



Flightlines

SUMMER
2007
ISSUE

From the Interim Director, Oregon Department of Aviation:

It looks like 2007 is shaping up to be a very interesting and red-letter year for aviation. With so many innovations and changes to aviation going on at one time, your Department of Aviation is running at full throttle. Just a few of the issues and initiatives include: guest speakers and more information regarding the Congressional reauthorization of the Federal Aviation Administration regulations, the implementation of the next-generation Automatic Dependent Surveillance - Broadcast System (ADS-B), regional air service initiatives, Oregon's Statewide Aviation Master Plan and Economic Study, Oregon's *Connect Oregon II* financing of transportation systems, and many, many more projects.

Currently, there are a number of legislative proposals, both federal and state, that we are tracking closely. Along with the proposed legislative measures, including the *Connect Oregon II* measure, we look forward to opportunities to coordinate with stakeholders within the aviation industry and the general public to continue to enhance aviation infrastructure for better public safety, recreation, economic development, and emergency preparedness in Oregon.

Oregon's innovative ADS-B project will include installing nine (9) Ground-Based Transceivers (GBT), covering most of the state. These GBTs will provide real-time information to all using aircraft, including traffic, flight, noticing, and textual weather information. The first three installed ground stations at Salem, Eugene, and Medford will be connected to Traffic Information Services – Broadcast (TIS-B) radar during April - May 2007. The next six locations selected for GBTs are: North Bend Municipal Airport, Eastern Oregon Regional Airport, Baker City Municipal Airport, Burns Municipal Airport, Roberts Field Airport, and Grant County regional Airport.

The proposed *Connect Oregon II* legislation will be considered by the Oregon House during the next few months. To learn more about CO II, please visit the website at:

<http://www.oregon.gov/ODOT/COMM/CO/index.shtml>.

I look forward to meeting more and more of Oregon's aviation community within the next few weeks. And, schedule time and resources soon so that you can attend and support our hosting of the 2007 NASAO Annual convention. Oregon is a leader in aviation – let's prove it at the September 8 – 12, 2007 conference.

Dan Clem

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Unlike the boundaries of the sea by the shorelines, the "ocean of air" laps at the border of every state, city, town and home throughout the entire world.

L. Welch Pogue

Reporting Based Aircraft

The FAA has requested all managers of General Aviation Airports receiving Federal grant-in-kind assistance, verify the number of based aircraft by submitting their list of "N" numbers. This information is used to make decisions for planning and funding and to forecast trends in aviation. The Oregon Department of Aviation encourages all airport managers to report your based aircraft by "N" numbers, to: <http://www.gcr1.com/5010ba/> or e-mail as an attachment to BasedAircraftSupport@gcr1.com

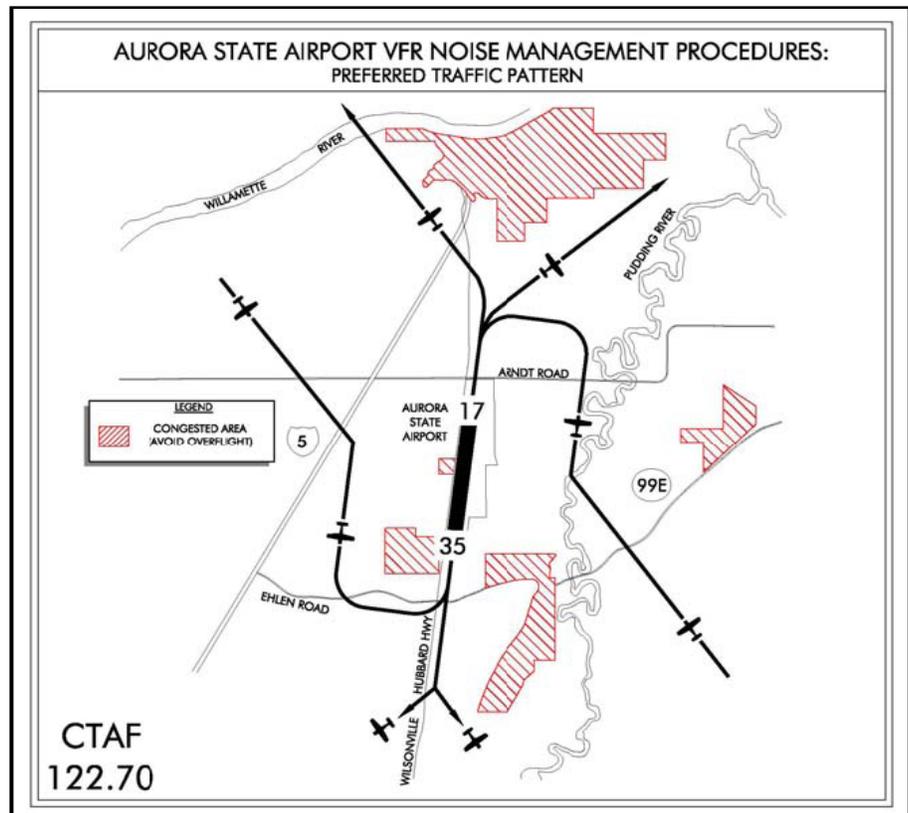
Oregon Statute 837-040 requires aircraft based or flown in Oregon to register with the Oregon Dept of Aviation. This registration must be renewed annually. Accurate aircraft counts will help to supply Oregon Airports with additional funding....THIS IS POSITIVE FOR ALL!!! For more information on registering your aircraft with Oregon, contact Robin at ODA (503) 378-4880 or e-mail at Robin.Ricard@state.or.us.

Fly Friendly to Reduce Airport Noise

Most individuals who reside close to an airport either enjoy the flight activity or can live with airplane noise. However, there are a number of people who are irritated by this sound that invades their residence. As users of airports, pilots can be better neighbors to everyone in our communities. Several suggestions for Oregon pilots to “fly friendly” are:

- Fly above minimum safe altitudes, except when necessary for takeoff or landing
- Become aware of noise-sensitive areas and avoid low flight over these areas
- Learn and fly an airport’s noise arrival and departure procedures (when published)
- Fly an airport’s standard or specific traffic patterns and altitudes
- Minimize constant-speed-propeller adjustments in the traffic pattern to reduce rpm changes and the associated prop noise.
- Reduce to climb power on takeoff as soon as practical
- Climb at best-angle-of-climb until crossing airport boundary, then climb at best rate
- Fly low-power stabilized approaches and avoid low, high power approaches when conditions allow
- Avoid prolonged runups, particularly near the airport’s perimeter
- Practice multiple approaches away from highly congested residential airports if practical

Remember, as pilots and pro-aviation enthusiasts, we need to appreciate and be considerate of our neighbors and the surrounding communities. However, under no conditions should we jeopardize safety or compliance with the regulations in the operation of our aircraft. Fly safe, and fly neighborly.





Oregon Aviation Hall of Honor / 4th annual Celebration

Sunday October 22, 2006 – The Evergreen Aviation Museum

By Katherine Huit, Director of Collections

Edited by Tammy Cavilee, ODA

Five Oregonians, selected for their outstanding contributions and achievements in the field of aviation were inducted into the Oregon Aviation Hall of Honor this year.

Myron H. “Buz” Buswell

A third generation Oregonian who busied himself creating crude solid wood model airplanes as an adolescent, Myron H. “Buz” Buswell built his first homebuilt aircraft after obtaining his pilot’s license and soloing in 1938. Buz was launched into a life-long passion for aviation, which led him through WWII as a B-24 *Liberator* pilot and an active participant in the Experimental Aircraft Association.

Vern C. Gorst

Known in commercial aviation circles as the “Grand Dad of United Air Lines”, Vern Centennial Gorst knew how to move the mail. Beginning with ground transport in 1904, Gorst received the first Pacific Coast Air Mail contract in 1925 and delivered the mail through the auspices of his Pacific Air Transport company. He later brought Boeing Air Transport, Pacific Air Transport, Varney Air Lines, and National Air Transport into one organization known as United Air Lines to fly the Pacific Coast routes.

Elrey Borge Jeppeson

Flying as a reserve pilot for the Boeing Air Transport Company, Jepp realized the need for aeronautical charts for safe flight, and began recording field lengths, slopes, drainage patterns and information on lights and obstacles. Before long, other pilots became aware of Jepp’s “little black book” and began requesting copies of their own. Today, Jeppeson’s charts are a staple found in most pilots’ navigational tools.

George Milligan

While employed by the Federal Aviation Administration, George Milligan observed the need of polio patients for transportation to hospitals where they could obtain adequate medical care, and in 1949 founded Mercy Flights, Incorporated as the first non-profit air ambulance service. He served as Mercy Flights’ board chair, chief pilot and spokesperson, flying more than 11,000 patients in southern Oregon and northern California before his death transporting a patient in Medford in 1985.

Delford M. Smith

Delford M. Smith gained a strong work ethic at a very young age. He traded work for flying lessons, and obtained his pilot’s license by age 16. While attending the University of Washington, he worked as a crop duster to pay his tuition. After graduation, he became an officer in the United States Air Force (1953) and served in Korea. He began flying helicopters commercially in 1956, working with Dean Johnson, and in 1960, he founded Evergreen Helicopters, Inc., the first of seven synergistic aviation service companies.

Applications for 2007 Hall of Honor inductees are now being accepted. Please send full name, title, contact information, photograph, full biographical information and the reason for the recommendation of the individual to publicity@sprucegoose.org. All submissions will be considered by the Hall of Honor Committee.

Traffic Advisory

By: Tralee Knapp

Background

The Oregon Department of Aviation has a mission to promote safe operations at airports in Oregon. We have had some recent requests for the Department to address the concerns of pilots speaking correctly on a CTAF (Common Traffic Advisory Frequency).

Pilots might need to read up on the Aeronautical Information Manual (AIM) section on traffic advisory (Section 4-1-9). This is especially critical if you have not flown in awhile and are planning a trip to another airport. These guidelines below are outlined in the AIM under section 4-1-9.

Airport Operations without Operating Control Tower

While there is no substitute for alertness while in the vicinity of an airport, having a good understanding of where the traffic is can help with situational awareness. It is essential that pilots be alert and look for other traffic and exchange traffic information when approaching or departing an airport without an operating control tower. Some aircraft may not have communication capability or, in some cases, pilots may not communicate their presence or intentions when operating into or out of such airports.

It is a good idea to start monitoring the CTAF 10 miles out from the destination airport. If pilots are departing an airport they should monitor the CTAF from start-up, during their taxi and thereafter, until they are 10 miles from the originating airport.

Self-Announce Position and/or Intentions

As mentioned in the AIM, the phrase "*Traffic in the area, please advise*" is not a recognized self-announce position and/or intention phrase and should not be used under any condition. This phrase gives the impression that the pilot has not been listening to the CTAF 10 miles out and now wants all pilots in the area to stop following proper radio procedures and talk to them. This will also create a false impression to the pilot that no other traffic is in the area, which is simply not the case. Finally, even if all the pilots on the CTAF were to respond to them the frequency would overload and no one would be able to hear anything thus making the CTAF unusable to everyone. Here is a proper inbound example: *Aurora traffic, Cessna Niner Seven One Eight Zulu, 10 miles to the North, 4500 descending, runway one seven, full stop, Aurora.*

Pilots flying instrument approaches should be particularly alert for other aircraft that may be departing in the opposite direction. This is true with Aurora State Airport. When pilots are conducting any practice approach, regardless of its direction relative to other airport operations, pilots should make announcements on the CTAF of the position and intentions.

Pilots that are departing an airport should make calls before taxiing and before taxiing on the runway for departure. It is an excellent idea to monitor the CTAF during start up and taxi so pilots have a good idea of where the traffic is before they even take off. Here is an outbound example: *Aurora traffic, Cessna Niner Seven One Eight Zulu, ready to taxi 35, VFR, departing to the northeast, Aurora. Or Aurora traffic, Cessna Niner Seven One Eight Zulu, just departed runway 35, left crosswind for a left downwind departure, Aurora.*

If you have any questions or concerns regarding communications at state-owned airports please contact Tralee Knapp at the Oregon Department of Aviation at 503-378-6275.

SPOTLIGHT ARTICLES

**ATC APPROACH CONTROL RADAR FACILITY UNDER CONSTRUCTION AT
REDMOND MUNICIPAL-ROBERTS FIELD**

The FAA has started construction of the ATC Approach Control Radar facility located on Redmond Airport (RDM). This new facility, when completed, will provide coverage from the ground to 8,000 feet at Redmond Airport and significantly improve coverage at Bend Airport, Prineville Airport, and other airports in central Oregon. Redmond Airport assisted the FAA by installing power and phone lines to the site, saving the FAA money and speeding up the project by several months. The first phase of the project should be completed in May, commissioning in March of 08.

According to Carrie Novick, Manager of the Redmond Airport, "Without the support of Senators Smith and Wyden and Congressman Walden, as much as this is needed, it would not be constructed. This is a huge improvement for aviation in Oregon and fills an important gap for both IFR aircraft and VFR pilots wanting flight following through central Oregon."

NOTICE TO PILOTS FROM AURORA AVIATION

We've been asked by the owner of the 7S9 airport to post and distribute information on the need for traffic separation between his privately owned / public use airport and the Aurora traffic pattern.

Lenhardt Airpark is only 5 miles (NM) south/southeast (165 degrees) from the Aurora Airport, they use CTAF frequency 122.9 and have a left-hand traffic pattern. They have a non-standard; 1000 foot MSL (800 foot AGL) traffic pattern; modified to increase safe separation with Aurora's 1200 foot pattern, but still have observed aircraft inbound to or outbound from Aurora disrupting and/or flying through their pattern.

Please familiarize yourself with this airport and "pass the word" to local and visiting pilots to avoid any conflict. Thank you, Aurora Aviation

COMMERCIAL AIR SERVICE RETURNS TO SALEM

Efforts by the City of Salem to regain commercial air service were successful with the formal announcement by Delta AirLines to begin service June 7, 2007. Service will utilize 50 passenger jets connecting through Delta's rapidly growing hub at Salt Lake City. Salem was successful in acquiring a Small Community Air Service Development Grant and utilized an Aviation Travel Bank coordinated by the Salem Area Chamber of Commerce to help attract the Delta Service. The City has constructed a new security screening and hold room to meet enhanced TSA security requirements and undertaken extensive renovations of the terminal building.

Recruitment of the new jet service was coordinated by Oregon based Mike Boggs with Mead & Hunt. Additionally, the Oregon Department of Aviation is providing marketing assistance through an Air Service Development program. Security screening is being provided by the Transportation Security Administration (TSA).

Local access to commercial air transportation is seen as a vital link in Salem's economic development and a long-term goal of City government and the business community.

Sponsoring an event at your Airport? Want to share a story about your town and why to fly into your Airport?

Submit an article via e-mail: jody.brewer@state.or.us

Note in subject: to be featured in the next flightline issue as a "Spot light Article"

NASAO
Annual Convention
& Trade Show
Portland, Oregon
Sept 8 –12, 2007



The Oregon Department of Aviation is very excited to host the 76th Annual Convention of the National Association of State Aviation Officials (NASAO). The convention will be held at the Downtown Marriot in Portland Oregon, Sept 8– 12, 2007.

This year the agenda will include congressional speakers, forums on FAA Reauthorization, Next Generation ADS-B technology, and other cutting-edge issues affecting the aviation community.

This is a premier opportunity to meet face to face with aviation officials across the nation.

For Exhibitor and Sponsorship information on the convention, please go to:

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

Contact Jody Brewer at Oregon Department of Aviation (503) 378-2197.
jody.brewer@state.or.us

NASAO contact: Michelle Lewis (301) 388-0587, mlewis@nasao.org

The State Aviation Board consists of seven members appointed by the Governor and confirmed by the Oregon Senate. The Board provides policy direction to the Director and the Department.

Members of the State Aviation Board:

Michael Burrill, Sr., Chair; Chris Corich, Vice-Chair

Board Members: Carrie Novick, Steve Beckham,

Jack Loacker, Joe Smith, Vacant

Flightlines

DATE	EVENT	LOCATION	MORE INFO.
May 18-20 May 29-30 June 1-3	EAA's B-17 Tour "Keep it Flying"	Mahlon Sweet Field (EUG) McNary Field (SLE) Hillsboro Airport (HIO)	www.B17.org www.EAA.org
May 28	Pilots Memorial Day Event	Independence State (7S5)	www.eaa292.org
June 8-10	Rogue Valley AirFest	Rogue Valley Intl. (MFR)	www.oregonairfestival.org
July 11-15	Northwest EAA Fly-In	Arlington Municipal (1S8)	www.NWEAA.org
July 21	OR Antique & Classic Fly-In	Cottage Grove State (61S)	jhusser@minetfiber.com
July 21-22	51 st Annual Mulino OPA Chapter Pancake Breakfast	Mulino Airport (4S9)	cmillar@web-ster.com
July 21-22	18 th Annual Fly-In Sponsor: Jackson Co. Search&Rescue	Prospect State AP (64S)	flyguy6956@earthlink.net
July 27-29	Mosquito Festival: Fly-In, etc.	Paisley Oregon (22S)	PaisleyOregon@aol.com
Aug. 4	Hot August Flights	Salem Airport (SLE)	www.hotaugustflights.com
Aug.10-12	Oregon International Air Show	Hillsboro Airport (HIO)	www.oregonairshow.com

Special Youth Opportunities

- Aviation Careers Education (ACE) Academy: June 26-30, 2007 (9th & 10th grade students), some scholarships are available. For more information visit www.airwayscience.org
- Centers for Airway Science in cooperation with Pearson Air Museum: Summer Camp for students age 9-13: July 10-14, 2007. Pilot support sought. For info.visit www.airwayscience.org

SPOTLIGHT ARTICLE: Café 3456' now open at Bend Airport

(Source: Gusto Magazine – Winter 2006)

There are many unexpected discoveries to be made at Café 3456'. First of all, there is the unusual but lovely location; the second floor of the Professional Air Building at the Bend Airport. Secondly, there is the café's numerical name; 3456 is the approximate elevation of the site in feet. Finally, there is the establishment's surprisingly gourmet lunch menu, which features local game enhanced by Italian and Mediterranean influences. The restaurant is also available for private parties in the evening. Café 3456' is operated by co-owners Dave Hatfield and Sarah Woltanski.

Hours of operation: 7am to 2pm M-F and 8am to 3pm Sat. & Sun., serving breakfast, lunch, and deli-style take-out. Café 3456' is located at 63136 Powell Butte Highway in Bend. For more information, call 541-318-8989 or visit www.cafe3456.com

Oregon Department of Aviation

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Salem, OR 97302-1125

AVIATION BILLS BEFORE THE OREGON LEGISLATURE 2007

BILL	DESCRIPTION	COMMITTEE	CURRENT STATUS
139	Airport Closure Notice	Workforce & Econ Dev	Several work sessions. Amending days required for notice.
2653	Fuel Tax	Trans. Then to Revenue	Hearing Scheduled Apr 30, HR 357, 3 p.m.
807	Tax Increment Financing	Finance and Revenue	Hearing held Apr 18. Moved to finance and Revenue
784	Bonds	Bus, Trans, Workforce. Then to Finance, then Ways	Public Hearing held Apr 4. Nothing further at this time
3153	Urban Growth Boundary	Land Use Fairness	Meeting Held Apr 12. Amendment will be added and voted on later.
5004	ODA Financial	Ways & Means. Subcomm: Trans & Econ Dev	First Reading Jan 1. Nothing further at this time.
2644	Redmond Airport	Trans & Subsequent Ways	First Reading in Feb. Nothing further at this time
2278	Lottery Funds	Trans & Subsequent Ways	Recommendation: Pass w/ amendments.
2243	License Term	Gov Acct & Info Tech	Work Session held Apr 17 Amendments will be written Next meeting first week May