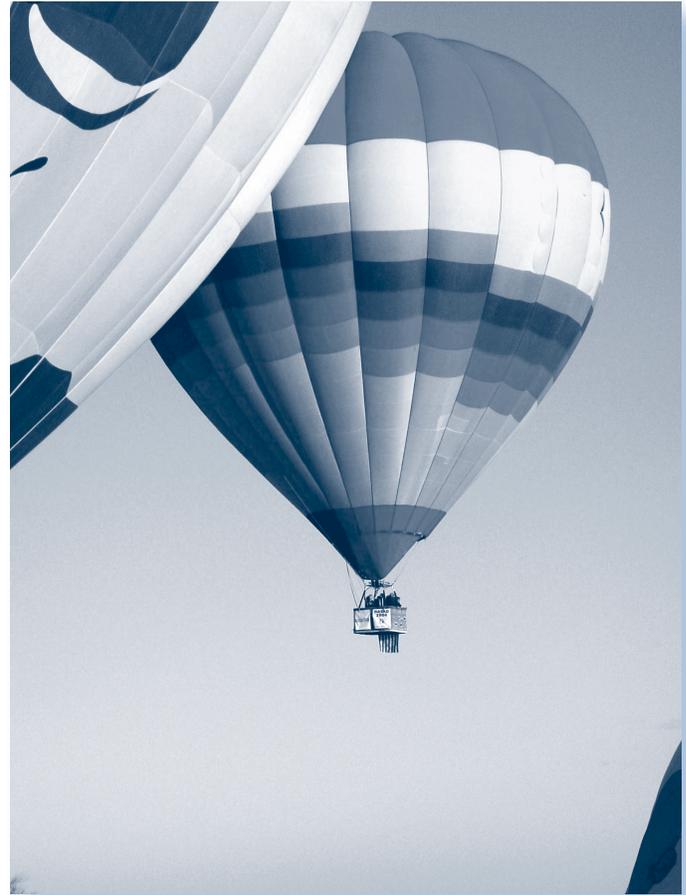
The Northwest Aviation Association (NWAA) is pleased to announce that the Oregon Air Fair will be held the weekend of September 14 & 15, 2002, at the Linn County Fair & Expo Center in Albany.

This year's theme is *General Aviation: Working for You*. Chosen by the NWAA Board in an effort to promote all facets of general aviation to both the flying and non-flying public, the theme will create a focus on providing insight to the many ways that general aviation contributes to our communities, our state and the country as a whole. The aviation industry

greater understanding of the wealth of career opportunities available throughout the aviation industry.

The Oregon Air Fair has been an Oregon tradition since 1991. The event changed venues in 2000, moving south just a bit from Portland to the Linn County Expo Center. The new location provides ease of access for aviators (located adjacent to the Albany Municipal Airport) as well as convenience for the driving public (it's right off Interstate 5).

In addition to terrific speakers, Oregon Air Fair 2002 offers 50,000 square feet of indoor exhibit space and a large outdoor display area to indulge your senses. You'll see rotary wing, fixed wing, ultra lights, balloons, classic to modern aircraft, and model airplanes, as well as an array of aviation-related booths showcasing aviation in Oregon. Helicopter rides – and, oh yes, food – will be available too. Events target not only pilots and want-to-be pilots, but any member of the general public interested in



experiencing a bit of aviation activity. AND a perennial favorite will return again this year: our extensive hands-on youth area for kids (of *all* ages!).

For more information, check out the Oregon Air Fair web site at www.oregonairfair.org or call Class Act Event Coordinators at 503-371-8904. ■

"Each year, aviation business and industry, commercial carriers, airline passengers, and private pilots contribute more than \$11.5 billion and over 160,000 jobs to Oregon's economy."

Governor John A. Kitzhaber, M.D.

faces continued uncertainty about impacts to the future of our air-space due to new federal regulations in the months and years to come. The Oregon Air Fair 2002 highlights aviation businesses, with a region-wide opportunity to promote services and products. In addition, the event will offer

SPECIAL FLYING COMPANION SEMINAR!
Offered at the Oregon Air Fair on Sat. Sept. 14, from 9 a.m. to 4 p.m. Help your right seat passenger become an informed helper in the cockpit. Call Bette Jackson (503) 647-2646 or Betty Larson (503) 255-0418.

Oregon Aviation Calendar

JULY

- 6** **Lebanon Optimist Club Fly-in Pancake Breakfast**, Lebanon State Airports, breakfast served 6:00 - 10:30 a.m. Info: John Atchley (541) 451-1312 or Chris Ruck via e-mail at Chris.Ruck@rfsworld.com.
- 6-7** **Polk County Fly-In Pancake Breakfast**, Independence State Airport.
- 10-14** **NW EAA Fly-In**, Arlington Municipal Airport, Arlington, WA. Info: Barbara Tolbert @ flyin@nweaa.org or 360.345.5857 or see web page at www.nweaa.org.
- 20** **Oregon Antique and Classic Aircraft Club Meeting**, Cottage Grove. Info: Tom Bedell @ tbedell@peak.org.
- 20-21** **OPA Mulino Chapter Blueberry Pancake Breakfast and EAA 902 FLYMART Hangar Sale**, Mulino Airport. Info: Jerry Woody @ 503.829.9850.
- 20-21** **13th Annual Prospect Fly-In**, Prospect State Airport (64S), BBQ dinner Saturday, breakfast Sunday, raffles, games, music, prizes, camping on field. Info: 541.582-0139.
- 21-26** **Oregon Antique & Classic Aircraft Club's "Oregon Air Tour 2002"** (*sign up early!*) Info: Tom Bedell @ tbedell@peak.org or write to: ACAC – Air Tour 2002, c/o Gretchen Bencene, 25488 Wonderly Lane, Philomath, OR 97370. "A fun trip around the state."
- 22** **AOPA Town Hall Meeting**, 7:30 p.m., Holiday Inn, Portland International Airport, 4839 NE Columbia Blvd.
- 23-29** **EAA Air Venture and Fly-In**, Oshkosh, Wisconsin. Info: <http://www.eaa.com>.
- 27-28** **Paisley Fly-In and Acrobatic Air Show** (in conjunction with the Paisley Mosquito Festival & Rodeo), Paisley Airport. Info: Visit the web site www.paisley.presys.com/mosq.htm or contact Gary Casteel @ N8402W@aol.com.
- 28** **OPA Corvallis Fly-Out**, Paisley Airport. Info: Jack Mykrantz @ bjmykr@gateway.net or 541.753.0188
- 29** **State Aviation Board Teleconference Meeting** 10:00 - 11:00 a.m., Oregon Department of Aviation Offices, 3040 25th Street SE, Salem, OR 97302. Info: [www.aviation.state.or.us] or ODA @ 800.874.0102.

AUGUST

- 3** **OPA Tillamook Fly-In BBQ**, 10:00 a.m. – 3:00 p.m., Tillamook Airport. Delicious BBQ with Tillamook ice cream, plus free admission to Tillamook Naval Air Station Museum for pilots flying in. Info: David Winter in Netarts @ david@bluefox.org or 503.842.9659. Check weather the day of the event at 503.842.9678 or www.tillamookpilots.org.

- 9-11** **OPA Festival of Flight**, Annual Awards and OPA meeting at Corvallis Airport. (Details available directly through OPA.) Info: Mark Trujillo at PresidentElect@oregonpilot.org
- 10** **9th Annual Fly-In Pancake Breakfast**, Central Oregon EAA Chapter 617, Prineville. Info: on the web at www.EAA617.org or contact Dick Hansen, dkhansen@coinet.com or 541.923.2318.
- 10** **Pearson Field Fly-In**, 8 a.m. to 5 p.m. Pancake breakfast to every pilot and their crew! NO field charges. Also Family Fun Day. Theme: "Grandparents." Pearson Field is located at 1115 East 5th Street, Vancouver, WA. Info: John Nold @ 360-694-7026 or pedson@pacifier.com.
- 16** **State Aviation Board Meeting** Hillsboro Airport Operations & Maintenance Facility Conference Room, 1040 NE 25th Avenue, Hillsboro, Oregon. Info: [www.aviation.state.or.us] or ODA @ 800.874.0102.
- 16-17** **Baker City Fly-In**, Pancake Feed and Craft Show. Lions Club will prepare breakfast Saturday morning, a steak feed is scheduled for Saturday evening. Free transportation provided to the Oregon Trail Interpretive Center. Info: Mel Cross @ 541.523.6366 or 541.523.4539.
- 17-18** **Rose Festival Air Show** (by Intel) at Portland-Hillsboro Airport. Note: Thunderbirds perform Saturday only. Info: Hillsboro Chamber of Commerce @ 503.648.1102. Tickets available at all Ticketmaster outlets and the Rose Festival Box Office – 503.224.5373

SEPTEMBER

- 7** **Columbia Gorge Fly-In**, The Dallesport Airport (WA). No admission charge. Info: Chuck Covert (541-296-9103 or Dennis Kindig (509) 767-1134, or www.Paddocks.com.
- 7** **John Day Fly-In, Drive-In Breakfast**, Grant County Regional Airport, 7:00 - 10:30 a.m. Info: Cheryl Berry 541.820.4310.
- 14** **OPA Quarterly Meeting**, 10 a.m., motel at Linn County Fair and Expo Center, Albany.
- 14-15** **Oregon Air Fair**, Linn County Fair and Expo Center, Albany. Info: Oregon Air Fair web site at www.oregonairfair.org or call Class Act Event Coordinators at 503-371-8904.
- 18** **State Aviation Board Meeting**, Salem (location to be announced).

Recurring Activities:

Monthly, first Saturday: EAA 105 Blueberry Pancake B'fast. Stark's TwinOaks Airpark; 8-10 am.

The Oregon Aviation Calendar is a regular feature of "Flightlines." If your organization has an important meeting or regularly scheduled meetings that you would like to have publicized, we're pleased to include them. Send your calendar items to Carolyn R. Bolton, Flightlines Editor, Oregon Department of Aviation, 3040 25th St. SE, Salem, OR 97302-1125; or carolyn.r.bolton@state.or.us

Federal Airport Grants

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Twenty-three Oregon public airports were designees of more than \$23 million in federal grants in April 2002. Mineta announced \$1.2 million in security reimbursement funds, which were released to Portland International Airport in March 2002. In addition, Port of Portland was the receiver for the following allotments to its smaller airports:

- **\$5,020,000 to PORTLAND-HILLSBORO AIRPORT** - Rehabilitation of Runway 12/30 (seal coat) to extend the pavement's useful life, and improvement to Runway 12/30 safety area.
- **\$150,000 to PORTLAND-TROUTDALE AIRPORT** - Installation of perimeter fencing to protect the airport from incursions.
- **\$300,000 to PORTLAND-MULINO AIRPORT** - Installation of miscellaneous NAVIAIDS (including a rotating beacon) and improvement to runway safety area to promote safe airfield operations, construction of a taxiway for capacity.

Oregon Department of Aviation received federal grant funds on behalf of these public airport projects:

- **\$870,000 to BAKER CITY MUNICIPAL AIRPORT** - Rehabilitation of Runway 12/30 is needed to extend the pavement life.
- **\$414,600 to CORVALLIS MUNICIPAL AIRPORT** - Construction of a helicopter apron will allow for additional capacity. Relocating the beacon will allow for airport growth and reduce the number of pilots losing the beacon in ground lights. Improvements to the access road will allow for better access to the airport. Rehabilitation of the taxiway will extend the pavement life.

- **\$1,385,000 to EASTERN OREGON REGIONAL AIRPORT** - Pendleton is a non-hub primary airport. During 2000, there were 13,785 enplanements at the airport. Rehabilitation of the apron and taxiways is needed for capacity. Security enhancements are needed for safety.
- **\$150,300 to FLORENCE MUNICIPAL AIRPORT** - Improvement of the access road and construction of taxi lanes are needed for capacity.
- **\$150,000 to GRANTS PASS AIRPORT** - Rehabilitation of the apron and taxiways will extend the pavement life.
- **\$245,000 to KLAMATH FALLS INTERNATIONAL (Grant #1)** - Update Airport Master Plan Study. This airport is a non-hub primary airport. During 2000, there were 31,629 enplanements at the airport. Updating the Airport Master Plan Study is needed to ensure orderly development at the Airport.
- **\$755,000 to KLAMATH FALLS INTERNATIONAL (Grant #2)** - Security enhancements are needed for safety. Construction of a parking lot, including pavement and lights, is needed because the original parking lot was situated too close to the terminal building. Rehabilitation of the apron is needed to extend the pavement life.
- **\$2,758,027 to MAHLON SWEET FIELD** - This non-hub primary airport is located in Eugene. During 2000, there were 374,174 enplanements at the airport. Security Enhancements are needed to provide a safer environment for the passengers and airport. Construction of a new taxiway and runway will increase airport capacity, while rehabilitation of existing taxiway pavement will extend the pavement life. Acquisition of aircraft rescue and fire-fighting (ARFF) vehicle will enhance safety.
- **\$305,000 to MCMINNVILLE MUNICIPAL AIRPORT** - Expansion of the apron is necessary for capacity; obstruction removal of trees in the approach is necessary for safety.
- **\$1,776,166 to MCNARY FIELD** - McNary Field is a general aviation airport located in Salem. Expansion of the taxiway is necessary for safety. Rehabilitation of the taxiway and runway is needed to extend the pavement life. Installation of runway vertical/visual guidance systems, rehabilitation of the electrical vault, installation of medium runway intensity lighting and the taxiway signs are needed for safe airport operations.
- **\$1,827,487 to NORTH BEND MUNICIPAL AIRPORT** - This is a non-hub airport. Rehabilitation of the runway, taxiways, and apron pavements will extend the pavement life. Installation of medium-intensity runway lighting for Runway 13/31 will enhance safe airport operations. Installation of a new runway and identifier lights, as well as precision approach path indicator, will also enhance operational safety. Security enhancements are included to protect airport and passengers.
- **\$970,000 to ROGUE VALLEY INTERNATIONAL AIRPORT** - Medford has a non-hub primary airport. During 2000, there were 242,645 enplanements at the airport. Security enhancements are needed for passenger and airport safety.
- **\$2,800,000 to ROSEBURG REGIONAL AIRPORT** - Acquisition of land for development.
- **\$90,000 to SCAPPOOSE INDUSTRIAL AIRPARK** - Update Airport Master Plan Study.
- **\$807,309 to Siletz Bay State Airport** - Siletz Bay State Airport is a general aviation airport located in Gleneden Beach. Installation of weather reporting equipment (AWOS) and precision approach path indicators (PAPIS), as well as runway end identifier lights (REILS), are needed for operational safety; rehabilitation of Runway 17/35 is necessary to extend the pavement life.

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Notice Anything Different ...

... in the Spring and Summer 2002 Editions of FlightLines Newsletter?

If you did, it's because Oregon Department of Aviation has a new Newsletter Editor. Carolyn R. Bolton comes to ODA from the Oregon Public Policy & Dispute Resolution Program. Her actual job title at ODA is Public Relations and Legislative Liaison. In State service less than two years, Carolyn's lengthy private sector background focused on mediation, nonprofit management, organizational development, public relations, legislative work, and community organizing. Not a pilot herself (yet), Carolyn asserts "I'm a GREAT passenger ... and it's never too late to learn to fly!"

In addition to the newsletter, Carolyn is responsible for many of the agency's outreach tools, including the Annual Report and web page. (Be watching for total redesign and upgrade of the web page by end of 2002.) Carolyn works closely with



the State Aviation Board, the Oregon Pilots Association and the State Legislature. She is currently planning an Aviation Town Hall for September, to occur in conjunction with the Board's monthly meeting in Salem. She is also the Department's Administrative Rules Coordinator.

If there's anything you would like to see in *FlightLines* that's not already here, contact Carolyn directly at 800-874-0102, ext. 223, or via e-mail at <Carolyn.R.Bolton@state.or.us>. ■

Federal Airport Grants continued

- **\$500,000 to TILLAMOOK AIRPORT** - Installation of perimeter fencing is needed for safety, automated weather system (AWOS) necessary for safe operations during inclement weather.

In addition, to these specific airport allotments, ODA received funds for specific Department projects:

- **\$270,000 for ODA for Updates to Airport Layout Plans** - ALP updates for Bandon State Airport, Brookings Airport, Hood River Airport, McMinnville Municipal airport,

Newport Municipal Airport and The Dalles Municipal Airport are needed to ensure orderly development at those airports. State co-sponsorship enables economies-of-scale which will result in improved products.

- **\$239,300 to ODA to Conduct a State Aviation System Plan Study** - This project will accomplish elements of the 2000 Oregon Aviation Plan. It includes updates and analysis of data, publication of documents and public information meetings. It will also include compilation of data for the national plan of an integrated airport system, as well as individual pavement surveys. ■

FlightLines is an official publication of the Oregon Department of Aviation. The intent of *FlightLines* is to keep the aviation community and others informed of developments in aviation, as well as aviation events across Oregon. (Circulation: 7,500)

Oregon Department of Aviation was founded in 1921 as the first government aviation agency in the United States. The Department is dedicated to developing and improving Oregon's aviation system.

Director of Oregon Department of Aviation

Ann B. Crook

State Airports Manager

Daren Griffin

Flightlines Editor

Carolyn R. Bolton

The State 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 State Aviation Board:

Chair Bill Wilkins, Ph.D. – Corvallis
Vice-Chair Mike Nelson – Baker City
Mike Burrill, Sr. – Medford
Jack Loacker – Portland
Carrie Novick – Redmond
Steve Schreiber – Port of Portland
R.P. "Joe" Smith – Portland

Oregon Department of Aviation welcomes comments and suggestions about *FlightLines*. Printing of articles submitted independently is subject to available space and editorial review. All should be directed to the *FlightLines* Editor at:

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Find us on the web at: <http://www.aviation.state.or.us>

State Airport Recreational Opportunities

(Part 2 - continued from Spring 2002)

Part 1 of “State Airport Recreational Opportunities” appeared in the Spring 2002 edition of FlightLines. In that newsletter, we covered Nehalem Bay, Pacific City and Siletz Bay State Airports. Reader response was very positive! Part 2 finishes the Oregon Coast and gives us the added bonus of insight to the Owyhee Treasure. Keep reading ...

Summer is rapidly approaching. The snow is gone from all the airports now, and the unpaved strips are dry enough to use. Part 2 on this topic will continue with the coastal airports and then jump to the other side of the state.

Try these coastal airports for unique fly-in recreation:

Lakeside State Airport is adjacent to the town of Lakeside, about 10 miles north of North Bend. The turf runway is 2150' X 100'. There is a 425' stopway on the north end and a 650' stopway on the south end. The approach from the south is relatively open, but there are trees around the rest of the airport. Lakeside has a very durable runway that does not get soft when it is wet.

Informal camping is available on the west side along the tiedown area. A pit toilet has been constructed on the airport, but no water is available. Several State Parks and campgrounds are within only 2-3 miles of the airport, including a commercial campground about 1 mile east on the canal that connects the south and

north lakes. The community of Lakeside is less than 1/2-mile southeast of the airport, providing restaurants, motels, a grocery store, and a boat livery.

Perhaps the best feature about Lakeside is that it sits on Tenmile Lake. Fishing can be outstanding when the wind isn't blowing. Boat rentals and bait and tackle shops are all nearby. The Oregon Dunes National Recreation Area is also very close, on the west side of Hwy 101.

Bandon State Airport is located about 20 miles south of North Bend. The runway is 3600' X 60' asphalt, with a full length parallel taxiway. Fuel and maintenance services are available through Frank's Flight Service (541) 347-2022. There is a courtesy car available and rentals can be arranged.

Camping on the airport is not advised due to the fact that most of the non-paved areas on the airport are covered with gorse. Gorse is an imported noxious weed that looks somewhat like scotch broom, but sports very sharp 1" spines.

The area around Bandon State Airport offers lots to see and do. South only about 5 miles is the West Coast Game Park – a walk-through safari with many great hands-on activities. The City of Bandon is two miles north, and offers many restaurants and motels in and around town. The city boasts an Old Town district that is rich in history and art. The Bandon Cheese Factory on Hwy 101 is a great place to sample famous local cheeses made right on the premises.

Bandon is rapidly becoming known for its world-class golf courses. In fact, Bandon Dunes is one of the highest rated golf courses in the country. The new nearby Pacific Dunes also promises to become a world-beater.

If you want solitude and no crowds, **Cape Blanco State Airport** may be what you are looking for. This airport is an old military field from WWII, with a 5100' X 150' asphalt runway. The airport is unattended, the lights are long out of service, and no on-site services are available. There is a telephone on the field, as well as a chemical toilet and access water.

A variety of isolated places to camp can be found around the airport. Two private hangars and a residence remain on the airport, but there is plenty of room away from them. Just remember to be respectful of the private property. Many trails exist around the airport, including a trail on the northwest end of the airport that leads to the cliffs above the beach. Be sure to use care if you try to get down to the beach itself. This airport's main attraction is simple solitude.

A different experience awaits you out East – it's the Owyhee Treasure:

Owyhee Reservoir State Airport is on the eastern edge of Oregon. Owyhee is unique in our state-owned airport system – our one true “back country airport.” There is no ground access to the airport whatsoever; it

continued . . .

can only be reached by plane or by boat. This airport serves no community and has little emergency value, but it offers great recreational opportunities if you have the right type of aircraft and pilot skills.

The airport is located in the Owyhee Reservoir Canyon about 44 miles south of Ontario. The dirt and gravel runway is 1840' X 30', lies across a peninsula, and is higher in the middle than either end. The surface is reasonably smooth with some scattered rocks, and can get both very soft when wet and very dusty when dry. The approaches are over the water and are clear. Since this strip does not meet normal dimensional standards, the airport has been designated as a State Warning Airport. (More information on State Warning Airports can be found under "Airport Safety and Operations" on ODA's website at http://www.aviation.state.or.us/airports%20info/state%20warning%20airports/warning_aps.htm.)

In cooperation with the U.S. Bureau of Reclamation and the Oregon Pilots Association, a toilet was recently installed at the airport. The Bureau of Reclamation supplied the structure, and the Bend Chapter of the OPA supplied the manpower to dig the pit and place the toilet. They also cut some cottonwoods at either end for clear approaches.

Owyhee's tiedown area is smooth and grassy, with plenty of level areas for tent camping. A cabin sits on the east of the runway, euphemistically known as the "Owyhee Hilton." It's a first-come-first-served accommodation. Though a bit rough – and while

most will probably prefer to pitch a tent – the cabin still provides a welcome refuge. Local pilots maintain the cabin for everyone's benefit, so users are asked to simply clean up and leave the space better than they found it. The cabin is nearing the stature of historical monument and is truly a treasure in this day and age. Food is often left in the structure for emergencies; so if you leave something for the "cause," be sure it's in a rodent-proof container. Yes. The place has resident pack rats, and you'll find their calling cards all over. Speaking of calling cards, sign-in logs are kept in the cabin. They make for very interesting reading and offer an intriguing snapshot of the history of the area.

Owyhee Reservoir offers great fly-in recreational opportunities. It's a great place to get away from it all, if you crave a bit of solitude. The scenery in the gorge is spectacular. Every turn offers a new breathtaking vista. There are often deer in the area, and sometimes bighorn sheep can be seen in the hills to the west. Other wildlife includes rattlesnakes, so a little caution is in order. Fishing in the lake is very good at times, but caution is advised if eating the fish. Mercury occurs naturally in the lake waters, so pregnant or nursing women and children 6 years old or younger should not eat any fish taken here. Children older than 6 and healthy adults should eat no more than 8 ounces of fish from these waters 6 times a year. (Catch and release sounds like a good idea, doesn't it?) Check the Oregon Fishing Regulations for more information. ■

OPA Flight Scholarship Deadline Approaching!

The Oregon Pilots Association (OPA) Air Safety & Education Foundation reminds us all that applications are due **no later than July 2, 2002**, for the 2002 Raymond Meyer Flight Scholarship. The scholarship is in memory of Raymond Meyer, an OPA member who introduced many people to the joy of flight during his nearly 47 years as a pilot. The 2002 scholarship is in the amount of \$500 for flight training.

Scholarship applicants must be residents of Oregon and/or members of OPA. Applications, scholarship eligibility & selection criteria are available on the OPA website <http://www.oregonpilot.org> or may be requested through the mail to: Ray Meyer Flight Scholarship, 16950 SW Meyer Lane, Tigard, OR 97224-3100. The winner will be announced at the Oregon Festival of Flight in Corvallis, Oregon, on August 10, 2002. ■



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STATE-OWNED AIRPORTS UPDATE FOR SUMMER 2002

Siletz Bay State Airport. Improvements will be made this summer at Siletz Bay, including construction of a parallel taxiway and connectors to the runway and reconstruction of the entrance road. The existing runway will be shifted 100 feet to the south and 300 feet of runway added on the south end. The work is expected to be finished during a 90-day construction period anticipated to start about the 15th of

July. The airport may be closed for several weeks in August and/or September. Be sure to watch NOTAMS and Notices of Closure Dates as they become available.

Aurora State Airport. The summer work at Aurora will not require closures of the airport. The Department will finish the mid-field apron.

Crescent Lake State Airport has new stripes and numbers! Logging operations will occur throughout the summer along the sides of the Airport. Watch NOTAMS in the event brief closures are necessary to accommodate this project.

All airports previously closed for the winter are now open for summer use!

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