

From: [SARDINHA Lisa](#) on behalf of [Oregon Department of Aviation](#)
To: [CLARK Cathy RB](#)
Subject: FW: N4611L
Date: Wednesday, April 13, 2022 8:58:45 AM

FYI - forwarding to you because Wayne states that he wants to include the board chair.

Thanks
Lisa

-----Original Message-----

From: Wayne Nutsch <wayne@nutsch.com>
Sent: Tuesday, April 12, 2022 11:05 AM
To: BEACH Anthony <Anthony.BEACH@odav.oregon.gov>; STANSBURY Betty <Betty.STANSBURY@odav.oregon.gov>; FOREST Kristen R <Kristen.R.FOREST@odav.oregon.gov>; SARDINHA Lisa <Lisa.SARDINHA@odav.oregon.gov>; Oregon Department of Aviation <mail.aviation@ODAV.oregon.gov>
Subject: RE: N4611L

This message was sent from outside the organization. Treat attachments, links and requests with caution. Be conscious of the information you share if you respond.

Hello Tony,

I did include the Board Chairperson on my email but there was not direct address so I sent it to what was on the ODA home page. Please send it to Ms Meeker. The Board needs to know there is a problem with the system. The "Registration Desk" has no email address, telephone number, name of person or authority to resolve anything. Communication is one-way, that is, from the Registration Desk "down" to the lowly airplane registrant. If you have a contractor working on this activity (I understand you do), perhaps they could do a study on how to streamline the process of exemption via electronic means and not USPS postal mail. Threats of collection do not embrace communication or friendliness in resolving an issue. ODA is a rather small entity in terms of how many FTE's there are, and that an email recipient could spin around in their computer chair and communicate the N4611L problem to one another. As an aside, I would like to know if ODA has a budget for the expenditure of registration fees. Wasn't this supposed to go for search and rescue? Who is search and rescue? When was a check sent to them last? Curious.

ODA's process is harder than it has to be.

/w/

> On April 11, 2022 12:35 PM BEACH Anthony <anthony.beach@odav.oregon.gov> wrote:

>

>

> Hi Wayne, it looks like this email was sent directly to the Department of Aviation, would you like us to forward it to the Board?

>

> Looking back on our records, it appears that you reached out to us on Dec. 20th, 2021 with a temporary exemption request for N4611L. We followed up in a letter dated January 20th, 2022 (attached) requesting additional information, and where to send that information. I did receive your text on January 26th, but I am not part of aircraft registrations and was not aware that your message was related to an ongoing request.

>

> Our staff have the photo of your aircraft and will follow up with you regarding your exemption request.

>
> Tony Beach
> OREGON DEPARTMENT OF AVIATION
> STATE AIRPORTS MANAGER
> OFFICE 503-378-2523 CELL 503-302-5455 M-F 7:30am – 4pm

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> -----Original Message-----

> From: Wayne Nutsch <wayne@nutsch.com>
> Sent: Saturday, April 9, 2022 12:29 PM
> To: STANSBURY Betty <Betty.STANSBURY@odav.oregon.gov>; BEACH Anthony
<Anthony.BEACH@odav.oregon.gov>; FOREST Kristen R <Kristen.R.FOREST@odav.oregon.gov>;
SARDINHA Lisa <Lisa.SARDINHA@odav.oregon.gov>; Oregon Department of Aviation
<mail.aviation@ODAV.oregon.gov>
> Subject: N4611L

>
> This message was sent from outside the organization. Treat attachments, links and requests with caution. Be
conscious of the information you share if you respond.

>
> ATTN: Martha A. Meeker and others

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> I keep receiving threatening US postal mail about registering N4611L and not paying \$65 fee. Threats of
collection etc. The airplane was substantially damaged on December 1, 2021 when another airplane taxied into it.
Required me to remove the engine. It's till being repaired and there's no engine in the airplane. I sent a text and
photo of the airplane to Anthony Beach on January 26, 2022 which clearly describes the state of airworthiness of the
airplane. I read the OAR and have trouble identifying the need for registration at all. There's threats and instructions
as to what happens if one doesn't but just what requires the registration of an airplane in the first place? Also what
requires an owner to send a photo? One of the letters required me to send a photo. I plan to get the engine back from
the shop whenever it is finished and then sell the airplane. I don't know when that will be. Please stop sending
"fishing for money" letters to me about something that is clearly a !

> debt not owed. ODA has developed a costly administrative process. I guess it creates a job for a contractor or
FTE. In comparison to automobiles in Oregon it is absurd to think that an airplane is any different. An automobile
can be parked for years without updating its license. Then when you want to operate it you simply pay the fee to get
a current license sticker. I've now spent more than \$65 on my time to write this and other correspondence. Not a
week ago I rec'd a telephone call from an ODA contractor concerning this same issue. I explained that the airplane
was grounded and that I had sent Anthony Beach a photo and explanation of the engineless airplane. That didn't
matter. I still get paper letters. Perhaps Anthony can share his text/photo of January 26. See attachments.

>
> Thanks,
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> /w/