

Flight Across America

OPA member Matt Verdieck of Bend carried the official Oregon flag across the U.S. in his Cessna 182 to New York City as part of the *Flight Across America* last month. This national event was organized by the country's general aviation community in remembrance of last year's September 11 aviation tragedy.

Verdieck, his wife Jan, and their two sons, ages 8 and 10, departed Oregon from Bend Municipal Airport on September 3rd. They made stops at numerous airports across the country on their way East, granting media interviews and distributing lapel pins specially designed to commemorate Oregon's participation in this historic event. September 7th marked the rendezvous between the Verdieck family and all the aircraft from other states at Essex County Airport in New Jersey.

September 8th was marked by a procession of aircraft from all 50 states, flying from Essex County down the Hudson River, past Ground Zero and the Statue of Liberty. Later that day presentation of the 50 state flags was made to New York City Officials aboard the aircraft carrier *USS Intrepid*.

Oregon Department of Aviation was pleased to support the Oregon Pilot Association's sponsorship of Verdieck in *Flight Across America*. The Department procured an official Oregon state flag for Verdieck to deliver to NYC officials. The flag he carried once flew above the State Capitol Building in Salem. The Department also designed and provided a supply of unique lapel pins for Verdieck to distribute across the country. The pins combined the *Flight Across America* logo, a U.S. flag and an Oregon state flag.

Verdieck says he felt honored to represent Oregon on the *Flight Across America*. "This was a grassroots tribute to the victims, families and



Pilot Matt Verdieck receives an official Oregon State flag from ODA Director Ann Crook for the September 2002 Flight Across America.

heroes of September 11. These flights demonstrated how general aviation can tie our country together, reach out to people in need, and show aviation in a positive light."

More information on the September 2002 Flight Across America can be found on the internet at www.flightacrossamerica.com. ■

Coos County Voters Could Decide on Oregon's First Airport Tax District

Some 60,000 commercial airline passengers passed through the North Bend Municipal Airport in 2001. That number is expected to rise slightly this year – even as travel at most airports is down. Noncommercial flights at

North Bend are also up and a definite change has occurred in the kind of aircraft using the airport. These days it is not uncommon to see a dozen or so large business jets through North Bend per day.

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Update on the Oregon Airport Directory

Initial development of the Oregon Airport Directory is now complete, but the final publication date has been moved to April 2003. The revised deadline results from request by Oregon Pilots Association (OPA) to make onsite visits to all public use airports to ground test all data for accuracy. OPA will also collect pertinent local information regarding restaurants, motels, ground transportation, and recreational opportunities. Aviation is pleased to partner with Oregon pilots and appreciates this partnership effort by OPA members! ■

Questions?

Contact Gary Viehdorfer at Oregon Department of Aviation, 800-874-0102, ext. 230.

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 is 7,500 copies.

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. ODA's goals include:

- developing aviation as an integral part of Oregon's transportation network,
- creating and implementing strategies to protect and improve Oregon's aviation system,
- encouraging aviation-related economic development,
- supporting aviation safety and education, and
- increasing commercial air service and general aviation in Oregon.

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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.

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Comments and suggestions about *FlightLines* are welcome. Printing of articles submitted independently is subject to available space and editorial review. All comments or submissions should be directed to:

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News on Aviation and the Environment

Jet Contrails Affect Global Temperature

The wispy trails of exhaust the jetliners spew high in the sky form cirrus clouds that have a small but potentially important effect on ground temperatures, scientists report.

When commercial jet traffic was halted by last fall's terrorist attacks, researchers seized upon the unique opportunity to compare the climate data for the clear skies on September 11-14, 2001, against days of normal air traffic when jets streak the heavens with contrails.

The conclusion: Without jets or contrails, the clear skies boosted the temperature between daytime highs and nighttime lows by about 3 degrees nationwide. The temperature swing in the Northeast and Midwest - where there is more jet traffic - rose as much as 5 degrees. In the South and Southwest, it was a smaller variance, partly because the warmer, drier climate produces fewer clouds.

How all this figures into global warming is unclear and something that needs to be studied. Also unknown is whether it might influence agriculture by changing crop growth and the emergence of insect pests and diseases.

Grand Canyon Now Protected from Aircraft Noise

The U.S. Circuit Court of Appeals for the District of Columbia ruled in August to require the FAA

to write new rules reducing aircraft noise over the Grand Canyon. At issue in the legal proceeding was the FAA's implementation of the 1987 National Park Overflights Act, in which Congress directed the FAA and National Park Services to restore natural quiet in the Grand Canyon by reducing noise from low-flying aircraft. In response to the 1987 action by Congress, the Park Service set the standard that at least half the park should be totally free of human sound for three-fourths of the daylight hours. The FAA responded with a series of restrictions and route limitations, capping the number of flights at approximately 90,000 per year. At issue in the recent lawsuit by Grand Canyon Trust was the methodology used by the FAA in measuring noise levels in the park. The FAA had chosen to average the noise over an entire year, meaning noisy summer months were offset by long windows of quiet during the winter, when air tours are scarce.

The appeals court unanimously ruled that it doesn't make sense to use average noise measurements. "For the typical visitor, who visits the Grand Canyon for just a few days during the peak summer season, the fact that the park is quiet 'on average' is cold comfort," Judge Merrick Garland wrote for the unanimous three-judge opinion. "Every visitor has a right to the natural quiet and the silence of solitude of the canyon no matter when they come." ■

From the State Aviation Board

Aviation in Oregon is multifarious and widely dispersed, a far bigger and more complex industry than many people know. This presents the Oregon Department of Aviation (ODA) and the State Aviation Board with a challenge as well as opportunities in fulfilling their mission of helping advance aviation in Oregon. The challenge: to do as much as possible for aviation in spite of limited staff (the Department currently has only 16 employees) and budget. The opportunities: build “partnerships” with others who are dedicated to similar goals. With encouragement from the State Aviation Board, Department Director Ann Crook and her staff are doing just that.

The Board meetings themselves are excellent examples of partnership. The August meeting was held in a Port of Portland building at the Hillsboro Airport in conjunction with the Portland Rose Festival Airshow presented by Intel. Port Director Bill Wyatt and John Newell, manager of the Port’s general aviation airports, met with us - as did Rose Festival Director Dick Clark. Members of the Board and Department staff attended the Hillsboro Chamber of Commerce Airshow kickoff luncheon. The Board’s September meeting was held in offices of UPS Aviation Technologies on the Salem Airport. This allowed the Board and staff to understand more fully the operations of that high tech industry leader.

The Department and the Board teamed up with the City of Redmond, Oregon State University’s Transportation Research Institute and

College of Engineering, NASA’s Oregon Space Grant, the Port of Portland, and several private sponsors to hold the second biannual aviation conference in June 2002. The topic was “Air Service to Oregon Communities ... How to Get It ... & How to Keep It Going!” Planning for a third conference to be held in 2004 is already underway.

The Department has excellent, partnership-like relations with the FAA, to effectively get grant money to Oregon airports, and in recent months ODA has been working with the Transportation Security Administration to keep apprised of security issues. Last Fall a variety of groups came together for one of the Nation’s first Post 9/11 General Aviation Security Planning Sessions. Some of the recommendations from that meeting have gained national usage.

ODA joins a host of aviation-minded people to stage the Annual Oregon Air Fair in Albany and is engaged with the Oregon Tourism Commission to realize the potential of Oregon airports as tourist attractions. The Department is currently working with ODOT to build an airport in Eastern Oregon’s Jordan



Bill Wilkins, PhD, Chair

Valley. Infrastructure for the air freight industry is a private/public concern which regularly involves the Board and the Department with the Oregon Department of Transportation, the Port of Portland, and others. Board members Mike Burrill and Steve Schreiber are giving special attention to this area.

The City of Salem is engaged with the Department in finding a site on the Salem Airport for a new building for ODA, a move intended to benefit both the airport and the Department. The Oregon Pilots Association is moving to flight test the information in ODA’s new Oregon Airports Directory before the pending new edition ultimately goes to press.

The list could go on. And it will. New partners are welcome. ■

Oregon Air Fair 2002

As Fall 2002 Flightlines is being finalized for Department of Administrative Services to do their layout magic and provide print-to-post services, Oregon Air Fair 2002 is only days away! Due to overlapping deadlines and event dates, coverage of the 2002 Oregon Air Fair can’t be included in this newsletter. But we will be sure to capture it in the Winter 2003 Flightlines. An excellent planning group has been in charge this year, so we know our upcoming report will be nothing short of fabulous. Stay tuned . . . ■

Key Legislators Indicate GA Not a Security Threat – AOPA Report Confirms It

Over the past several months, key members of Congress have taken the position that general aviation is not a threat to national security.

In hearings held in July by the Transportation Security Administration (TSA), Senate Commerce Committee Chairman Fritz Hollings (D-S.C.) opened by stating that general aviation simply does not pose a threat. He stressed that the danger remains in commercial aviation. Meanwhile, Senator George Allen (R-Va.) asked why there was still no plan to reopen the Washington, D.C.-area airports to general aviation, and urged new TSA chief Adm. James Loy to protect GA access for *all* aviators.

U.S. Transportation Secretary Norman Mineta indicates that specific intelligence concerns exist that simply cannot be made public in an open session; however, the national media has focused on the hazard of GA aircraft flying into nuclear facilities in acts of terrorism. Mineta strongly advocates the importance of GA to the country, but adds that the challenge lies in explaining to those directly responsible with security, such as the Secret Service, the National Security Council and Homeland Defense, that some of the regulations are too restrictive and negatively impacting many people.

The TSA has asked private plane owners and operators to lock airplanes when not in use, check the identification of all crew members and passengers, and make sure there is no unidentified baggage or cargo on board. In addition, they are urged to look for planes with unusual modifications, people with altered or phony identification, and individuals standing idle near GA aircraft.

A recent study by the Aircraft Owners and Pilots Association (AOPA) concurred that general aviation aircraft do not pose a serious threat to the national security's nuclear power plants.

The report, prepared by internationally-recognized nuclear safety and security expert Robert M. Jefferson, concluded that in the event a GA airplane were commandeered for intentional flight into a nuclear power facility, the result would not pose a dangerous release of radiation.

"The Jefferson report makes it clear that general aviation aircraft are not effective weapons," said AOPA President Phil Boyer, "and small aircraft aren't a significant threat to the safety of the public when it comes to nuclear power plants."

Other conclusions of the Jefferson report:

- GA aircraft could not penetrate the concrete containment vessel of a nuclear facility.
- An explosives-laden GA aircraft would not be likely to cause the release of radiation.
- A small aircraft attack on auxiliary plant building would not cause a safety failure.
- A GA aircraft could not ignite the zirconium cladding on spent nuclear fuel rods.

Jefferson has more than 45 years' experience in the nuclear field. His experience encompasses full-scale testing of systems subjected to explosive attacks, full-scale testing of spent fuel shipping casks, and the development of calculation techniques for assessing the public impact of nuclear fuel cycle activities.

A copy of "Nuclear Security: General Aviation is Not a Threat" is available online at www.aopa.org/whatsnew/newsitems/2002/02-2-159_43-5.pdf. ■

2nd Oregon Statewide Conference on Aviation a Resounding Success

On June 18-20, 2002, Eagle Crest Resort in Central Oregon hosted the 2nd Oregon Statewide Conference on Aviation. More than 100 participants convened for “Air Service to Oregon Communities ... How to Get It & How to Keep It Going.”



ODA office Manager Carma Gal ran registration and made sure everything went smoothly.

Folks traveled to the conference not merely from the four corners of Oregon, but from Washington, Idaho, Montana, California, the Midwest and East Coast - even Germany.

Attendees were treated with a fast-paced crash course offering a variety of aviation-related information that included an overview of aviation finance, updates on changes in federal safety and security requirements for airports servicing commercial airlines, and information on regional passenger service options and general aviation alternatives. Oregon Department of Aviation unveiled its Statewide Air Service

Development Action Plan, expected to be finalized later this year. Representatives from five of Oregon’s higher education institutions staffed a panel presentation on the current status of Aviation Education in Oregon. That rich exploration evolved into formation of the Oregon Aviation Education Task Force – with plans to meet regularly to create a synthesized plan for strengthening aviation education in Oregon.



Nearly 200 participants attended the June 2002 conference at Eagle Crest Resort near Redmond.

Plans for the 2004 Oregon Statewide Conference on Aviation are already underway. The Westin Salishan Lodge & Golf Resort on the beautiful Oregon coast has been selected to serve as the location. The date is May 17 - 20, 2004.

Ongoing upheaval in the aviation world since September 11, 2001, leaves the planning committee hesitant to announce a theme for the conference two years out. There is strong sentiment, however, that the 2004 conference should serve as a



State Aviation Board Chair Bill Wilkins surveys the luscious lunch buffet.

forum to strengthen our local and regional air service systems and to explore opportunities that link aviation with tourism, economic development and higher education.



Gary Viehdorfer was one of several ODA staff members who participated in the conference

Mark the date on your calendars now! ■

Teaching Our Children . . .

The Klamath Falls Children's Museum has really got "the right stuff"! In renovations currently underway, the museum plans to include a Travel and Aviation Exhibit where a two-seater airplane cockpit will be the central attraction. This is a terrific hands-on way to stimulate young imaginations to dream of flying.

Just one thing is missing: Does anyone out there in Oregon's aviation community have a spare cockpit just sitting around to donate to the museum for this exhibit? Yes, it's a serious question.

The Klamath Falls Children's Museum is a nonprofit 503(c)(3), so donation of that "spare" cockpit is tax deductible. And here's the good news. If an extra cockpit isn't hanging around in your attic, garage, or hangar - perhaps you would be able to donate aeronautical educational materials or aviation memorabilia - flight simulation CD-Roms, aerial maps, uniforms, aviator hats, wings, headsets and the like. This opportunity is a wonderful way to participate in creating not only interest - but enthusiasm - among

budding younger generations to pursue careers or hobbies in aviation.

For more information about the Klamath Falls Children's Museum, visit their web site at: www.childrensmuseumkfalls.150m.com.

To discuss donations, contact Co-president Laurel Dassoff directly: by e-mail at cmkf@hotmail.com, by telephone at (541)885-2995, or by mail at the Klamath Falls Children's Museum, 711 East Main Street, Klamath Falls, Oregon 97601. ■

Oregon Aviation Calendar

ONGOING FALL 2002 EVENTS:

Through October 18th: Eugene Airport "Portraits of an Era" Exhibit. An exhibit of digitally restored photographs titled "Portraits of an Era" will run in The Gallery at the Airport, a Lane Arts Council project at the Eugene Airport. The exhibit was created by the son of late magazine photographer Milton Greene. Located beyond the security checkpoint, the gallery is accessible only to ticketed passengers. Greene specialized in fashion and portraiture. His work appeared in *Look, Life, Town and Country, Harper's Bazaar* and *Vogue* magazines. "Portraits of an Era" includes some of Greene's most celebrated subjects: Marilyn Monroe, Cary Grant, Marlene Dietrich, Ava Gardner, Kim Novak, Frank Sinatra and Grace Kelly. On display for the first time are less well-known images of Judy Garland, Jane Fonda and Audrey Hepburn. For online information about the Milton H. Greene Archives, visit the web site at www.archivesmhg.com. For more information about the Eugene Airport exhibit, contact Lane Arts counsel at (541) 485-2278.

Through October 30th: "Aviation - The Coming of the Birdman" at Museum of the Oregon Territory, 211 Tumwater Dr., Oregon City. Explore firsthand the history of Oregon aviation. Info: (503) 655-5574

OCTOBER

- 2 Pearson Field Historical Society's Quarterly Membership Meeting & Program, 7:00 p.m., Pearson Air Museum, 1115 E 5th, Vancouver, WA.** Info: (360) 694-7026
- 5 "Flying High" Pearson Air Museum Benefit Event, Pearson Air Museum, 1115 E 5th, Vancouver, WA.** Info: (360) 694-7026

- 11- "Spirit of St. Louis" Showing at Evergreen Aviation Museum, Highway 18 in McMinnville.** The 1957 film "Spirit of St. Louis," featuring Jimmy Stewart, Murray Hamilton, Bartlett Robinson and Marc Connelley, will be shown in the Museum theater twice daily on Friday, Saturday and Sunday, at 9:45 a.m. and at 1:45 pm. This classic film is about the famous Lindbergh flight. The film runs 2 hours and 18 minutes and is free with museum admission. Info: Nicole Wahlberg, Events Coordinator (503) 434-4006
- 12 Oregon Flying Farmers at The Oregon Gardens, Silverton - 10:00 a.m.** After a tour of the Gardens, the group will lunch at The Birdhouse Restaurant, 211 Oak Street in Downtown Silverton (no host). Info: Ruth Kaser (503) 873-5990.
- 12 Washington Flying Farmers Fly-In at Allen & Dorothy Hoffman's in Walla Walla.** Info: (509) 525-5476.
- 16 State Aviation Board Meeting, Best Western Sunridge Inn, Baker City.** For more information, call Oregon Department of Aviation at (800) 874-0102 or visit our web site at www.aviation.state.or.us.
- 17 Aviation Town Hall, City Council Chamber, Ontario, Oregon.** For more information, call Oregon Department of Aviation at (800) 874-0102.
- 18- "Spirit of St. Louis" Showing at Evergreen Aviation Museum, McMinnville.** Museum theater twice daily on Friday, Saturday and Sunday at 9:45 a.m. and at 1:45 pm. (For more information, see above listing on October 11, 12, 13.)
- 19 Mid-Columbia Ninety-Nines Meeting in The Dalles.** The Mid-Columbia Ninety-Nines is a chapter of The Ninety-Nines, Inc., International Organization of Women Pilots, composed of women pilots who live in Eastern Washington and Oregon.

Oregon Aviation Calendar (continued)

Monthly meetings are attended by women from such places as Wenatchee, the Tri-Cities, Yakima, The Dalles and LaGrande. Info: Mary (509) 375-0445 or e-mail at skyhawk@urx.com.

- 20 **Fall Festival Family Fun Day**, 1:00-4:00 p.m., Pearson Air Museum, 1115 E 5th, Vancouver, WA. Info: (360) 694-7026
- 22- **56th Annual California Flying Farmers Convention** at
- 24 Half Moon Bay Lodge & Conference Center, 2400 S. Cabrillo Hwy, Half Moon Bay, California. Info: Eldon Lundberg (540) 882-4274, Alan Dodge (209) 847-2402, or Diane Bryan (209) 634-0888.
- 24- **AOPA 2002 Expo "Where General Aviation's New Era**
- 26 **of Safety & Technology Takes Off,"** Palm Springs Convention Center, Palm Springs, California. Info: 888-GO2-EXPO or on the web age <http://www.aopa.org/expo/>.
- 25- **"Spirit of St. Louis" Showing at Evergreen Aviation**
- 27 **Museum, McMinnville.** Museum theater twice daily on Friday, Saturday and Sunday at 9:45 a.m. and at 1:45 pm. (For more information, see details under October 11, 12, 13 listing.)
- 26 **Oregon Antique and Classic Aircraft Club Meeting,** time and location to be determined. Info: Tom Bedell at tbedell@peak.org.

NOVEMBER

- 1-3 **"Battle of Britain" Showing at Evergreen Aviation Museum. Highway 18 in McMinnville.** The 1969 film, "Battle of Britain" featuring Robert Shaw, Michael Caine and Lawrence Olivier, takes place in 1940 as the RAF fights a desperate battle against the German Air Force for control of British air space to prevent Nazi invasion of Britain. It will be shown in the Museum theater twice daily on Friday, Saturday and Sunday, at 9:45 a.m. and at 1:45 pm. This film runs 2 hours 24 minutes and is free with your museum admission. Info: Nicole Wahlberg, Events Coordinator (503) 434-4006
- 2 **HK-1 "Spruce Goose" 55th Flight Anniversary, Evergreen Aviation Museum, Highway 18 in McMinnville.** Info: Nicole Wahlberg, Events Coordinator (503) 434-4006.
- 8- **"Battle of Britain" Showing at Evergreen**
- 10 **Aviation Museum, McMinnville.** Museum theater at twice daily on Friday, Saturday and Sunday at 9:45 a.m. and at 1:45 pm. (For more information, see details under above under November 1, 2, 3.)
- 9 **13th Annual USO Hangar Dance,** Pearson Airfield, 1115 E 5th, Vancouver, WA. For more information call: (360) 694-7026
- 9- **OPA Annual Meeting,** Lebanon, Oregon. Info: Dale
- 10 **Evans at Gindevs@aol.com.**

- 15- **"Battle of Britain" Showing at Evergreen Aviation Museum,**
- 17 **McMinnville.** Museum theater at twice daily on Friday, Saturday and Sunday at 9:45 a.m. and at 1:45 pm. (For more information, see details under above under November 1, 2, 3.)
- 17 **"Giving Thanks" Family Fun Day, 1:00-4:00 p.m.,** Pearson Air Museum, 1115 E 5th, Vancouver, WA. Info: (360) 694-7026
- 20 **State Aviation Board Meeting,** Evergreen Aviation Museum, McMinnville. For more information, call Oregon Department of Aviation at (800) 874-0102 or visit our web site at www.aviation.state.or.us.
- 22- **"Battle of Britain" Showing at Evergreen Aviation Museum,**
- 24 **McMinnville.** Museum theater at twice daily on Friday, Saturday and Sunday at 9:45 a.m. and at 1:45 pm. (For more information, see details above under November 1, 2, 3.)

DECEMBER

- 7 **Oregon Flying Farmers Christmas Party,** 12:30 p.m. in Mt. Angel. Info: Ruth Kaser (503) 873-5990 and Joann Smith (503) 634-2496.
- 7 **Washington Flying Farmers Visit to MAC-Northwest Museum of Arts & Culture,** Spokane, Washington. Info: Maxine & Burgie Lange (509) 635-1628.
- 8 **Christmas at the Museum Family Fun Day,** 1:00-4:00 p.m., Pearson Air Museum, 1115 E 5th, Vancouver, WA. Info: (360) 694-7026
- 12 **OPA Tillamook Christmas Dinner.** Info: Tom Hendricks, (503) 252-5525 or true_flight@juno.com.

Recurring Activities:

Monthly, 1st Saturday: EAA 105 Blueberry Pancake B'fast. Stark's TwinOaks Airpark; 8-10 am.

Monthly, 2nd Saturday: Public Aerospace Education at Evergreen Aviation Museum, Highway 18 in McMinnville, 10 a.m. to 12:30 p.m. This complete aerospace education program is hosted in cooperation with the Civil Air Patrol. It may include field trips to other sites and will culminate with the flight of the local CAP's Space Shuttle Simulator. Open to anyone age 12 and older; cost approximately \$10. To register, please call in advance: (503) 434-4180.

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.

Submissions deadlines: 12/1/2002 for the Winter 2003 Edition (covering activities for January through March); 3/1/2003 for the Spring 2003 Edition (April through June); 6/1/2003 for the Summer 2003 Edition (July through September); 9/1/2003 for the Fall 2003 Edition (October through December). ■

2002 Aviation Art Contest Winners Honored

On June 25, 2002, the Oregon Department of Aviation held a reception to honor the Oregon winners of the 2002 International Aviation Art Contest. Five of the nine winners, their families and teachers were able to attend - enjoying cookies, punch and the chance to explore our agency plane.

The theme of last year's contest was "Silent Flight." Over 280 Oregon children, ranging in age from 6 to 17 years old, submitted entries. The Oregon Airport Management Association joined the Department in sponsoring the contest again this year, and provided U.S. Savings Bonds to all winners.

Preparations Underway for 2003 Young Artists Contest

The Annual International Aviation Art Contest is an event that is cosponsored by the Fédération Aéronautique Internationale (FAI), the National Association of State Aviation Officials Center for Aviation Research and Education (NASAO Center), the National Aeronautics Association (NAA), the National Air and Space Administration, and the Federal Aviation Administration (FAA). The contest encourages youth ages 6 to 17 all over the world to reflect on aviation by designing a piece of art based upon each year's chosen theme. For the Oregon state-wide competition, ODA and the Oregon Airport Management Association (OAMA) collaborate to co-sponsor the event.

The theme for the 2003 Young Artists Contest will be "100 Years of Powered Flight." All forms of commercial, sporting and recreational aviation activity are great subjects for this contest.



Contest winners enjoy a photo opportunity with Director Ann Crook at the 2002 awards event.

Oregon entries must be submitted to ODA, bearing postmark on or before Friday, January 10, 2003. First, second and third place state winners receive formal award certificates and U.S. Savings Bonds in a ceremony held in Salem. Winning Oregon entries will be forwarded for national judging in March 2003; national winners will then be forwarded to an international jury, where awards will take place in Krakow, Poland in October 2003. Participating countries in past years include Azerbaijan, China, Czech Republic, Egypt, Finland, France, Georgia, Japan, Lithuania, FYR Macedonia, New Zealand, Poland, Spain, Switzerland, Turkey, USA, and Yugoslavia.

For contest information, rules and the entry form, contact Carolyn Bolton at Oregon Department of Aviation, 800-874-0102 ext. 223 or send e-mail to Carolyn.R.Bolton@state.or.us. ■

Winners Age 6-9

- 1st Place **Kevin Cox**, age 7 (Elk Meadow Elementary, Bend)
- 2nd Place **Hayley Landon**, age 7 (Visitation School, Forest Grove)
- 3rd Place **Jennifer Min**, age 9 (Christian Center Academy, Salem)

Winners Age 10-13

- 1st Place **Kristopher Cox**, age 13 (Cascade Middle School, Bend)
- 2nd Place **Janae Schmidkofer**, age 11 (Visitation School, Forest Grove)
- 3rd Place **Katie Miller**, age 11 (Jackson Middle School, Portland)

Winners Age 14-17

- 1st Place **Emily Powell**, age 14 (East Linn Christian Academy, Lebanon)
- 2nd Place **Kaori Flores**, age 17 (Woodrow Wilson High School, Portland)
- 3rd Place **Andrew Bertz**, age 16 (East Linn Christian Academy, Lebanon)

International Aviation Updates

Airports Eye Prospect of Iraqi War Uneasily

A war between the U.S. and Iraq would likely have a negative impact on North American airports – an impact that would further compound the belt-tightening and weakening of airline traffic over the past year since 9/11, industry sources say.

Speculation about the extent of a war's effect comes amid President Bush's intention to force a "regime change" in Iraq. Talk of a possible American has left many in the aviation industry uneasy. "We are concerned," said William Gaillard, spokesman for the International Air Transport Association (IATA) in Geneva. "Let's face it, commerce and leisure travel thrive under peaceful conditions." The threat of war with Iraq has left many carriers preparing for a wartime contingency plan, in the wake of already suffering from financial fallouts over the past year. "We have to make sure we can buy forward contracts on fuel and must examine personnel and routes that would be most affected," Gaillard said. British Airways, for example, is currently putting money in a contingency fund as a precaution.

Comparing the effects of a current war in Iraq to that of the 1991 Persian Gulf War would not be an accurate strategy. "The Gulf War occurred after the 1980s, which [saw] a long period of prosperity," Gaillard reports. "Many airlines had plenty of cash in their pockets." Today, the debt-to-equity ratio for

most of the airlines is already bad and not likely to improve until at least 2004. It is projected that U.S. carriers would probably see less impact domestically, but they would be vulnerable on international routes.

"Whatever happens to airlines will have a residual effect on airport operators through higher fuel prices and a reluctance among passengers to travel internationally," reports Standard & Poors. The Gulf War prompted a decline in traffic globally, and airlines did not fully recover from its effects for three full years. While current air traffic levels are comparatively weak overall, S&P has returned most airports to their original credit ratings, although with notable downgrades and rating changes. S&P indicates they are "more concerned about the hubs with [airline] bankruptcies, or [carriers] on the edge," such as United and US Airways.

The impacts of an Iraqi war wouldn't push airports over the edge entirely, but would create a real hurdle, according to S&P. Airport operators will have to continue what they hoped they wouldn't have to – keeping their expenses down or reducing expenses even further, likely holding off on capital expenses. A war could also affect airport planning. Every updated consultant's report attempts to look ahead, but the standard practice is to assume there's no military action.

Asian markets, which haven't been affected by the U.S. economy, are doing better than those in North America, and a war probably won't

affect them, according to S&P. And some U.S. markets could fare well from travelers who may decide to not travel international and opt for domestic instead.

ICAO Addresses Aviation Environmental Issues at World Summit

Worldwide growth in aviation amplifies concern about environmental problems associated with civil aviation, the International Civil Aviation Organization (ICAO) reported at the World Summit on Sustainable Development in Johannesburg, South Africa in late August.

ICAO estimates that the world's aviation traffic has increased 66% in the last decade, and that international traffic has increased 89%. ICAO also noted that nearly 5% of the global economic output can be attributed to civil aviation, a positive effect but one that "heightens concerns about environmental problems."

Airport noise remains a top complaint around the world. ICAO noted it adopted a new aircraft noise standard and a "balanced approach" to noise management last year. They are also working on reducing the impact of aircraft emissions through technology, new emission standards, improved operational measures and analyzing such possible measures as emissions trading and emissions levies.

(Adapted from an article in [Airports](#) September 17.) ■

Coos County Voters *continued from page 1*

Unfortunately, even as more planes seem to keep coming to North Bend, money to keep the airport aloft is running out. Local officials are scrambling to put a measure on the Coos County ballot in November to form Oregon's first airport taxing district, in an effort to provide a steady source of funding for the south coast's only airport with scheduled passenger service. The present funding for North Bend Airport consists of a five-year, \$300,000-per-year levy by the Oregon International Port of Coos Bay – and that expires at the end of June 2004.

An airport has operated at North Bend since 1928, and commercial passenger service began a few years later. The airport served as a naval air station in World War II. The federal government divested the facility to the City of North Bend when the war came to an end.

Aided by revenue from a portion of leased business park property at the airport, the city was able to handle the cost of operating the airport until a few years ago when Horizon Airlines, which runs five flights a day between North Bend and Portland, began using a larger plane – a 37-passenger Dash 8 twin-engine turboprop. The larger commercial aircraft brought increased FAA requirements to beef up the airport's emergency response capability. More stringent regulations required a crash truck on duty capable of responding to the middle of the runway within three minutes. The truck must be on site a half hour before each scheduled flight's arrival

and a half hour after takeoff.

The City of North Bend couldn't afford the cost and reached an agreement with the Port of Coos Bay to take over airport operations, with the city retaining ownership. The agreement was conditioned upon port district voters approving the five-year levy. Under port management the airport has done well, bringing in nearly \$9 million worth of grants for aviation improvements over the last three years. That exceeds what the airport had received over the course of the entire previous 20 years combined. Still, the \$300,000 annual levy has not been enough to meet the airport's needs. Maintenance has been deferred due to lack of funding. Some airport buildings date back to World War II and are in need of attention. Money has also been insufficient to fully develop the 95-acre airport business park, which could increase revenue to eventually offset the cost of airport operations.

North Bend city officials believe that because the airports serves a broader population base than just the city or the port district, it makes sense to seek wider tax support for airport operations. In June 2002, the city passed a resolution asking county commissioners to put formation of the district on the ballot. The commissioners are holding public hearings prior to making a decision on the taxing district as well as the size for the board of directors that would govern it. Eighteen Coos County residents have filed for director seats, which are likely to number five but could number seven. If commissioners put the airport

district measure on the ballot, voters will also elect the board of directors.

Some residents — particularly in rural areas of Coos County – don't like the idea of having to pay additional taxes for a facility they believe doesn't benefit them. Powers is situated 90 minutes from North Bend, but only 2 hours from more comprehensive commercial service in Eugene. They sent a resolution to county commissioners asking that the Powers School District be excluded from the proposed airport district.

Others in Coos County say the North Bend Airport is vital to all county residents – both as a transportation asset and as an important part of the county's economy. Golfers flying in from all over the country to play the two courses at nearby Bandon Dunes Resort may account for a major part of the airport's traffic; more than half of the 70,000-plus rounds of golf at the resort this year will be played by golfers from outside the Pacific Northwest.

The airport is so important that if the county-wide airport district doesn't happen, the port will likely seek an extension of its levy to keep the airport running since it's critical to the economy of the area. Representatives from the South Coast Economic Development Council advocate that existing companies in the area depend greatly on the airport for business-related travel, and that the availability of an airport is a strong factor in determining where many new companies decide to locate. ■

(adapted from an article in the Eugene Register-Guard)

SILETZ BAY STATE AIRPORT IMPROVEMENTS LOOKING GOOD

Construction on the improvement project at Siletz Bay State Airport is expected to be complete by late November 2002. Siletz Bay State Airport is located 62 feet above sea level on the eastern side of U.S. Highway 101, one mile from Gleneden Beach. The state owns about 80 acres of property, with easement agreements on another 60 acres of surrounding land. The construction improvements are being completed to meet current FAA airport design standards for ARC B-1 airports.

Runway 17 will be shifted 100 feet south to provide a full 240-foot runway safety area. Runway 35 will be extended 300 feet south to accommodate all small aircraft under 12,500 pounds. In addition, the following improvements are being made:

- a full-length parallel taxiway,
- a slurry seal treatment and remarking of the runway,
- taxiway reflectors, a lighted wind cone and new segmented circle on the west side of the airport,
- Global Positioning Survey (GPS) is being conducted, and
- improvements will be made to the access road as the final phase of the project.

The improvement project was originally included in the Department's 1999-2001 biennial budget at an estimated cost of \$1.1 million; however, the scope of the

project changed as the environmental impact study revealed the need for wetland mitigation and fish passage issues. Following the process outlined by the National Environmental Protection Act, the environmental impact study looked at 20 different considerations - among them wetlands, noise, endangered species, farmland, air and water quality, and coordination with the Confederated Tribes of Siletz Indians. Effects on wetlands and fish passage for listed resident and sea-run cutthroat trout were the two main issues to resolve. The cost of the project was increased as a result of study and additional project parameters, to \$1.75 million. The FAA will cover 90 percent of the cost, with the State augmenting the remaining 10 percent through dedicated aviation user fees.

"We are focused on safety, not capacity," says Daren Griffin, State Airports Manager at Oregon Department of Aviation. The

overall number of takeoffs and landings - as well as the number of based aircraft at Siletz Bay State Airport - are limited by demand and the airport's capacity. An average of 21 aircraft take off and land per day - 78 percent of them for transient aviation, 15 percent local general aviation, and about 7 percent for emergency transport aircraft. ■

State-Owned Airports Update for Fall 2002

- **Siletz Bay:** The capital construction project to shift and extend the runway and build a parallel taxiway will continue through November. ODA anticipates a 30-day runway closure beginning approximately October 1st. (See detailed article above.)
- **Cottage Grove:** A runway slurry seal was completed in September. The runway will be closed on October 4th for pavement marking.
- **Aurora:** The midfield apron expansion project has now been completed and will provide 17 additional tie-down spaces on the ramp. Fog sealing of the runway was also completed in September. The runway is scheduled to be closed on October 11th for remarking.
- **Joseph:** A fuel containment pad is being constructed at the Joseph State Airport. Wallowa County has assisted ODA in the funding of this project by supplying additional labor and materials to ensure project completion by late this Fall. ODA hopes to have aviation fuel available at Joseph by Spring 2003.

PLEASE CHECK FOR NOTAMS - AS RUNWAY CLOSURE TIMES ON EACH PROJECT MAY VARY.



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ODA Employee Updates

NEW EMPLOYEE: On August 25, 2002, Donald Hankwitz joined the ODA maintenance team as an Airport Operations Technician. Donald comes to us from the North Bend Municipal Airport, where he served most recently as the Airport Operations Supervisor and previously as the Airport Maintenance Supervisor. He has over 12 years' experience in airport operations and maintenance, and is also a private pilot and certified weather observer. Donald replaces Jim Johnson, who retired after 10 years with ODA and a total of 31 years with the State of Oregon. *Welcome Donald!*

EMPLOYEE ADVANCEMENT: On September 5, 2002, Tom Franklin was promoted to Aviation Programs Manager. In this new position, Tom will be responsible for all aviation planning, safety, land use and grant programs. As a part of the Department's management team, he will help develop programs that will implement the State Aviation Board's policy direction. Prior to this promotion, Tom managed ODA's grant and aid programs for non-state-owned airports located in Oregon. He is former manager of the Newport Airport and an active private pilot and certified AWOS technician. Tom is dedicated to improving aviation in Oregon and is looking forward to his new responsibilities. *Congratulations Tom!* ■

