



FLIGHTLINES

Winter 2010

From the Director



Season's Greetings from the Oregon Department of Aviation (ODA). As most of the Oregon aviation community is aware, ODA has undergone some changes over the last year. The staff has downsized from 17 employees to 12. With this challenge behind us, we are turning our attention to revitalizing our role as promoters of safe aviation in the state of Oregon. We have made a number of improvements and here are just a few.

We have contracted with the Department of Administrative Services (DAS) Leasing Division to add rigor to our leasing process. Billing for ODA is now done by DAS Shared Client Services. If you are a tenant at one of the 28 state-owned airports this means we are reviewing all lease agreements and making sure they are in compliance with FAA grant assurances and with all applicable Oregon administrative rules and statutes. Updating and strengthening these lease agreements protects the interests of both the state of Oregon and the tenants at our airports. These rules require us to adjust lease rates to comply with both fair market value consistently applied across our airports based on appraisals conducted every 5 years or to apply a standard Consumer Price Index (CPI) formula to our leases at an interval not to exceed every two years. All of our tenants will see these amendments to leases over the next year depending on the anniversary of the specific lease agreements. The CPI for 2010 was just over one and a half percent annually so the changes should not be dramatic for anyone. The 2011 rate will come out in February 2011.

Additionally, the Board of Aviation voted in February 2010 to raise comprehensive insurance rates for state airport tenants as a result of Senate Bill 311 (signed into law in April 2009). That increased the state's liability limitation amounts under the Oregon Tort Claims Act (OTCA). This law resulted in an increase in the insurance tort limit that escalates up to over \$2 million per occurrence and \$4 million for all claims related to a single incident by 2014. What this means to our tenants is that the state has to be named as "additionally insured" on state-owned airport tenant and hangar policies for \$1 million for noncommercial leases, \$1.5 million for commercial leases and \$2 million for Fixed Base Operators (FBOs).

It has come to our attention that many may not realize there is a law requiring pilots and aircraft based in Oregon to be registered in Oregon and pay the appropriate registration fees. Oregon Revised Statute (ORS) 837 specifically states within 60 days of any type of federal pilot license or registration, the pilot or aircraft must be registered in Oregon. For Oregon-based pilots, this means paying a \$12 registration fee for the initial year then \$24 for a two year renewal. Proceeds of which go to a very worthy cause; administrative, insurance and operational costs for Oregon's Office of Emergency Management (OEM) for the state's aviation search and rescue program.

For aircraft registered in Oregon, the fees pay for ODA's five percent match for grant funds for the 12 state-owned airports that receive federal money under the FAA National Plan of Integrated Airports (NPIAS) system. In essence, every \$5,000 received in aircraft registration leverages \$95,000 in federal dollars to improve NPIAS airports and provide Oregon jobs in the process. Your registration dollars provide a valuable benefit to the Oregon aviation community.

On behalf of all of us at ODA, Have a safe and happy new year. Doug Hedlund, Director

INSIDE THIS ISSUE

Page 2-3
What's New at State Airports?

Page 4-6
Isabel T. Martell Memorial

Page 7-9
Prospect Airport renamed

Page 10-11
Gladys Burrill

Page 12-13
National Aviation News

Page 14-15
Project Updates

Page 16
Registration Information

Page 17
Board Meeting

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:

Chair, Mark Gardiner

Vice Chair, Chris Corich, Board Members: Steve Beckham, Larry Dalrymple, Nan Garnick,

**AVIATION BOARD MEETING
January 28, 2011
Location: To be announced**

What's New at Oregon State Airports?

In order to keep information relevant and current, please provide PIREPS on airport conditions to airports manager at 503 378-2523.

- Alkali:** Open. Be careful on approach. This is open range land and there are frequently cattle in and around airport. They may cause gouges up to 4 inches deep across runway from habitual trails. Overflight prior to landing highly recommended.
- Aurora:** Obstruction removal on west side of runway is in progress.
Exercise caution operating in runway 35 VFR traffic pattern. Watch for runway 17 instrument traffic that may execute published missed approach straight over runway 17 or land without circling to runway 35.
- Bandon:** Obstruction removal nearly complete.
Runway 16 PAPI out of service pending obstruction removal.
- Cape Blanco:** Open
- Cascade Locks:** Open. Caution short runway. See website for warning airports. Check notams for winter conditions.
- Chiloquin:** Runway is in fair condition. Check notams for winter conditions.
- Condon:** Nice concrete runway. REILS out of service due to lightning strikes.
- Cottage Grove:** Runway 15 PAPI out of service pending obstruction removal (tall trees)
- Crescent Lake:** Closed for Winter.
- Independence:** Caution over city of Independence. Increased noise complaints from citizens regarding low flying aircraft.
Three sites recently available for designing and building your hangar.
- Joseph:** Runway and taxiway have some deteriorated areas. AWOS access is 541-432-0458.
Check notams for winter conditions.
- Lebanon:** Runway is open and in great condition. North parallel taxiway still closed pending resumption of construction. Taxiway completion and runway light replacement to resume in spring of 2011 as weather permits.

McDermitt: *Walking distance to Nevada border and motel/restaurant/casino.*

McKenzie Bridge: *Closed for winter*

Mulino: *Lease rates reduced for new hangars. Units are still available and ready for lease. Contact Mitch Swecker or John Wilson at ODA for information and leasing. 503 378-4880.*

Nehalem Bay: *Fly in and camp at this airport in the heart of an Oregon State Park.*

Oakridge: *Open. Building sites available for your commercial or noncommercial hangar.
Check notams for winter conditions.*

Owyhee

Reservoir: *Open. Our only state owned expeditionary airport. Accessible only by boat or aircraft. Since ODA personnel don't get out there very often, please provide PIREPS on airport conditions to State Airports Manager at 503 378-2523.*

Pacific City: *Subject to flooding during high tides.*

Pinehurst: *Open. Watch obstructions at either end of airport. Check notams for winter conditions.*

Prospect: *(Eugene Burrill Memorial Airfield) Airport open for day operations but temporarily closed for night operations except for emergency use due to tall unlit obstructions (trees) on runway centerline.
Check notams for winter conditions.*

Siletz Bay: *Come visit this beautiful coastal airport. Primitive camping available at north end of the ramp.
Due to abandoned cars being left in the parking lot, make sure your vehicle has a permit from ODA prior to leaving it for any extended duration time.*

Toketee: *Closed for Winter*

Toledo: *Exercise caution. Short runway. Ramp is in poor condition.*

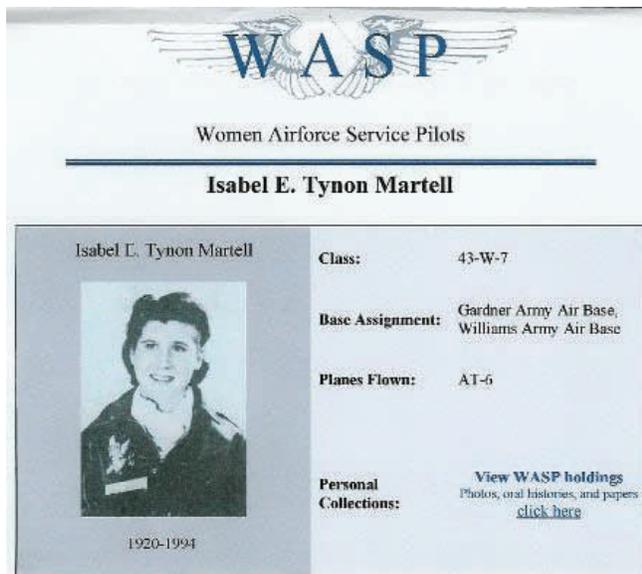
Wakonda: *Warning Airport. See ODA website - <http://www.oregon.gov/Aviation/index.shtm>*

Wasco: *Be extra careful around the airport. Wind turbine towers over 400 feet tall have been built close to southeast end of the traffic pattern.
Runway 25 Pattern has been changed to nonstandard right traffic. No segmented circle at airport due to insufficient land on airport property for safe placement. Check notams for winter conditions.*

Isabel E. Tynon Martell Remembrance at Aurora State Airport:

On October 17, 2010, Aurora State Airport celebrated Isabel E. Tynon Martell with a dedication ceremony dedicating a bench in her honor.

The first female military pilots received the **Congressional Gold Medal** on March 10, 2010. Isabel E. Tynon Martell was in the **Women Airforce Service Pilots (WASP Class 43-W-7)**. On March 10, 2010 Isabel's family was awarded the Congressional Gold Medal for her service as WASP. After World War II, Isabel continued to fly and called Aurora State Airport her aviation home since 1978. As a CFI she helped students earn more than 250 flight ratings



Until they were recognized as part of the military, WASP were not entitled to pay and benefits given to males, such as veterans benefits and a flag at their funeral. Once victory in Europe was assured, the WASP was suddenly disbanded. The women of the WASP were not classified as members of the Air Force until 1966 . . . 22-years later. It wasn't until 1977 that members of the WASP won the right to *some* of the benefits of their male counterparts, and finally in 2002 . . . 57 years later . . . the WASP were awarded the right to be buried in Arlington National Cemetery with honors.

It is not surprising that these women thought they would be forgotten once gone. On July 1, 2009 Congress passed a bill that awarded the Congressional Gold Medal (the highest civilian award that can be bestowed by the United States of America) to the Women Airforce Service Pilots.

In March of 2010, the original was presented to Isabel's family and a replica hangs in the FBO of Aurora Aviation.

It is because of the generosity of Isabel's friends and students, listed, that made this memorial possible.

She will not be forgotten.

The WASP flew more than 60 million miles during World War II in every type of mission except direct combat. About 25,000 women applied for this opportunity to do their part to help the war effort. 1,830 of the approximate 25,000 applicants were accepted . . . 1,074 actually completed six-months training.

Isabel E. Tynon Martell was one of them.

At first, Army Air Corps General Hap Arnold resisted the plan to train women pilots to ferry military aircraft around the nation. He knew men had trouble handling the B-24 bombers and was certain that women couldn't handle such difficult planes. But later, General Arnold said, "You and more than 900 of your sisters have shown that you can fly wingtip to wingtip with your brothers. If there was ever any doubt that women can become skilled pilots, the WASP have dispelled that doubt."

Isabel's passion for flying began at an early age. Growing up, she trained to be a pilot at the local airport near her house. Her enthusiasm came through when she said of her first solo flight, "I loved the view, the totally different perspective you get of the world . . . I was just hollering and yipping."

She was one semester short of graduating from college when she had to quit and help out on the farm. By the time she was 21-years old, she had already logged 39 flying hours, enough to qualify her for admittance to the WASP training program. After graduation, she was assigned to testing AT-6's before they were turned over to the male cadets. She also ferried Stearman PT-17's.

After World War II, Isabel continued to fly and ferried planes to most states. She finished college, earned a master's degree and completed most of the work for a doctorate in Literature at the University of North Dakota, where she was an instructor for the school's aviation department.



After the war, Isabel moved to Molalla, Oregon with her two sons and began teaching journalism, photography, and English at Molalla Union High School. She worked full-time as a teacher and part-time as a flight instructor at Mulino Airport. When she retired from teaching in 1974, she continued flying and was made Chief Flight Instructor for Aurora Aviation in 1978.

She purchased two planes, both Cessnas, and taught her students various ratings including private, commercial, instrument, flight instructor, multi-engine, multi-engine instrument, and air transport pilot.

Until Isabel lost her short battle to cancer, she logged more than 14,000 hours and helped students earn more than 250 flight ratings. She was proud of all of her students, particularly females.

Her life and legacy live on as an inspiration to all her students, friends, family, and those who share in her inimitable love of aviation.

Donations from the following people made this memorial for Isabel T. Martell possible:

AAA Aviation

Advantage Precast

Jeff & Sandy Axel

Mike & Becky Blick

D&D Aircraft Services

Jim & Karen Elkins

Flight Unlimited

Jim Higgins

Craig McLean

Molalla Redi-Mix

Twyla & Ross Poppleton

Jean Schiffmann

Howard and Marla Swafford

Willamette Aviation Service

Maintenance, Inc.

Bob & Jan Asher

Pat & Dick Baker

James & Agnes Clare

Carl Dietz

Gladys & Glen R. Embury

Billy Gambell

Fay & Otto Keller

Pat McNamee

Jeff Wright

Beth Robbins

Jim Smith Excavating

Stan & Christine Swan

Oregon Department of Aviation

Jim Aanes

Aurora Aviation

Bruce & Leann Bennett

Bob Clunes

Cliff & Patricia Dorr

John Farrell

David Gambell

Kenny Kropf

Rose Milbeck

Carol Parhm

Kitty & Floyd Runyan

Rich A. Smith

Tom Van Thiel



The Prospect State Airport renamed after Eugene Burrill

On the 17th of July, 2010, Prospect State Airport was renamed after one of the pioneers in Oregon aviation, Eugene Burrill Sr. The new name is the Eugene Burrill Memorial Airfield at Prospect State Airport. Oregon Aviation board member and outgoing Oregon Pilot's Association president, Joe Smith kicked off the annual Jackson County Search and Rescue Fly-in and Barbecue with a dedication ceremony to unveil the sign commemorating the event. Present to speak in honor of Mr. Burrill was his wife, Gladys and son Mike Burrill Sr, himself a prominent local realtor and former Chairman of the Oregon Aviation Board.



Search and Rescue Fly-in at Prospect State Airport



Aviation Board Member Joe Smith dedicates Prospect Airport in memory of Oregon aviation great, Eugene Burrill.

Joe Smith gave an inspired dedication speech noting Mr Burrill's many contributions to Oregon aviation and cited research he had done that found references to Mr. Burrill's hands on influence in building Prospect Airport. He recounted many examples of Burrill cutting trees to make room for the runway, driving a bull dozer to grade the runway surface, even overseeing the donation of the airport land to Department Of Aviation. He read correspondence that showcased Mr. Burrill's influence and quoted a 1961 memo from Earl Snyder, Oregon Board of Aviation Director to Sam Taylor, Woods Manager for Elk Lumber Co that said: ***“Gene is twisting my arm pretty hard to have some of the taller trees felled that are outside the 1000’ clear area. Some I agreed could be felled but on others he has only been able to twist hard enough to wring out a permission to have some of them topped 75’ from the ground. This would improve the approach area. I guess I am a pretty tough guy to get along with, but Gene seems to be tireless in his determination to have the finest secondary airport in Oregon, so I suppose as he twists harder I will weaken.”***

Joe was followed by Mike Burrill Sr, who also noted his father's influence, taking note of three generations of aviation enthusiasts in the family, proudly introduced a number of the family there in attendance. Last but certainly not least, he introduced Gladys who livened the ceremony with her own special tribute and accepted a framed replica of the sign that commemorated the name change on behalf of the Burrill family. Gladys herself is an extraordinary women in her 90s who still leads an incredible and active life. She completed the Honolulu Marathon in 2010. See related article in this issue of Flight Lines.



Gladys and son Mike Burrill Sr, accept a plaque at the renaming ceremony.



Prospect Airport

Records

92-year-old could be oldest woman in history to finish a marathon



The Honolulu Marathon might have its first world record.

Gladys "Glady" Burrill, a 92-year-old great-grandmother who finished the course on Sunday, Dec. 12, in 9 hours, 53 minutes and 16 seconds, appears to be the oldest female to ever finish a marathon.

The current listing in the Guinness Book of World Records shows Jenny Wood-Allen, age 90, from Dundee, Scotland, as the oldest woman to finish a marathon in 2002 at the London Marathon.

Documents will be filed to confirm that Burrill is indeed the oldest. Marc Roy of Sportstats, the Canadian company which times the Honolulu Marathon, confirmed that Burrill touched every electronic timing pad on the course en route to her finish. Photos were taken of Burrill at various points on the course by ASI Photo, and photos of her were shot at the finish by marathon chief photographer Ronen Zilberman.

Burrill was born on Nov. 23, 1918 in La Center Washington. She is a resident of Prospect, Oregon, but owns a condo in Waikiki Beach where she now spends much of her year.

A former multi-engine pilot, mountain climber, desert hiker and snowshoer, Burrill began marathoning in Honolulu at age 86. She successfully fast-walked her first four Honolulu Marathons to completion but failed at ages 90 and 91 to finish.

In 2008, her husband of 69 years, lumber executive Eugene F. Burrill, died a few days before her race. She went ahead with her attempt in his honor but her emotions weighed her down and she fell ill at mile 25.

In 2009, she said she consumed something in the morning that made her ill and she dropped out at mile 16.

Many thought Burrill would never do another marathon but she was determined to fool them. She walked about 2,600 miles in training in the year leading up to the 38th Honolulu Marathon on Dec. 12. In April she actually walked 26.2 miles on two occasions with a training partner.

Ryan Lamppa, media director of Running USA, which keeps road racing stats, said he is sure Burrill will be declared the oldest female marathon finisher in history. Sources from other running organizations have expressed the same confidence.

Dr. Jim Barahal, president of the Honolulu Marathon, greeted Burrill with a lei as she crossed the finish line on Dec. 12.

A poignant scene occurred before Burrill finished her feat.

Six-time Honolulu Marathon champion and race hall of famer Jimmy Muindi of Kenya happened to still be in Kapiolani Park, after finishing fifth in the men's pro race and participating in the awards ceremony. When he found out Burrill was close to the finish line he rushed out to meet her on the course. She had less than 200 yards to go. Seeing that she was struggling to finish, Muindi offered her words of encouragement and told her to trust in God. Burrill called the gesture "so precious" and said that it energized her.

She and Muindi have been friends since she began walking the Honolulu Marathon in 2004. As has been their tradition, Burrill invited him to breakfast with her family the morning after the marathon.

This article reprinted from:

<http://www.honolulumarathon.org/>

2010 Finish Line News

NATIONAL AVIATION NEWS

From AOPA Online:

TSA won't target small airports:

TSA Assistant Administrator John Sammon said that a supplemental notice of proposed rulemaking working its way through the TSA would reflect the input from AOPA and other GA stakeholders shared in industry working group meetings held last year.

The TSA is working on a new GA security proposal, after deciding to go back to the drawing board on its proposed Large Aircraft Security Program in June 2009 thanks to pressure from Congress and more than 8,000 public comments from the GA community. The original proposal would have applied commercial air carrier security measures to GA aircraft weighing more than 12,500 pounds, regardless of the type of operation. AOPA maintained that it was burdensome and costly, calling for crewmember criminal record checks, watch list matching of passenger manifests, biennial third party audits of each aircraft operator, and new airport security requirements.

AOPA will review the supplemental notice of proposed rulemaking as soon as it is released, although no deadline has been established. The association expects the new proposal to increase the weight threshold and do away with calls for third party audits, watch list matching, federal air marshals on board the aircraft, and airport security program requirements. Also, AOPA believes the proposal will establish "trusted pilots" who have final authority over items and people on the aircraft.

From the FAA: FAA to require re-registration and renewal of all aircraft registrations within next three years (by December 31, 2013). See letter below.

The Department of Aviation continues to move forward in our efforts to provide the very best service and to continue to meet the needs of our customers. Please visit the ODA website at:

<http://www.oregon.gov/Aviation/index.shtml> or email:
www.aviation@state.or.us



U.S. Department
of Transportation

**Federal Aviation
Administration**

Flight Standards Service
Aircraft Registration Branch, AFS-750

P.O. Box 25504
Oklahoma City, Oklahoma 73125-0504
(405) 954-3116
WEB Address: <http://registry.faa.gov>

September 15, 2010

GA AIRPORT MANAGERS
FAA FLIGHT STANDARDS DISTRICT OFFICE MANAGERS

Ladies and Gentlemen:

Your help is requested to inform aircraft owners, operators, and pilots about major changes to the aircraft registration system.

The Re-Registration and Renewal of Aircraft Registration final rule was published in the Federal Register on July 20, 2010. It becomes effective on October 1, 2010. This rule replaces the present indeterminate aircraft registration with a 3-year aircraft registration.

All U.S. registered aircraft have been assigned one of twelve expiration dates and are required to re-register according to a set schedule that runs through December 31, 2013. After making successful application, the re-registered aircraft and all aircraft registered after October 1, 2010, will be sent a new aircraft registration certificate that displays a registration expiration date three years from the last day of the month during which the new registration was issued. After a 30 day courtesy notice, the N-numbers assigned to expired aircraft will be scheduled for cancellation. The cancelled N-numbers will be placed on hold for 5-years during which time they will be unavailable for reservation or assignment to other aircraft.

An "All Aircraft Must Re-Register" poster is enclosed. We ask that you display it at your facility or office in the location where it will be seen by the greatest number of aircraft owners, operators and pilots. A small number of posters are in stock and are available to those facilities that have more than one display location. Contact this office to request additional or replacement copies.

Additional information is available at the Aircraft Registration Branch web pages, <http://registry.faa.gov> and by telephone at 405-954-3116, or toll free at 866-762-9434.

Thank you for your support.

Sincerely,

A handwritten signature in black ink that reads "Walter L. Binkley".

Walter L. Binkley
Manager, Aircraft Registration Branch

Enclosure

Oregon Department of Aviation Project Updates

Aurora

Oregon Department of Aviation Awarded Connect Oregon III funds for Air Traffic Control Tower at Aurora State Airport.

In August 2010 the Oregon Transportation Commission awarded the Oregon Department of Aviation a \$2.69 million Connect Oregon III grant to construct an Air Traffic Control Tower (ATCT) at Aurora State Airport. The construction and operation of an ATCT will greatly enhance safety at one of Oregon's busiest and most operationally diverse airports. Also, inclusion of an ATCT at Aurora State Airport will assist with minimizing noise impacts to neighboring residential areas. Based on a positive Benefit/Cost ratio of 1.64, ODA was accepted into the Federal Aviation Administration's (FAA) Federal Contract Tower program in 2009. Inclusion into this program will provide FAA funding at 100% to staff Air Traffic Controller on a to-be-determined basis.

To facilitate tower design ODA also received FAA Airport Improvement Program (AIP) funds. ODA will visit the FAA's Airport Facilities Terminal Integration Laboratory (AFTIL) in New Jersey in April 2011 to determine the appropriate site and facility requirements of the ATCT. Once site and facility requirements are determined, ODA will move forward with National Environmental Policy Act (NEPA) requirements. ODA anticipates construction of the ATCT to begin in 2012.

In addition to moving forward with the eventual construction of an ATCT at Aurora State Airport, ODA is also in the process of updating the airport's Master Plan. The Master Plan will be updated to look at current and future demand and needs of the airport. To facilitate development of the updated Master Plan, ODA has compiled a Planning Advisory Committee (PAC) of airport and community stakeholders. Members include airport users and businesses and nearby community representatives. It is ODA's philosophy that inclusion of a diverse group of stakeholders on the PAC will provide the department with a wide set of views that will enable the department to make the most informed decisions possible regarding the future of the airport.

For more information concerning the Master Plan and future meeting dates, please visit the Aurora State Airport Master Plan website at www.aurorastateairport.org.

Bandon State Airport

Utilizing an FAA AIP grant, ODA will remove trees that present obstructions to flight operations. The intent of the project is to enhance safe operations by providing a clear approach into the airport. Removal of obstructing trees is in process and is expected to be complete by year's end. Total anticipated cost is \$200,000.

In addition to obstruction removal ODA has also begun the process of designing another safety enhancement to install blast pads and improve the Runway Safety Area (RSA) at Bandon State Airport. Work on the RSA and Blast Pads will occur in summer of 2011 with a total anticipated project cost of \$250,000.

Cottage Grove State Airport

ODA has been designing an obstruction removal project to occur in 2011. As with Bandon, this project's intent is to improve safe operations by providing a clear approach for pilots wishing to use the airport. Work is anticipated to begin in autumn of 2011 and be complete by year's end. A total anticipated cost for this project is \$200,000.

Joseph State Airport

ODA has completed design for a 2011 runway rehabilitation project at Joseph State Airport. The runway has degraded below normal maintenance thresholds and ODA and the FAA have determined that total runway rehabilitation will be necessary. Included with this project will be taxiway and apron improvements. Total anticipated cost is \$2.5 million, with 95% of the project funded by the FAA. Work is anticipated to begin in June/July with completion in August/September of 2011.

Lebanon State Airport

In 2011 ODA will finalize the multi-phase project of drainage improvements, runway overlay, new Medium Intensity Runway Lights (MIRL), and various site improvements. Total projects cost is near \$3 million utilizing primarily FAA AIP funds. Final construction will begin as early as May 2011.

Siletz Bay State Airport

Following ODA's intent of improving safety at state-owned airports, the department is in the process of designing an obstruction removal project at Siletz Bay State Airport. Like Cottage Grove, it is anticipated this project will occur in autumn of 2011 and be complete by December 2011.

Statewide System Planning

Thanks to FAA and ODA funding, the department recently acquired aerial photography for all public-use airports within Oregon's Aviation System Plan. These photos will provide a valuable benefit for airport sponsors in terms of planning and historical purposes. Additionally, ODA hopes to utilize these photos in the future to create a much requested update of the Oregon Airport Directory.

ODA is also partnering with the FAA to coordinate with airport sponsors on each airport's Capital Improvement Plan (CIP). In partnering with the FAA on this effort ODA will be better situated to develop system planning activities, seek non-FAA funding for Oregon projects, and work with airport sponsors to assist with meeting each airport's needs. ODA truly believes this new partnership will be a catalyst for maintaining a positive aviation system within the state.



Aviation News of Interest? Aviation Feature Story?
An Event that's Happening at your Airport? Do you
want to share a story about your town and why to
fly into your airport? If so send your article and
photos to the FlightLines Editor Jim Putnam at:
James.e.putnam@state.or.us

If you are a veteran living in Oregon,
learn about your benefits at:
www.oregon.gov/odva

**It's The Law: All Oregon Pilots & Aircraft Must Be Registered With
The Oregon Department Of Aviation**

The Oregon Department of Aviation is not supported by your tax dollars. We use fees, grants, and leases to maintain a safe and efficient system of airports in the state. For more information go to our website. www.aviation@state.or.us

Please Pay Your Fees

ORS 837.010 Federal pilot certificate required. No person shall fly aircraft in this state unless holding a pilot certificate of competency issued by the appropriate federal agency. [formerly 493.020]

ORS 837.015 Registration of aircraft. Unless exempted by ORS 837.005, no person shall fail to register any aircraft when required by ORS 837.040 to 837.070. [formerly 493.030]

Oregon Aircraft Dealer License are due

If you have not yet paid for 2010 and need an application you may go to our website to download the form.

If you have any questions please contact:

Turise Henthorn 503-378-4880 or 800-874-0102 Therisa.l.henthorn@state.or.us

Department of Aviation Board Meeting

January 28, 2011

Location: TO BE ANNOUNCED

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? ODA, in partnership with the Oregon Pilots Association (OPA), has a volunteer program called Airport Information Reporting for Oregon. (AIRO). This program is designed to have aviation enthusiasts volunteer to help ODA identify items related to safety, maintenance and security.

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: **Mitch Swecker, State Airports Manager e-mail:**

mitch.t.swecker@state.or.us (503) 378-2523.

You can also visit our website at: **<http://www.oregon.gov/Aviation/index.shtml>**



Oregon Department of Aviation
3040 25th Street SE
Salem, OR 97302-1125
web: www.aviation.state.or.us
Editor: Jim Putnam

