



## From the Director

Happy New Year from the Department of Aviation. ODA continues to see changes and has had a year of growth and improvement. We were fortunate enough to hire two truly quality managers, Heather Peck as Construction Projects and Plans Manager and Matt Maass as State Airports Manager over the past several months.

Heather comes to us from Metro In Portland and has done a great job in overseeing several construction jobs she inherited including finishing up Lebanon's 3 year renovation, Bandon obstruction removal and a new blast pad, as well as significant obstruction removal at Siletz Bay. Last but not least, her expertise helped get a complete runway renovation completed on time and under budget at Joseph State Airport. Not bad for less than 6 months work!

Matt Maass comes to us from Kern County Airport near Bakersfield CA where he wore multiple hats in county government in addition to being Airport Manager. He also spent 9 years at Delta Airlines prior to that, so he comes with a depth of experience in both aviation and management. To top it off, he is a licensed multiengine pilot.

We also hired a truly outstanding part time budget analyst, Kristen Forest who, although new to state government, has been a very quick study and is making her presence known on a number of budget and accounting issues.

This year also saw the departure of Steve Beckham from the Aviation Board. Board Chair Mark Gardiner and the Governor's staff have been actively seeking his replacement and we welcome bringing the Board back up to full speed soon. Steve was a great asset to the board and gave his time selflessly for more than 7 years. Aviation Board positions are volunteer positions and Steve was generous with his time dedicated to Oregon aviation. (con't page 2)

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Public Announcements

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: Larry Dalrymple, Nan Garnick,**

**AVIATION BOARD  
MEETING  
Feb 16, 2012  
Location: Salem  
Conference Center**

From the Director Cont:

I will miss Steve's grace, business acumen and sense of humor and wish him safe flying in his future.

Let me also remind airport sponsors and managers that ODA and Oregon Airport Manager's Association (OAMA) will jointly host a spring conference on the 15th and 16th of February at the Salem Conference Center. This promises to be a very good conference with something for both the part 139 airports and general aviation airports as well. Much like last year, the Oregon Aviation Board will host a board meeting on the second day (16th) of the conference so if you are involved in aviation, here's your chance to do "one stop shopping" for airport and aviation issues. See our website for the OAB agenda.

Other changes of note: ODA has transferred all of our administrative services to ODOT from Dept of Administrative Services (DAS). If you do business or have a lease with ODA, you will notice the billing goes to ODOT vice DAS. Please make sure you note this change so we can make sure we credit your account properly.

Let me close by reiterating something from the last issue of FLIGHTLINES. Please let me know your thoughts on how we can best serve Oregon aviation community. Hold my feet to the fire on providing you, the aviation customer, the kind of service that makes you glad ODA exists. Fly safe. Mitch

## State Airports Manager's Corner

Matthew Maass

Greetings from the Oregon Department of Aviation, Airports Division. Winston Churchill said, "To improve is to change; to be perfect is to change often." Following that line of thinking, ODA is nearing perfection. There have been numerous changes at ODA over the past several years and more recently, me being one of them. I am excited to bring my management and aviation experience to Oregon and join the ODA team. While change can often be difficult to predict, our current staff is committed to the long term success of aviation in Oregon. With current staffing levels, necessitated by current economic conditions, ODA is operating lean. However, we have a great staff that is very dedicated and in my short time here; I am impressed by the volume of work that they are able to accomplish.

My focus is to operate the State of Oregon system of airports safely and efficiently; and there are many different methods for accomplishing this task. The current economic downturn has taken its toll on all industries worldwide, with aviation getting hit harder than most. During financially good times, corporate America solved problems by throwing money at them in the form of staffing and materials. Without the perceived unlimited resources, corporate America (or more specifically ODA) has been given an opportunity to be successful through innovation and hard work. As I work to manage Oregon airports safely and efficiently, my commitment to you is to explore every viable solution, in order to solve each challenge that presents itself. I look forward to meeting each of you as I visit the airports around the state.

## SPOTLIGHT ON AIRO

### VOLUNTEER WALT RIDGE, Prospect “Eugene Burrill” State Airport



Walt Ridge busy as always at Prospect

If you've ever flown into Prospect State Airport then you've likely met ODA's most senior AIRO Volunteer, Walt Ridge. He's been serving ODA and Oregon aviators since 1989, performing the duties of airport caretaker and *de facto* AIRO volunteer decades prior to the program's inception in 2007. Walt lives next to the airport and together with his wife, Jenny (who is just as generous with her time and hospitality), they make a great team.

In addition to submitting monthly inspection reports on airport conditions, Walt provides unicom service, maintains the runway edge lighting, records daily weather reports, updates ODA on inclement weather affecting the airport, tracks airplane operational counts and provides ODA with timely information regarding use of the airport. He also hosts the annual Search and Rescue Fly-in which is worth attending if you ever have the opportunity. Walt has definitely set the bar pretty high and has taken volunteerism to

a whole new level.

Born in Tustin, California, he attended school there until graduating from Tustin Union High School in 1949. Afterwards, he briefly attended Santa Ana City Junior College for a year. Due to the Korean conflict, he enlisted in the Navy in 1950 and was ultimately assigned to the destroyer, USS Walker DD723. On June 12, his ship was located off the coast of Korea with Task Force 77 and was hit by either a torpedo or mine. As a result of the attack, 26 of his shipmates died and another 52 were wounded. Obviously, Walt was fortunate enough to make it through the attack. He served 4 years on the ship and was honorably discharged in 1954.

Following Naval service, he became an apprentice carpenter and attended night school to learn building construction and blue print reading. After 3 years, he received his journeyman's card. In 1960, he became a project manager, constructing high-rise, Class "A" concrete and steel structures, mainly consisting of medical offices, hospitals and office buildings in the southern California region. During 35 years in the construction industry he only worked for 5 construction companies and to this day still holds a journeyman carpenter's lifetime card.

Upon retirement in 1989, he and his wife Jenny moved to Prospect. A short time later he received a special invitation from the Navy to go aboard his son's ship, the USS Belleau Wood LHA-3 for a 10 day cruise from San Diego to Seattle. After returning home, they were contacted by Prospect State Airport founder Eugene Burrill and ODA staff about becoming the new airport caretaker. After much thought and discussion they agreed and have been faithfully serving and enjoying their duties for ODA ever since.

## **What's New at Oregon State Airports?**

***In order to keep information relevant and current, please provide PIREPS on airport conditions to the State Airports Manager at 503 378-2523.***

- \* Alkali Lake (R03) The airport is open and located in an open range area. It was last inspected by staff on October 18. The soft gravel runway is in good condition and ODA recommends overflight prior to landing to determine the presence of livestock or wildlife on the runway.
- \* Aurora (UAO) Final stages of the Airport Master Plan. The Airport Master Plan has gone through public meetings over the last year and is now at Federal Aviation Administration (FAA) Northwest Airport District Office in Renton Washington. The Department of Aviation (ODA) has selected Mead and Hunt to design the ATC Tower at UAO. ODA is hopeful to break ground Fall of 2012.
- \* Bandon (S05) The Runway End Safety Areas were rebuilt, two 80'x100' paved Blast pads were constructed at both runway thresholds and the entire runway was remarked. The project was funded through an FAA Airport Improvement Program grant. Crack sealing and restriping of the taxiway and parking ramp were accomplished utilizing ODA Pavement Maintenance Program funds. Due to significant obstructions to the approach, the PAPIs serving Runway 16 are NOTAM'd out of service indefinitely. The FBO underwent a name change from Frank's Flight Service to Bandon Aviation Services. They still provide Unicom service on 122.80 and can be reached at (541) 347-2022.
- \* Cape Blanco (5S6) A new entrance gate was installed as a deterrent to improper airport usage. Crack sealing and restriping of the runway and taxiway were accomplished utilizing ODA Pavement Maintenance Program funds.
- \* Cascade Locks (CZK) No change.
- \* Chiloquin (2S7) The airport is open, however this may change after the first winter snow. Due to the poor condition of the runway pavement, it will not be plowed and therefore will be subject to temporary closures, so be sure to check NOTAMs. A new lighted wind cone and Pilot-Controlled Lighting Transmitter were installed utilizing funding provided through FAA Airport Improvement Program grant. The runway is scheduled for repair in the near future.
- \* Condon (3S9) High level of wildlife activity near runway. Pilots are to be cautious when approaching and departing the runway environment.
- \* Cottage Grove (61S) A new lighted wind cone and Taxiway edge retro-reflectors were installed utilizing funding provided through FAA Airport Improvement Program grant. The same grant program will fund an obstruction removal project scheduled for next year to remove trees obstructing both runway approaches. After the trees are removed, the Runway 15 PAPIs will be returned to service. Deer and large gaggles of Canadian geese are often found on or near the runway during early morning and late evening hours, so ODA recommends overflight prior to landing to move birds and animals.
- \* Crescent Lake (5S2) Warning Airport. Closed annually from November 1- May 1 via notice published in the Airport and Facility Directory. The closure may be extended due to lingering snow conditions, so be sure to check NOTAMs and contact ODA for updates on actual airport conditions.

- \* Independence (7S5) No physical changes for the airport in 2011. In the past, 7S5 would get above average water which caused high water level for the airport. ODA has mitigated some flooding issues for this winter season.
- \* Joseph (4S3) Joseph has a new runway! ODA finished a project that had to be accomplished prior to first snow fall for 2011 winter season! ODA's project team comprised of W&H Pacific Engineering and Design, and High Dessert Aggregate and Paving reconstructed the entire runway in 77 days. The project consisted of redesigning the sub-base gravel to pavement, and drainage that covered 5,200' ft by 60'ft wide.
- \* Joseph State Airport



...before...



...During



...And After

- \* Lebanon (S30) The last phase of an FAA funded AIP project is complete. The airport received a new Pilot-Controlled Runway edge lighting system, lighted Airfield Guidance Signage, lighted wind cone and

- \* McDermitt (26U) The airport is open, however it receives irregular winter maintenance and may be subject to temporary closures when covered in snow, so be sure to check NOTAMs and call ODA for updates. Three new wind cones (centerfield lighted) and a Pilot-Controlled Lighting Transmitter were installed utilizing funding provided through FAA Airport Improvement Program grant.
- \* McKenzie Bridge (00S) Warning Airport. This turf strip airport is closed for the winter and will be re-opened May 1. A large parcel of trees at the west end of the airport along the north side of the runway have been removed by the USFS and the area is designated for a helicopter parking area.
- \* Mulino (4S9) High level of wildlife activity near runway. Pilots are to be cautious when approaching and departing the runway environment. Avgas 100LL available at the airport.
- \* Nehalem Bay (3S7) High level of wildlife activity near runway. Pilots are to be cautious when approaching and departing the runway environment.
- \* Oakridge (5S0) The airport is open, however it receives irregular winter maintenance and may be temporarily closed when covered by snow, so be sure to check NOTAMs and call ODA for updates. Crack sealing and restriping of the taxiway and parking ramp were accomplished utilizing ODA Pavement Maintenance Program funds.
- \* Owyhee Reservoir (28U) Warning Airport. This is our only state-owned expeditionary airport and is accessible only by boat or aircraft. The airport has not been inspected for two years by ODA staff, so use at your own risk. A new wind sock was put up last summer by a pilot group and we received numerous PIREPS that the runway is rutted. ODA recommends overflight of runway prior to landing to ascertain conditions are safe for landing. Please provide PIREPS on airport conditions to the State Airports Manager at 503-378-2523 or Airport Operations Specialist at 503-378-4176. See additional information at <http://www.aviation.state.or.us/Aviation/warning.shtml>
- \* Pacific City (PFC) A reminder to all pilots PFC is WARNING Airport. ODA recommends contacting the department prior to use call 800-874-0102. The airport has 1,875'ft long runway with a displaced threshold at the northern end of 300'ft. The runway is narrow 30'ft wide. It is recommended if weather permitting to land from the south. During high tide airport can be flooded from tide waters. Pilots are advised to use caution when operating in and out of PFC. Be prepared to go around if conditions are not conducive to land.

- \* Pinehurst (24S) Warning Airport. The airport is open and was last inspected September 13. It receives irregular winter maintenance and may be temporarily closed when covered by snow, so be sure to check NOTAMs and call ODA for updates. See additional information at <http://www.aviation.state.or.us/Aviation/warning.shtml> Crack sealing and restriping of Runway 4-22 were accomplished utilizing ODA Pavement Maintenance Program funds.
- \* Prospect (identifier 64S) The airport is currently open for daytime operations, but closed for night operations, except for emergency use, due to tall, unlighted obstructions on runway centerline. Due to the significant cracking in the pavement, the runway will not be plowed during or after snow storms and will be temporarily closed until the snow is melted. Be sure to check NOTAMs and for updates on airport conditions by calling the State Airports Manager at 503-378-2523 or Airport Operations Specialist at 503-378-4176.
- \* Rome (REO) The airport is open and was last inspected by staff on September 27. The soft gravel runway is in good condition, however it is limited to 8000 lbs single wheel gear. ODA recommends overflight prior to landing to determine the presence of livestock or wildlife on the runway.
- \* Santiam Junction (8S3) Warning Airport. This pumice-gravel airstrip is closed annually from November 1 - May 1 via notice published in the Airport and Facility Directory. The closure may be extended due to lingering snow conditions, so be sure to check NOTAMs and contact ODA for updates on actual airport conditions.
- \* Siletz Bay (S45) ODA has completed obstruction removal project for the approach ends of runway. CAUTION TO PILOTS; when approaching and departing Runway 17, due to golf course and high flying golf balls at the north end of airport.
- \* Toketee (identifier 3S6) Warning Airport. This turf airstrip is closed annually from November 1 - May 1 via notice published in the Airport and Facility Directory. The closure may be extended due to lingering snow conditions, so be sure to check NOTAMs and contact ODA for updates on actual airport conditions.
- \* Toledo (identifier 5S4) Warning Airport. Exercise caution. Short, narrow runway with significant obstructions on extended runway centerline requiring angled approaches to line up on centerline. Ramp is in poor condition. Department of Aviation has received several phone calls on noise issues. To all pilots that use our airports please fly neighborly. Try not to fly over residential areas and continue to fly in safe and appropriate manner. A Reminder, ODA recommends contact the department prior to use at 800-874-0102.
- \* Wakonda (identifier R33) Warning Airport. The turf runway is firm and in good condition, however it can become soggy quickly after heavy winter rains. ODA recommends overflight prior to landing to determine the presence of elk on the runway. See additional information at ODA web sit.
- \* Wasco (35S) PILOT CAUTION: with the increase in wind turbines in the Columbia River Gorge, Wasco

From the FAA: Nearly one-third of all fatal accidents occur during maneuvering flight, in part because maneuvering at low altitude limits the amount of time a pilot has to recover. Maneuvering flight is basically any type of flying performed close to the ground—even the traffic pattern is considered maneuvering! Here are some do's and don'ts that can help keep you safe:

### Do's

- ⇒ Remember that the majority of fatal stall/spin accidents occur at low altitudes because the closer you are to the ground, the less time you will have for recovery.
- ⇒ Practice stalls or approaches to stall at a safe altitude. If you are rusty, take a CFI with you.
- ⇒ Fly at a safe altitude so that you won't be surprised by obstacles that may require abrupt maneuvers to avoid.
- ⇒ Remember that turns and sudden climbs increase the wing loading, which in turn will increase the stall speed, sometimes dramatically.

### Don'ts

- ⇒ Explore the flight envelope close to the ground
- ⇒ Exceed 30 degrees of bank angle in the traffic pattern
- ⇒ Buzz or otherwise show off with an aircraft. Not only are you putting yourself at risk but your pilot certificate, too. Many of the complaints FAA receives include cell phone pictures and videos.
- ⇒ Attempt maneuvers for which you have not been trained. Get a CFI on board the first time.

Along with the safety note above, ODA received the invitation below to a safety seminar in Portland. I pass it along to any of or those who think this would be beneficial to them. Fly Safe. -Mitch

**AIR SAFETY INSTITUTE SEMINAR SERIES**

**Don't repeat the mistakes of others...  
Help rein in the fatal accident rate!**

The general aviation accident rate is not dropping, and pilots continue to find themselves in the same accident-causing scenarios that have been plaguing us for years. Be part of the safety conversation as the Air Safety Institute digs a little deeper into the top pilot-related accident categories, why they are what they are, and how you can avoid falling into them!



**A LIFE-SAVING SEMINAR**

**ATTEND THE  
WANTED: ALIVE!  
REINING IN THE FATAL  
ACCIDENT RATE  
SAFETY SEMINAR**

Tuesday, February 21, 2012  
7:00 - 9:00 p.m.  
Holiday Inn Portland Airport  
8439 N.E. Columbia Blvd.  
Portland, OR 97220

Sponsored by:



No RSVP required. Questions? Contact FAA Accident Prevention and JAA Wings.  
For more information on seminar locations, please visit [www.airinstitute.org/seminars](http://www.airinstitute.org/seminars).  
The Air Safety Institute is a Division of the AOPA Foundation.



Lebanon Airport at Sunset –Photos courtesy of Tim Tebo Lebainair Aviation



## FAA NEXTGEN NAVAIDS TRANSITION NPRM AVAILABLE FOR COMMENT

FAA is seeking comments on a proposed transition of the U.S. National Airspace System (NAS) navigation infrastructure to enable performance-based navigation as part of NextGen. FAA plans to transition from defining airways, routes and procedures using VHF Omni-directional Range (VOR) and other legacy navaids towards a NAS based on Area Navigation (RNAV) everywhere and Required Navigation Performance (RNP) where beneficial. As mentioned a few weeks ago, FAA plans to decommission legacy navaids like VORs and is asking for comments which are due **March 7, 2012**. Please see the Federal Register for details. To review and learn how to submit comments; go the Federal Register, vol 76, No 241 Page 77939

## HANGAR FOR SALE



Siletz Bay Airport (S45)  
43.5' Wide 35.5 Deep 39'  
Open Door  
Water & Elec,  
Small Office  
Bay Window

Asking \$28,500

Ron Lyall  
Hm (360) 604-9549  
Cell (360) 904-1642  
[rlseabee@comcast.net](mailto:rlseabee@comcast.net)

# The FAA has approved a new avgas standard

For use in aircraft that now fly in 100 octane low lead (100LL). The new specification, called 100 VLL (Very Low Lead), contains 19% less lead than the current specification, according to a Special Airworthiness Information Bulletin (SAIB NE-11-55) issued by the FAA Sept. 14. The FAA collaborated with industry on the ASTM International task force that evaluated data supporting the incorporation of grade 100VLL into specification D910 and has determined that grade **100 VLL meets all of the performance requirements of grades 80, 91, 100 and 100LL** and will perform identically in existing aircraft and engines. The color of 100VLL will be blue and identical to 100LL. No changes are required to maintenance documents, flight manuals or aircraft placards for its use.

## **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](http://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**

***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](mailto:www.aviation@state.or.us)*



## ***DID YOU KNOW?***

**ORS 837.020 requires every pilot operating within Oregon to register w with the Oregon Department of Aviation.** By law, registration must take place within 60 days of issuance of any "appropriate effective federal certificate, permit, rating or license relating to competency as a pilot" - with the exception of student pilots, who must register prior to their first solo flight. Non-resident pilots must also register with Dept of Aviation if flying in Oregon. Only non-resident pilots flying in order for major air carriers are exempt from pilot registration requirement, so long as they do not engage in any recreational flying or personal business, such as charter, agricultural operations, flight instruction, etc. in Oregon.

Registration fees are set by statute at a mere \$12 initial fee for the first year. They are subsequently renewable on the anniversary of the original registration for \$24, which covers a two-year window of time. Every registered pilot must notify the Department in writing within 30 days of a change of address or change of name.

**Certificate of Oregon Pilot Registration.** Every pilot operating within Oregon must present a federal certificate of competency and state certificate of registration upon demand. The certificate of registration shall be kept in the personal possession of the pilot when operating aircraft within this state.

**Dedication of Oregon Pilot Fees to Air Search & Rescue.** Pursuant to ORS 837.035, proceeds from Oregon Pilot Registration fees are deposited in a dedicated account which funds Air Search & Rescue through the Department of State Police, Office of Emergency Management. This revenue stream is dedicated to funding all expenses incurred in conducting activities authorized under ORS 401.555 to search for lost planes, as well as search and rescue of lost persons. The funds are also used to provide pilot survival education and training.

If you have questions about registration requirements, you may contact ODA by telephone: **800-874-0102** or by e-mail at [aviation.mail@state.or.us](mailto:aviation.mail@state.or.us).



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](mailto:James.e.putnam@state.or.us)

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



*New Blast pads under construction at Bandon State Airport*

# Department of Aviation Board Meeting

February 16, 2012

10:00 AM – 2:00 PM

See our website for agenda

Location: SALEM, OREGON CONFERENCE CENTER

**Where to find non-blended fuel. Go to the ODA website at:**

**[www.oregon.gov/Aviation/index.shtml](http://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: **Matt Maass, State Airports Manager**

**e-mail: [Matthew.D.Maass@state.or.us](mailto:Matthew.D.Maass@state.or.us) (503) 378-2523.**

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



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Editor: Jim Putnam



From [www.FlightGlobal/Blogs](http://www.FlightGlobal/Blogs)



It pays to advertise!

A general aviation pilot called for a priority landing because his single-engine aircraft was malfunctioning. Air Control told the GA pilot that he was number two, behind a B-52 that had one engine shut down. "Ah," the GA pilot remarked, "The dreaded seven-engine approach."

Have a better aviation story or joke to tell? Please send them to the editor. From the two above, we need all the help we can get.