

From: [BEACH Anthony](#)
To: [MORRIS Alexis](#)
Subject: October 1st Board Meeting Materials
Date: Thursday, September 24, 2026 4:51:44 PM
Attachments: [FLIGHTLINE 2019 \(FINAL-Print\).pdf](#)

Hi Alexis,

Could you please forward this attachment and email to the Board for the upcoming October 1st 2026 meeting?

ODAV has always appreciated the volunteer efforts and local support from the Friends of Pacific City State Airport. As presented in the September 3rd 2026 meeting, the Pacific City State Airport continues to be encroached by hazardous development and incompatible land uses unrelated to the Friends' 2018 Request For Information (RFI) document and 2021 Memorandum of Understanding (MOU).

Tony Beach

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

From: BEACH Anthony
Sent: Friday, September 18, 2026 2:46 PM
To: 'Robyn Holdman' <robyn@friendsofpacificcitystateairport.com>
Cc: 'Legislative Affairs - Becky' <legislative@oregonpilot.org>; 'Sally Rissel' <heronlanding123@gmail.com>; 'Schuster, Brad' <brad.schuster@aopa.org>; SUGAHARA Kenji <Kenji.SUGAHARA@odav.oregon.gov>
Subject: RE: ODAV Flightlines Magazine, March 2019

Hi Robyn,

We only have an electronic copy, please see attached.

The numerous presentations and newsletters we send out highlighting the Friends' efforts show the respect and appreciation we still have for the group. Of course I am happy to share the 2019 issue with the Board.

Sincerely,

Tony Beach

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

From: Robyn Holdman <robyn@friendsofpacificcitystateairport.com>
Sent: Friday, September 18, 2026 10:32 AM
To: BEACH Anthony <Anthony.BEACH@odav.oregon.gov>
Cc: Legislative Affairs - Becky <legislative@oregonpilot.org>; Sally Rissel <heronlanding123@gmail.com>; Schuster, Brad <brad.schuster@aopa.org>
Subject: ODAV Flightlines Magazine, March 2019

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.

Tony,

Please send a hard copy of the ODAV Flightlines Magazine to the ODAV Board Members before the October 1, 2026 Board meeting.

If your office no longer has the magazine in hard copy, please ask your marketing coordinator to send the information digitally.

The ODAV magazine clearly showcases the respect and appreciation the agency's leadership had for Friends of Pacific City State Airport by printing and distributing the magazine. The ODAV Board should see the magazine feature.

Please confirm receipt of this request and acknowledge that you will honor it.

Robyn Holdman

FLIGHTLINES

MARCH 2019

FEATURE: PACIFIC CITY STATE AIRPORT

A CITY BUILT BY AVIATION

MARY BUELL & SALLIE RISSEL

HISTORIC AIRPORT FINDS NEW FRIENDS

ROBIN HOLDMAN

CITIZENS OF THE YEAR

MARY BUELL

PACIFIC CITY AIRPORT GUIDE

OREGON DEPARTMENT OF AVIATION

@ORAVIATION



DIRECTOR STANSBURY

THERE'S NO PLACE LIKE HOME



I am so pleased to be back in Oregon! Many things have changed in the 22 years since I left, but many of my favorite things have remained the same. The incomparable beauty and diverse landscapes, the genuine friendliness of the people, and the passion and commitment of the aviation community were some of my strongest memories of Oregon, and I am pleased to see they have not changed.

Many of the challenges facing our aviation community remain the same as well. Funding to preserve our existing infrastructure, ensuring that all of Oregon has equal access and opportunities for economic growth, anticipating and responding to changes in technology, and finding solutions to conflicts brought

on by increased congestion in some parts of our state were issues when I left in the mid-90's and remain so today. Solutions are not always easy, but I am confident that together we will find them. I am pleased to be home, and will begin each day knowing that the privilege of serving as your Aviation Director must be earned each and every day.

If you are ever in Salem, please stop by our office. I would love to meet you.



Betty Stansbury
Director of Aviation

A FAREWELL TO MITCH SWECKER



After nearly ten years of public service at the Oregon Department of Aviation (ODA), Mitch Swecker decided to retire in June of 2018, bringing an exceptional career to a graceful ending.

After 26 years in the United States Navy Swecker started his career at ODA as the State Airports Manager in 2010. Swecker was appointed as director in 2011 by former governor John Kitzhaber. During his time at the agency Swecker worked with the aviation community in Oregon on issues ranging from airport management to UAS initiatives.

We at the ODA would like to wish Mitch an applauded farewell as he has served Oregon well through his public service and has brought an invaluable amount of much needed awareness to the Aviation industry.

He and wife are looking forward to new adventures in retirement as they return home to Virginia.

THANK YOU, MITCH!

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HISTORIC AIRPORT FINDS NEW FRIENDS

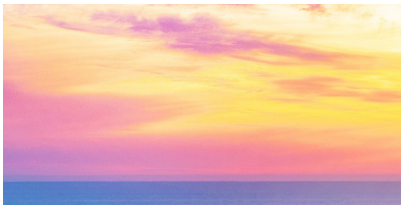
Pacific City has grown up quite a bit around its beloved airport, which has led to popular discussions by the State about its safety. Local airport supporters joined together and gave the Pacific City State Airport a voice.



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Friends of Pacific City State Airport were awarded the Citizens of the Year award at the Pacific City-Nestucca Valley Chamber of Commerce.



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Oregon has a rich aviation history, especially as it pertains to general aviation nationwide. Learn about the role the State of Oregon had in standing up to the FAA for homebuilts.

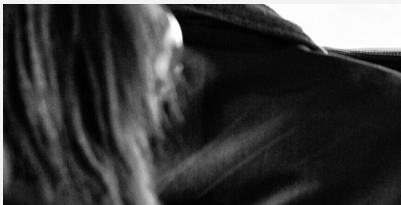


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FLIGHTLINES

FLIGHTLINES is an official annual publication of the Oregon Department of Aviation. The intent of FLIGHTLINES is to engage Oregonians on local events and developments in aviation.

This publication is supplemented by a monthly newsletter via GovDelivery. Please subscribe at www.oregon.gov/aviation

Comments or concerns are welcome. Submission of articles is appreciated and subject to editorial review and should be directed to the editor: mary.buell@aviation.state.or.us

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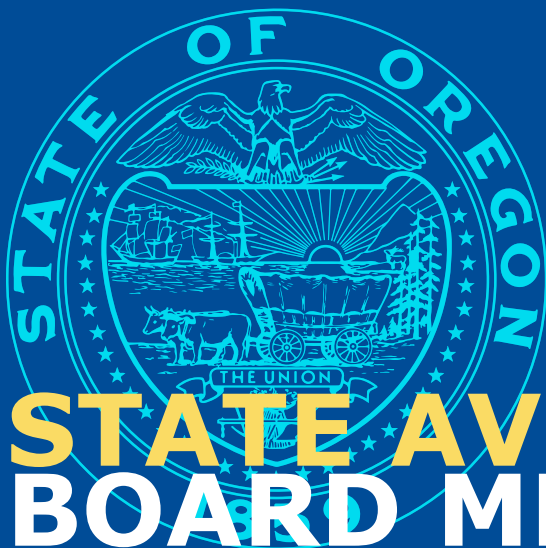
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SUBMIT AN ARTICLE

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STATE AVIATION BOARD MEMBERS 2019



CHAIR

MARTHA MEEKER

SISTERS



VICE CHAIR

VINCE GRANATO

PORTLAND



DOUG FERGUSON

JOHN DAY



KEITH WASHINGTON

SPRINGFIELD

Martha Meeker, Chair, retired as a Brigadier General in 2015 after 28 years in the Air Force. Her broad range of aviation experience includes operational assignments as an EC-135, KC-135 and E-3 instructor navigator and evaluator where she totaled over 1900 flight hours. In addition, Martha has managed airports at Spokane Air Force Base, Washington and at Charleston, South Carolina, a dual use international civilian airport and military airfield. As for her ground time, Martha's staff experiences ranged from supporting air mobility operations worldwide to extensive time overseas supporting NATO to time at the Pentagon where she served as the Air Staff lead for mobility, special operations and search & rescue aircraft requirements, integrating warfighter needs within a \$122 billion portfolio. Martha has commanded the squadron and wing levels.

Vince Granato was named the Port of Portland's Chief Operating Officer in February of 2012. In this role he is responsible for all operating functions for the Port, including Portland International Airport (PDX), a two-airport General Aviation reliever system, and all of the Port's marine terminals.

Vince has over 26 years of experience with the Port of Portland in various managerial and financial capacities, most recently serving as the Port's Chief Financial Officer. In this role he was responsible for all financial activities related to the Port, as well as all the administrative functions including Risk Management, Internal Audit, Contracts & Procurement, and Research. He has negotiated multiple contracts with the airlines operating at PDX, that govern the operational and financial obligations of the airport and airlines, which are critical to the region's economic health.

Doug founded the firm of Ferguson Surveying and Engineering in 1974 and is still CEO and President, thus having spent 45 years providing Surveying and Civil Engineering Services in Eastern Oregon. He is a member of the Professional Engineers of Oregon, Professional Surveyors of Oregon, and is on the South East Area Commission on Transportation.

Doug began flying in 1972, received his Private Pilot license in the same year, his Commercial Pilots License in 1974 and Instrument Rating in 1977. From the middle 1970s to the early 1980s Doug flew for the local FBO at John Day, as a charter pilot, flew game counts for ODFW for several years in a fixed wing aircraft and as a fire spotter pilot for the USFS and State Forestry. He has spent a lot of time in the Idaho and Oregon Back Country practicing in the art of back country and mountain flying over the last 40 plus years.

Keith Washington is President of KEW Aviation Services, LLC. Keith formed KEW Aviation in 2017 and provides global contract pilot support on the Gulfstream GV/G550/G450 series aircraft. In addition to flying Keith is developing tools to assist business aviation professionals with flight department implementation and business process improvement. From 2005-2017 Keith worked for NIKE where held positions of Senior Director of Aviation, Chief Pilot and Captain. Throughout his tenure at NIKE, he led complex, strategic initiatives across every aspect of the flight operation.

Keith has been flying for 36 years. In 1988 Keith realized his dream of becoming an airline pilot when he joined Horizon Air as a First Officer on the Metroliner. In 1989 Keith was hired by United Airlines as a 747 Flight Engineer. He spent nearly 16 years as a pilot and captain for United Airlines. Keith has accumulated nearly 17,000 flight hours during his flying career.

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CHAIR'S UPDATE

As Chair for the Oregon State Aviation Board, it's my privilege to welcome ODA's new director, Betty Stansbury onboard. With over 30 years in airport management, Betty is actually coming home as she served as the State of Oregon's Airport Manager from 1994 to 1996. As the board strives to set policy to ensure a strong and vital aviation system benefiting all Oregonians, we look forward to working with Betty to continue providing grant funds for airports across our great State as well as exploring new areas such as aviation education, airport resiliency and the promotion of our thriving sector supporting unmanned aircraft systems. We also are excited to review those airports that ODA maintains directly for opportunities to improve our service to Oregon's pilot community and the businesses that rely on the infrastructure those airports provide. As always, this year will be busy but, with new leadership comes excitement, and we invite anyone who's interested to please join us at our upcoming board meetings in Newport, Pacific City, Bend and Joseph as we want you to join the conversation.



BERN CASE

MEDFORD



MARK PETERS

CORVALLIS



HILDA PEREYO

YAMHILL

Bern's career in Aviation Management started at Salt Lake City International in 1978. He began as a Police Officer, writing tickets on the curb, and worked his way into the position of Manager of Operations. In 1986, he became Airport Director at Tri-City International at Saginaw, Michigan. He grew with the airport for three years. In 1989, he became Director of Aviation at Lubbock International-Texas. Both Tri-City and Lubbock had record years during his tenure. After four years in Lubbock, he opted to join the aviation team in Jackson County, Oregon. Since taking the position as Director with the Rogue Valley International-Medford Airport, passenger numbers continue to be on the rise with record growth.

As an Accredited airport Executive with the American Association of Airport Executives (AAAE), Bern previously served as President of the Northwest Chapter and was the recipient of the 2005 NWAAAW Airport Executive award.

AIRPORTBERN1@GMAIL.COM

Mark Peters is the Institutional Research Compliance Officer for Oregon State University. He joined OSU in October of 2014. Mark was hired to establish an institution wide export compliance program as part of the institution's far reaching compliance initiatives.

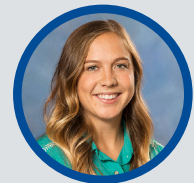
Mark is also responsible for the development of a robust unmanned aerial systems (UAS) operation that spans seven colleges at the university with more than 65 pilots and 60 aircraft and over 300 missions for last year. Mark represents OSU leadership in the FAA's center of excellence, ASSURE, and is part of the leadership group for the Pan Pacific Test Range Complex that includes Oregon's three test ranges. Under his leadership, OSU developed online training for new drone pilots and expanded corporate collaboration between OSU and Oregon businesses on UAS technology.

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Hilda Pereyo is an experienced aerospace education professional and pilot. Her commercial flight experience includes international aircraft delivery as well as flying various air missions for Civil Air Patrol (Search and Rescue, Cadet Orientation, and Intercept Flights). As an officer in the Civil Air Patrol she has been instrumental in building educational partnerships at the private, public, and corporate levels. She has been involved in the aviation and aerospace community providing workshops and activities including national level aviation business leadership programs. Her background spans 17+ years of educational experience including public education curriculum, informal education, and community engagement programs with a focus on diverse audiences. She has partnered with organizations including Girl Scouts, Oregon Robotics Tournament and Outreach Program, and NASA to create programs that bring awareness and opportunities in aviation and aerospace career pathways and activities.

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FEATURE

A CITY BUILT BY AVIATION

BY MARY BUELL AND SALLY RISSEL

In the 1970's, Bob Rissel flew into Pacific City State Airport (KPFC) for the first time after weeks of practicing taking off and landing on a dirt strip in Southern California. He would place a Bull Durham chalk bag to mark the edge of what would be the end of the "tricky" 1,875 foot runway in Pacific City that he had heard all about. In no time he was ready to make the trip up to Pacific City to meet his soon to be father-in-law. Little did Bob know, the airport that he landed on that day would not only play a significant role in his life, but he would come to learn that the airport played a significant role in building the city that he would later call home.



vs. 2007

Back in the 1920's Pacific City was nothing more than a small coastal town with big aspirations of being the top coastal destination for the Willamette Valley. Mink farming, commercial fishing, Kiawanda Hotel, small local businesses, and neighborhoods of summer homes were comfortably nestled between miles of sandy beaches and cow pastures. The center of town had always been a gathering spot where the dance hall and baseball field were located. After WWI when new pilots started flying their planes around the country to show off and offer rides, local farmers began to cut their cow pasture behind the dance hall in hopes of attracting these pilots – and that, they did.

Airplane enthusiasts would fly into Pacific City from all over the country in their single engine bi-planes to enjoy a weekend on the coast. Stinson, Ryan, Jennys, Talyorcraft and Stearman were all part of this "barnstorming" era. When the weather was right, these barnstormers would take passengers up for as little as \$5 for a ten minute flight. Locals and tourists alike would spend their summer wages to get a ride. For many locals, mostly farmers, it was their first glimpse of a private airplane. So the airport attracted



A 'Fly-in' Fish Fry at Pacific City Airport in the 1950's. Notice the airplanes in the background.



"Airplane enthusiasts would fly into Pacific City from all over the country in their single engine bi-planes to enjoy a weekend on the coast."

tourists, and local residents enjoyed the airport activity.

"Pacific City was the place to go in those days if you were not rich enough to own a summer home at Seaside and ride down the train," Gladys Busch of Hillsboro claimed during an interview with Sally Rissel, Bob's wife. They had Fourth of July Parades, airplane fly-ins, dance halls, and thriving hotels and campgrounds.

Over the years, volunteers would help keep the pasture cut and fill in any holes. Gravel and a floodgate were eventually added to prevent flooding. Fences were placed to keep the cows off the landing strip. It became so popular that twenty-two local residents and Tillamook County donated 8+ acres of pasture to the State of Oregon as an airport on August 20, 1950. Pacific City-Woods Chamber of Commerce celebrated this dedication by hosting a ceremony with a salmon fish fry which attracted thirty-three planes and over 300 people. The newly organized Tillamook County Sheriff's Air Posse was responsible for handling traffic and transportation.

In 1951, the airport was turned over to the State Board of Aero-

navics, now the Oregon Department of Aviation (ODA). The next summer, in 1952, a second fly-in attracted sixty-five planes. They used a half ton of salmon, red snapper and cod to feed over 1,500 people. The airstrip was paved in 1955.

To this day Pacific City State Airport still has a 1,875 foot runway. It borders Pacific City on the north and the Nestucca River on the south end. The airport runs parallel to Robert W. Straub State Park across the Nestucca River and along the coast of the Pacific Ocean. Pacific City State Airport provides easy access to the beach, Cape Kiawanda and several State parks. The beach, lodging, restaurants and shopping are all available within a 5-10 minute walk. The State airport is part of the State's coastal airport system, situated in between Tillamook Airport, approximately 25 miles north, and Siletz Bay State Airport, approximately 25 miles south.

Today, the main uses of the airport continue to be emergency training and services, first response, and tourism. A few residents and second homeowners commute out of the airport on a regular basis. The airport

sees hundreds of aircrafts over the course of the year, with its busiest times being summer weekends.

Pacific City State Airport was created through the collaborative efforts of a rural, coastal community. Twenty-two individuals and Tillamook County donated the land for a public strip at a time when the coastal airport system was being developed. The community leaders recognized a direct benefit for their safety and emergency services, and as a way to bring more tourism dollars to their forest and fishing economy.

ODA would like to give a special thanks to David Inman, Robyn Holdman, Sally Rissel, and Bob Rissel for their contributions to this article, the Pacific City State Airport features, and for all of the hard work that they have put into our beloved airport over the years.

HISTORIC AIRPORT FINDS NEW FRIENDS

BY ROBYN HOLDMAN

Building the cooperative effort necessary to establish a public airport at Pacific City was a sizable effort, especially since Pacific City was an unincorporated community with no city government; its public services are provided by Tillamook County. It took a grassroots effort of the local residents to establish a public airport, and over the years a community of volunteers has done much to maintain it.

As the years went by, roads, commercial businesses and homes were built around and encroaching Pacific City State Airport. The airport size limitations, based aircrafts, and many other factors have made it ineligible for federal funding, which could help fund projects to make it safer. The 1,875 foot long, thirty foot wide airstrip is labeled by the

Oregon Department of Aviation (ODA) as a Category V airport for its remote access/emergency services. ODA classifies it as a warning airport, as it does not meet federal standards for length and width, has encroachment, and is affected by seasonal flooding and weather patterns.

Over time, a few government officials believed that the encroachment by buildings and location of a public road on the north end of the airport made the airstrip unsafe and a liability to the State of Oregon. In the face of doubt and concern, dozens of loyal airport stakeholders - local businesses and residents, local government and safety officials, and northwest pilots - have been able to successfully justify the need and the role for the coastal airport, and have stopped a couple of

efforts by the State of Oregon to close, transfer ownership, or sell the Pacific City State Airport.

A recent partnership with the ODA and non-profit Friends of Pacific City State Airport (FPC-SA) begins a new era for the Pacific City State Airport. Friends of Pacific City State Airport was established as a grassroots organization in November 2017 when Pacific City State Airport stakeholders learned that the State Aviation Board had voted on October 19, 2017 to "proceed with a real estate transaction" with the intent to sell or transfer the State airport to a private individual.

Airport stakeholders mobilized to demonstrate their support for the airport remaining State owned. They formed an organization



for airport advocacy, education, volunteer recruitment and management for airport maintenance. Working with community members they conducted a SWOT analysis to identify the strengths, weaknesses, opportunities and threats to the airport. Using this information, they developed goals and action plans to advocate for the public airstrip, and to help with maintenance. They established a mission statement to guide their efforts: Friends of Pacific City State Airport is committed to ensuring the wise management and use of our State-owned airport. Committees were formed for airport maintenance, fundraising, communication and education. Through monthly meetings and organizational development efforts a loyal group of airport advocates established the necessary framework to file as a nonprofit corporation with the State of Oregon on June 11, 2018, and to receive IRS designation as a 501(c)3 tax

deductible entity on September 28, 2018. With the IRS nonprofit designation, donations to FPCSA were tax deductible, and the nonprofit organization could legally receive and manage funds from government agencies and nonprofit foundations.

FPCSA maintenance committee invited the ODA State Airport Manager to walk the airport with them on June 16, 2018 to identify hazards and encroachments and to develop a list of items for immediate action. Together they brainstormed ideas for future improvements. The priorities for the 2018 SOAR \$60,000 grant to Pacific City State Airport were discussed. Because of this productive meeting, ODA and FPCSA identified and agreed on priorities for immediate action and conducted a very successful airport work party as a public/private partnership.

On September 22nd, fifty-two

volunteers - pilots, local residents, aviation advocates and even two families with children - traveled to Pacific City to support the airport through a work party. Some people traveled hundreds of miles to show their support. Local restaurants donated breakfast items, and a hearty lunch was prepared by volunteers. Spirits were high and people came in droves to help, despite the forecast for inclement weather.

On that dewy Saturday morning, volunteers and equipment arrived. Tractors with brush hogs and buckets, a front end loader, a large commercial chipper, a dump truck, a track-hoe, and many chainsaws were brought by and run by volunteers. Some of the volunteers removing the encroaching trees were expert loggers. The ODA staff jumped right in by having the airport property lines surveyed, and by hiring another large chipper, a dump



truck, tractor, and a crew of three for the work party. The community supplied discounted lodging, a hangar for staging, food, a doctor and a nurse, first aid and safety crews. It was a fun, productive, and successful day for the airport, and the community.

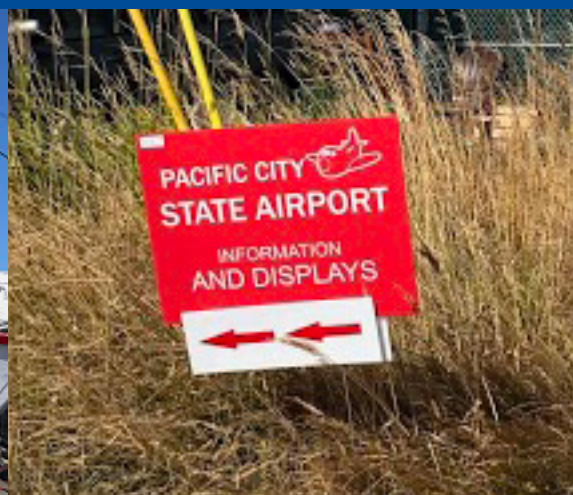
In all, the volunteers and ODA crew removed ten dump truck loads of wood chips and one of canal debris from the airport. This was equivalent to at least 96 yards of chips and debris. Airport approaches from the south and north were made much safer and cosmetically appealing.

But the Friends of Pacific City State Airport still had work to do to prove their commitment to this public asset. They needed to respond to a Request for Information (RFI) issued in early September by the Oregon Department of Aviation. ODA was seeking formal recommendations for how the airport should be

managed for short and long term risk mitigation. They wanted to know who would manage that mitigation and how resources would be brought in to fund the necessary work. ODA required a formal response to the RFI by October 16th. As soon as the Sept. 22nd work party finished, 5 supporters of FPCSA volunteered to serve as the team to develop the response to the RFI. These individuals included a systems analyst, an economist, two engineers and a community development specialist. It took 3 conference calls and more than 200 hours of work to develop and submit the RFI to ODA. Later, ODA staff and the State Aviation Board inquired which consultant had been hired to compose the Request for Information. FPCSA president Sally Rissel proudly exclaimed, "a Friends of Pacific City State Airport volunteer team put the proposal together." And what a team and effort it was.

On October 18th, the State Aviation Board voted to rescind its October 19, 2017 vote to "proceed with a real estate transaction." It asked ODA staff to move forward with implementing the plan FPCSA submitted in response to ODA's Request for Information and to use it as an example for relationship development with other communities that have State airports in their vicinity. The Board directed ODA staff to develop a memorandum of agreement to formalize a relationship with FPCSA to help maintain the airport.

With the new, formalized relationship, ODA and Friends of Pacific City State Airport plan to make Pacific City State Airport safer than it's ever been before - an airport that benefits the local community and all the pilots traveling to and within the Pacific Northwest.



CITIZENS OF THE YEAR

BY MARY BUELL

On Tuesday, December 4th Pacific City-Nestucca Valley Chamber of Commerce held their Annual Awards Banquet and Auction at the Kiawanda Community Center. According to the Pacific City Sun, the event had a record breaking year with their largest attendance ever of 122 people. The purpose of the event was to acknowledge the contributions made by community members that have made a difference over the past year in the Pacific City-Nestucca Valley area. Three awards were given: Business of the Year, Volunteer of the Year, and Citizen of the Year. Chamber board member Doug Olsen presented the awards.

The Citizen of the Year was awarded to our friends, Friends of Pacific City State Airport (FPCSA) for their efforts in preserving the Pacific City State Airport as a state owned public-use airport. In 2012, there was discussion by the State Aviation Board to close the Pacific City State Airport, but the community rose up and spoke out against the notion. During that time an individual approached the Oregon Department of Aviation (ODA) and offered to purchase and maintain the Pacific City State Airport as a public-use airport in order to preserve the

airport. ODA took steps to investigate the legitimacy of the offer and explored the actions needed to transfer or sell real property to a private owner. ODA brought their finding and recommendations to the State Aviation Board at the October 2017 State Aviation Board Meeting. There the board passed the motion to "proceed with real property transaction" which gave ODA permission to move forward with the public surplus process.

Citizens, businesses, and visitors of Pacific City disapproved of the motion, but rather than standing idly by, they unified their voices and started a statewide dialogue about the future of Pacific City. The collaborative group later formed into a non-profit – FPCSA – and organized many meetings and events to draw support for the Pacific City State Airport to remain a state owned public-use airport. It was this successful campaign that got the attention of the community and why the Chamber awarded FPCSA the Citizen of the Year Award.

To accept the award on behalf of FPCSA was Robyn Holdman of Sisters and Sally Rissel of Pacific City. The duo orchestrated the dialogue with ODA and energized

the creation of FPCSA. Holdman shared her appreciation for both the community and pilots using the airport. "You read the newspaper, you came to the meetings, you told the Department of Aviation that this airport matters and that really did matter. You guys changed it. Thank you all for what you did – for saying that this airport matters to you. All of you deserve this award."

Rissel also paid tribute to the community's efforts. She reminisced on the September work party with FPCSA, ODA, and the community. "It was an amazing day," she said. "It was more than we ever, ever imagined. If you've been by the airport recently, you've seen that it looks twice as big as it used to."

FPCSA demonstrated the power of community involvement and volunteerism. They have helped to cultivate a meaningful relationship with ODA and the State Aviation Board for the better for Pacific City State Airport. A relationship and a model that ODA hopes to encourage from other airport communities.

LEARN MORE ABOUT FPCSA

www.friendsofpacificcitystateairport.com





VOLUNTEERS

THANK YOU FOR GETTING INVOLVED & BEING UNITED FOR OUR AIRPORTS

TO LEARN MORE ABOUT AIRO & VOLUNTEERING WITH ODA, EMAIL DON HANKWITZ AT DONALD.E.HANKWITZ@STATE.OR.US

PACIFIC CITY STATE AIRPORT

KPFC

COMMUNICATION

CTAF	122.9
TOWER	None
ATTENDANCE	Unattended

NAVIGATION

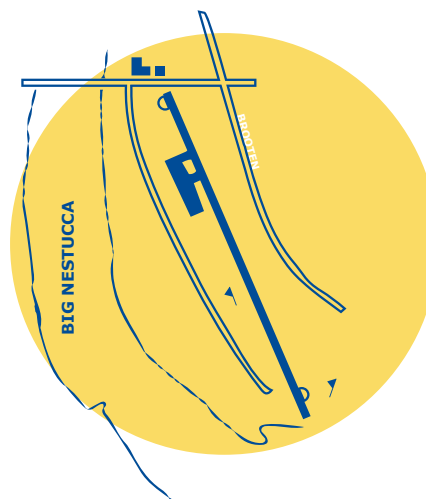
LATITUDE	45-11.99N
LONGITUDE	123-57.74W
LIGHTING	None
RUNWAY	14/32
SURFACE	Asphalt
LENGTH	1,875
WIDTH	30
DESIGNATOR	14
ELEVATION	10 FT
HEADINGS	146° magnetic/165° true
GRADIENT	N/A
TRAFFIC PATTERN	Left Pattern
MARKINGS	non-standard, in good condition
DESIGNATOR	32
ELEVATION	10 FT
HEADINGS	326° magnetic/345° true
GRADIENT	N/A
TRAFFIC PATTERN	Left Pattern
MARKINGS	non-standard, in good condition

SERVICES

FBO	None
FEES	None
RESTROOM	Yes

TOURISM

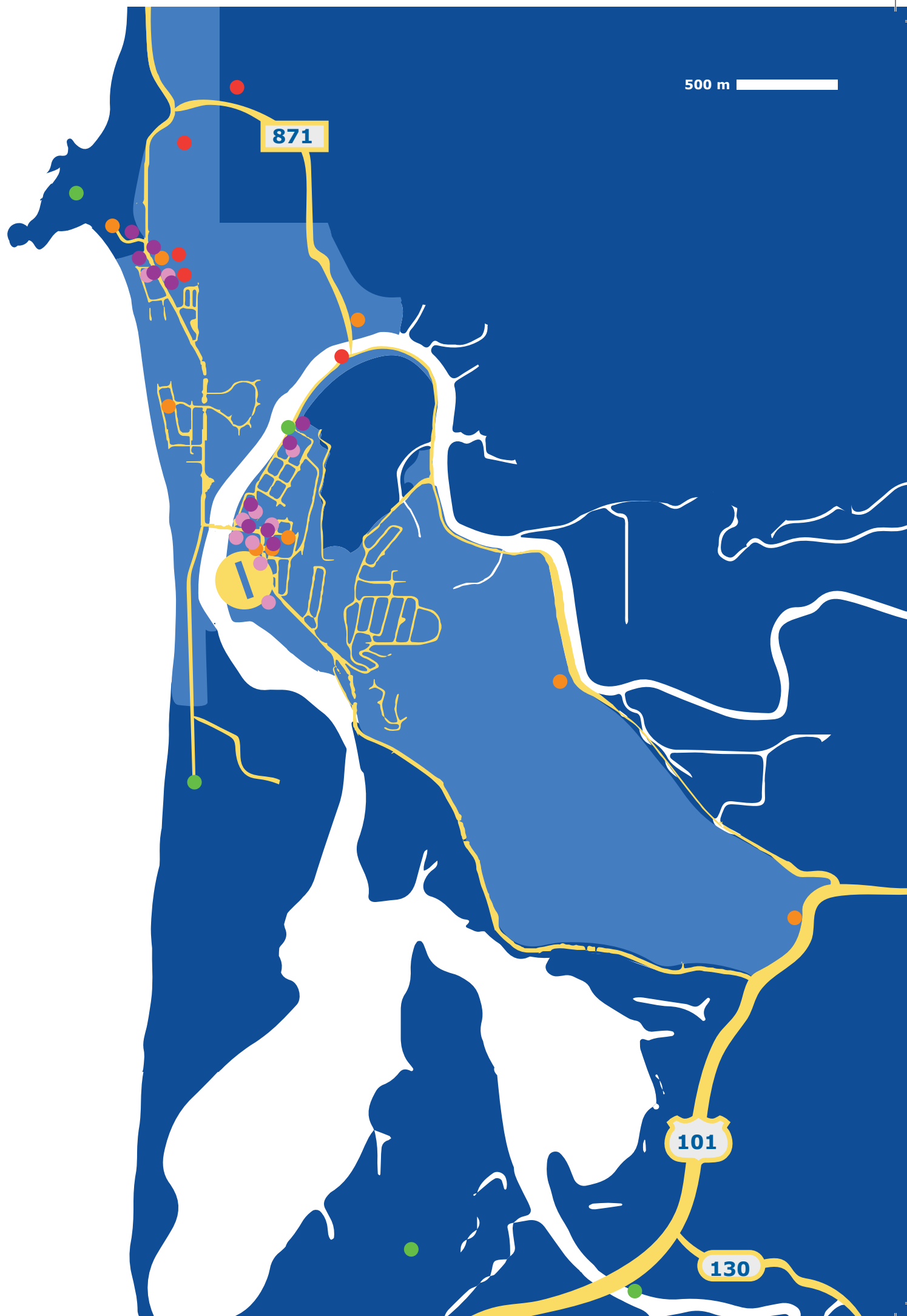
- CAMPING
- LODGING
- PARKS
- FOOD & DRINK
- SHOPPING



Oregon Department of Aviation (ODA) has developed this guide as a tool to promote the use of the state's aviation system. The guide provides basic and user friendly information regarding this Oregon airport.

As a pilot in command, you are responsible for the safety of your flight. ODA does not assume responsibility for incomplete or inaccurate information contained herein due to ever-changing airport conditions and service facilities.

For complete information regarding airport facilities, pilots should consult the current FAA Chart Supplement and current navigation charts. In addition, it is recommended that pilots contact a Flight Service Station (FSS) to determine conditions at an unfamiliar airport.





HOMEBUILTS IN OREGON

By Cassandra Washburn

Did you know that it was illegal, according to federal law, to build and fly your own aircraft in the U.S. from the late 1930s until 1952? Oregon was the first state to develop aviation regulations allowing homebuilt aircraft to be registered and flown. In fact, early Oregon aviators fought federal prosecution throughout the 1930s and beyond in order to fly experimental aircraft.

This is part of the history that we preserve and display at the Oregon Aviation Historical Society and Museum (OAHS) at the Cottage Grove State Airport - 61S on Jim Wright Field. To celebrate this history, on Labor Day 2018 OAHS hosted the inaugural Great Oregon Homebuilt Fly-In.

Oregon was the first state in the union to form a state board of aeronautics in 1921, and in 1926 it began issuing state pilot licenses, aircraft airworthiness certificates, registrations (including homebuilts) as well as aircraft license plates, which were issued in Oregon until 1941. Aviators across Oregon used these state regulations to build and fly their own aircraft until the start of

World War II when a moratorium on flying was issued for the west coast. From Les Long, Lee Eyerly, and the early Oregon builders, to George Bogardus with his cross-country flights to save homebuilding, up through Richard VanGrunsven and the world-famous RV series, Oregon has often been a hotbed of aviation, and we are glad to celebrate.

This year we were honored with the presence of Richard "Van" VanGrunsven who was here to participate in the dedication of the 1971 RV-3 to the OAHS museum collection. The static restoration of the RV-3 was completed by members of our local EAA Chapter 31, with former Chapter President Gary Ludeke, EAA 199851, as project manager.

Van gave an awe-inspiring speech on the impact some of these early Oregon aviators had on his life, as well as the design and development of the RV series, and the incredible safety record of the RV community. His presentation can be found on the Vans Aircraft YouTube channel as well.

While many of our fly-in visitors were RVs from across the Pacific Northwest, there were quite a few others who joined the party. There was a Sonex from the Olympic region, two Bearhawk Patrols, a Luscombe McKenzie Conversion (boasting 150 hp), a Rans 7, a Wheeler Express, as well as two Baby Aces — including Paul Poberezny's last Mechanix Illustrated Baby Ace flown by Chris Lehner, EAA 1175034, from Camas, Washington.

Richard "Van"
VanGrunsven





The OAHS Oregon Collection, was also out on display. Next to the RV-3 was Tom Story's black and orange Story Special No. 2. One of two built in Oregon in the late 1940s, this aircraft was later owned by Pete Bowers and was his inspiration for the Fly Baby. The Story Special No. 2 was also featured on the first color edition of EAA Sport Aviation in an air-to-air photo with its sister ship, the Story Special No. 1 (now under restoration at OAHS).

The biplane featured in front of the museum was the Springfield Cadet/Baby Fleet, built in Springfield, Oregon, in 1931; this was Lane County, Oregon's first registered homebuilt. It was once owned by a motorcycle dealer in Eugene who is rumored to have flown it downtown to work on more than one occasion.

We were also proud to present the world premiere of Arlen Moore's SS-3. This bright yellow and blue aircraft had been seen by very few since its first flight in 1982. The SS-3 and its sister ship were built in Sweet Home, Oregon, and the SS-3 was flown for more than two decades by Arlen until his retirement in the early 2000s. Arlen built an SS-1 glider in the early 1960s, which he used to break and set several gliding altitude and distance records. That glider is now in the National Soaring Museum. The SS-3 is currently on loan to OAHS, so come see it while it's here!

OAHS will host the Great Oregon Homebuilt Fly-In once again in 2019, and if you have or love homebuilt aircraft we invite you

AUGUST 31 2019

Great Oregon Homebuilt Fly-In

Cottage Grove State Airport
on Jim Wright Field

to join us on Saturday, August 31, 2019, at the Cottage Grove State Airport (61S), Jim Wright Field. We feature a pancake breakfast 8-11 a.m. and a pig roast luncheon at 1:30p.m.

LEARN MORE ABOUT OAHS
www.oregonaviation.org



Cassandra
Washburn

FY2018 ANNUAL REPORT

JULY 1, 2017 TO JUNE 30, 2018

\$24B

ECONOMIC BENEFIT

Aviation industry contribution to Oregon's economy according to the Oregon Aviation System Plan

78

CITIES

Number of cities in Oregon where aviation businesses are located.

300+

COMPANIES

Number of aviation companies located in Oregon according to the Oregon Aviation Plan.

76K

JOB

Number of jobs provided throughout Oregon from aviation related businesses.



AGENCY ABOUT

The Oregon Department of Aviation (ODA) is a state agency comprised of a staff of 15 FT employees. Founded in 1921, ODA was the first aviation department in the United States and predates the Federal Aviation Administration (FAA). ODA works in collaboration with cities, counties, business and industry, the State of Oregon, the Oregon Department of Transportation (ODOT), the Port of Portland, the FAA, and is a leading partner in Unmanned Aircraft System (UAS) technology. ODA operates and maintains 28 State Airports of nearly 100 public use airports in Oregon and acts as the State's Aviation Specialist by providing:

- Airport management and operations of state airports
- Leadership that connects communities and the state
- Advocacy for airports, pilots, and aviation related businesses
- Facilitation of state and federal aviation funding programs
- Oversight of aviation policy and assets as part of the Emergency Management System (EMS)

MISSION STRATEGIC DIRECTION

Provide infrastructure, financial resources, and expertise to ensure a safe and efficient air transportation system.

Aviation advocacy & awareness

Operational excellence

Oregon aviation system plan

Fiscally stable agency

OREGON FY 2018 AIR SYSTEM

3654

REGISTERED AIRCRAFT

Active aircraft registrations in Oregon.

220

REGISTERED DRONES

Public use drones registered in Oregon.

1114

TALL TOWERS

Tall Tower inspections completed in Oregon.

8

THROUGH-THE-FENCE AIRPORTS

Airports with Through-the-Fence agreements allow people who own an aviation business or residential property with aircraft storage facilities near an airport the ability to access the airport from off-airport property.

28

STATE OWNED AIRPORTS

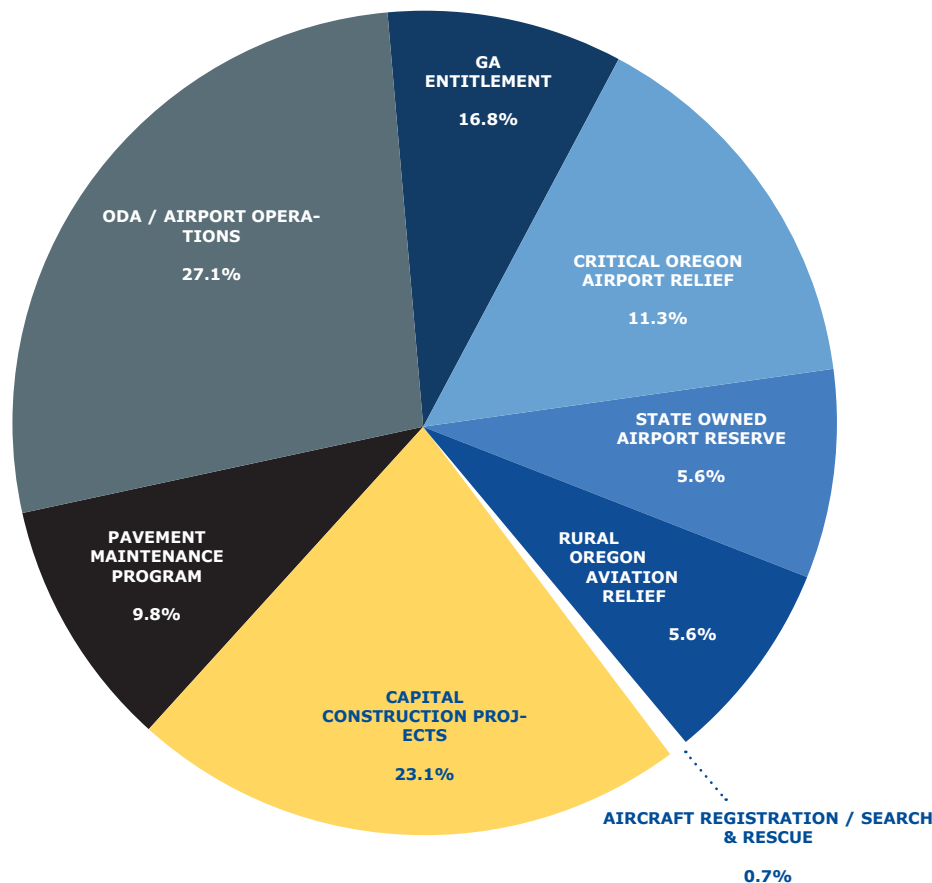
The state of Oregon owns and operates 28 general aviation airports – 12 of these are listed on the National Plan of Integrated Airport Systems (NPIAS). All state airports play a vital role in economic development, emergency services, tourism and recreation.

3

UAS TEST RANGES

During the February 2018 session the department received just under \$1M of unexpended funds from an Oregon Business Development Department Grant for the purpose of funding the 3 UAS test sites in Oregon. These test ranges are located in Tillamook, Warm Springs and Pendleton.





TOTAL BUDGET

\$23,064,109

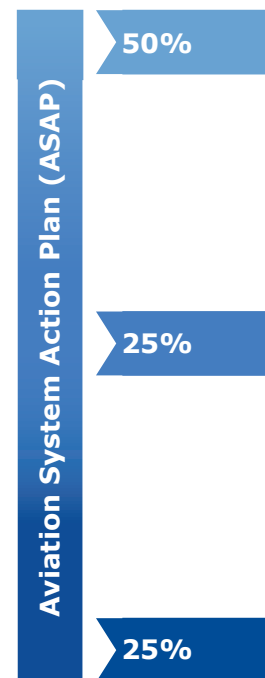
(FY2018 is the first half of the 2017-19 legislatively adopted budget cycle.)

Oregon Aviation Plan

The department is currently undergoing a two phase Oregon Aviation Plan Update. The total project cost of under \$1M is funded with 90% federal funds from the FAA and 10% ODA other funds. The Oregon Aviation plan is a comprehensive evaluation of Oregon's aviation system and serves as a guide for future aviation development. The Oregon Aviation Plan combines three planning studies that assess the condition of the existing aviation infrastructure, the economic benefit of the aviation industry, and the significance of each airport. The OAP was adopted by the State Aviation Board in February 2019.

Aircraft Registration / Search & Rescue

Aircraft Registration revenue funds the match for all federal funded airport improvement projects and search and rescue activities provided by the Office of Emergency Management.



TS BY PROGRAM

Critical Oregon Airport Relief (COAR)

24 Awarded Grants

\$1.7M Awarded

COAR is a state grant program to assist sponsors with Federal Aviation Administration (FAA) Airport Improvement Projects (AIP) grant match, emergency preparedness and economic development.

State Owned Airports Reserve (SOAR)

15 Projects Funded

\$446K Total Project Costs

State Owned Airports Reserve Program (SOAR) is a state grant program to assist State-Owned Airport safety improvements and infrastructure projects.

Rural Oregon Aviation Relief (ROAR)

2 Awarded Grants

\$170K Awarded

Rural Oregon Aviation Relief Program (ROAR) is a state grant program to assist commercial air service to rural Oregon.

General Aviation Entitlement

6 Projects

\$1.7M Total Project Costs

General Aviation Entitlement Program administers projects that address safety, operations, infrastructure development at state owned NPIAS airports.

Capital Construction Projects

3 Projects

\$6.3M Total Project Costs

Capital Construction projects are necessary for the safe and efficient operation of airports. They are also necessary to maintain design standards and expanded future traffic for the 28 general aviation airports owned and maintained by the Department of Aviation.

Pavement Maintenance Program (PMP)

12 Airports Served

\$1.1M Total Project Costs

Pavement Maintenance Program (PMP) is a state funded air program to assist airports in undertaking pavement preventative maintenance. The program evaluates airport pavement at 1/3 of the state per year. There are 66 paved public use airports in the state.

KPMS KEY PERFORMANCE MEASURES

94%

TARGET: 100%

Percent of runways in good or better condition

Federal Aviation Administration (FAA) standards require that runway pavement is good for 20 years.

60%

TARGET: 94%

Percent of runways meeting or exceeding approach surface standards

A slight increase in runways meeting or exceeding approach surface standards can be attributed to House Bill 2075, which has provided funds to remove obstructions.

137

TARGET: 139

Number of Public-use Airports with current inspections in 2018

ODA conducts 97 FAA sponsored inspections over a three year period. ODA conducts quarterly self inspections at 28 state owned airports

100%

TARGET: 100%

Percentage of total Federal Funds obligated or spent

The department currently utilizes all available Non-Primary Airport Entitlement (NPE) funds and assists in the coordination of the transfer of NPE funds.

78%

TARGET: 91%

Customer satisfaction rating

Customers satisfaction rating with the agency's overall customer service, timeliness, accuracy, helpfulness, expertise and availability of information.

92%

TARGET: 90%

Percent of aircraft registration in Oregon

Aircraft registration is used to support the 10% grant match to the Federal Aviation Administration Grants for airport improvement projects at 12 federally funded state owned airports through the state.

0

TARGET: 0

Percent of Pilots registered in Oregon

ODA introduced SB 27 during the 2017 session which abolished Pilot Registration.

85%

TARGET: 100%

Percent of total best practices met by the board

The Aviation Board was asked to participate in a survey addressing their success using Aviation Board Best Practices.



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WWW.OREGON.GOV/AVIATION





2018

STATE AIRPORT IMPROVEMENT PROJECTS

BANDON STATE AIRPORT (S05)

The airport is located on the beautiful southwestern Oregon coast approximately 190 miles from ODA's office in Salem. It underwent a full electrical renovation and the runway and taxiway was closed for construction activities from September 2018, to December 2018. During the project period, it was open weekends for daytime operations only, since no airport lighting was available. The previous airport lighting system had been in place for 25 years and reached the end of its useful life. Over the years the airport has also been victimized by incidents of aircraft tampering, theft and vandalism, so improved security was badly needed. For the past 20+ years Bandon has become a popular golfing destination and the airport gets its share of charter aircraft from all around the country. Being in a coastal environment, the airport requires dependable lighting. The budget for the project was \$1.9M and it was 90% funded through the FAA Airport Improvement Program and 10% from ODA funds. This project includes installation of the following that will enhance the safety, security and reliability of airport facilities:

- New Medium-intensity runway edge lighting
- New Precision Approach Path Indicator (PAPI) for both runway ends
- New Runway End Identifier Lighting (REIL) for both runway ends
- New Airport Rotating Beacon
- New lighted 36"x144" Wind Cone
- New sliding Electric Gate, walk-through gate and fencing

In addition, ODA has purchased approximately 18 acres north of the runway and is currently working on a timber harvesting plan that will clear the Run-

way 16 approach surface to meet the 20:1 obstruction clearance slope standard for visual runways. Other federally-funded projects in recent years have installed blast pads at both runway ends to curtail wind erosion from prop wash and removed many of acres of Gorse, which is an oily noxious plant.

CONDON STATE AIRPORT (3S9)

This airport is located in north central Oregon about 200 miles from the ODA office in Salem. For many years the Airport Operations staff dealt with problems related to the airport's aging and unreliable lighting systems that had reached the end of their useful life. To say the least, this project was very much needed to ensure safe accessibility, especially during night time hours. Aside from its use by local Ag-Operators, the airport is a routine destination for charter flights originating from out of state with customers headed to local hunting and fishing lodges and guides. So, on August 14, 2017 the airport was closed for construction until October 7, 2017. The cost of the project was \$2,261,111 and it was 90% funded through the FAA Airport Improvement Program and 10% from ODA funds. Included in the project was installation of the following upgrades aimed at enhancing the safety and reliability of airport facilities:

- New Medium-intensity runway edge lighting
- New Airport Rotating Beacon and Tip down Tower
- New Lighted wind cone and supplemental cones at both runway ends
- New Precision Approach Path Indicator for both runway ends
- New Runway End Identifier Lighting at both ends
- Runway Safety Area Drainage improvements

CRESCENT LAKE STATE AIRPORT (5S2)

This airport is located on the eastern slope of the Cascade Mountains right off Highway 58. Over the past decade the Crescent Lake State Airport runway has had its share of serious pavement and drainage problems, such as numerous cracks and large fractures in the pavement caused by frost heave that created unsafe conditions and ditches cut into the ground during runoff from summertime thunderstorms that undermined the runway shoulders. Two years ago we had to close the airport to fixed-wing traffic. However, after quite a bit of coordination between ODA, USFS and local Fire Protection agencies, a complete runway renovation project was just completed. The airport was closed for construction from August 8 –October 1. The project included complete reconstruction of the runway and associated safety areas, drainage improvements, removal of tree growth within the primary surface, parking ramp improvements and relocation of a new, larger wind cone. It is a very noticeable improvement! In short, it looks like a brand new airport. The cost for this project was \$910,000 and was completely funded by the aviation fuel tax.

Please remember the airport is **closed annually on November 1-May 1** due to snow and this information is published in the FAA Chart Supplement Northwest. WE DO NOT PLOW THIS AIRPORT.

MCDERMITT STATE AIRPORT (26U)

This airport is located in Southeastern Oregon on the Nevada border, approximately 430 miles from the ODA office in Salem. For many years the runway pavement condition has not been up to par. In addition, its non-standard, low intensity lighting system has been problematic. To say the least, a project to correct these conditions was needed. The airport was closed for construction from March 19- June 15, 2018. The cost of the project was \$3,795,979 and it was 90% funded through the FAA Airport Improvement Program and 10% from ODA funds. The project installed and upgraded:

- Reconstruction of the 5,900’ x 60’ runway with basic markings
- New Medium-intensity runway edge lighting
- New lighted airfield guidance signage
- New Airport Rotating Beacon and Tip-down Tower
- New Electrical Vault Building
- Taxiway improvements

TOKETEE STATE AIRPORT (3S6)

This airstrip is located in the Cascade Mountains about 60 miles east of Roseburg off Highway 138. The once, all pumice dirt runway dubbed the “dust

bowl” by ODA field employees has been completely converted to turf. Over the past 10 years, the USFS has worked to improve wildlife habitat in the area, while simultaneously helping ODA address the rough and rutted runway surface condition and its associated drainage issues. To improve safety for fixed-wing aircraft, and promote growth of healthy grass, trees were cut back to 125’ both sides of centerline. The net effect was a better, defined boundary and more accurate wind indication from the west-end wind cone. Diagonal ditches were cut in to facilitate drainage away from the runway edge due to the gradient. Although the airport is a popular camping spot, it is frequently used in late summer for firefighting base operations, so be sure to check NOTAMs for accessibility. Like a few other ODA airports, ***Toketee is closed annually from November 1-May 1.***

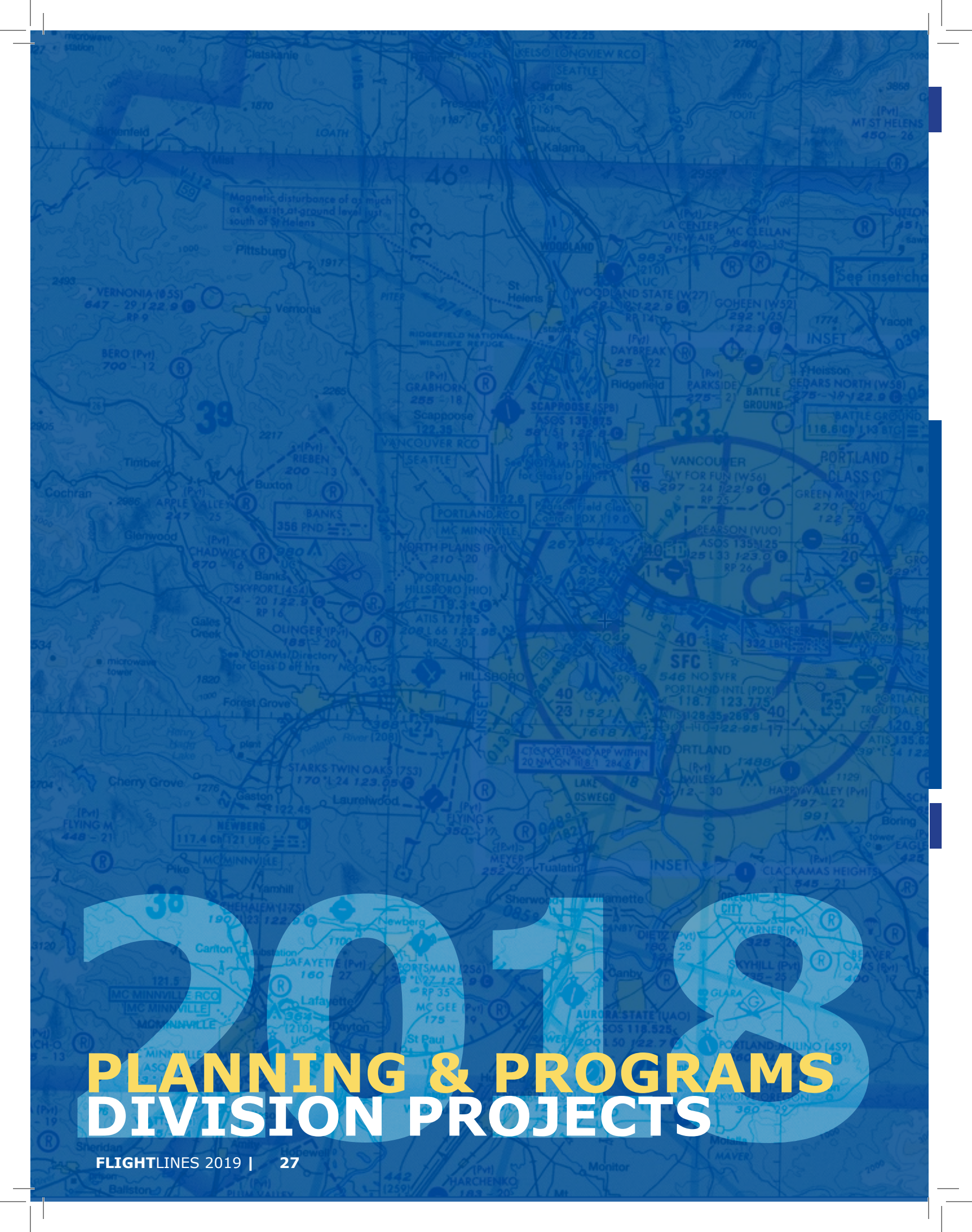
2018-2019 SOAR Projects*

Prospect Runway Reconstruct	\$2,000,000
Mulino Water/ Fire Suppression	\$500,000
Fuel Tank Replacement at Cottage Grove/Card Reader Joseph	\$150,000
Bandon Property Purchase	\$200,000
Pacific City Obstruction/Ditch Cleanout/Food Gate Repair	\$60,000
Seasonal & Maintenance Man Hours	\$140,000
Contingency Fund for small Projects	\$100,000
Total	\$3,150,000

* State Owned Airports Reserve Program. See page 29.

STATE AIRPORT QUESTIONS?

Please contact Matthew Maass, State Airports Manager, at (503)378-4880



PLANNING & PROGRAMS DIVISION PROJECTS

OREGON AVIATION PLAN

The new Oregon Aviation Plan, or OAP, was adopted by the State Aviation Board in February 2019. This plan recommends a course of action to prepare Oregon's 97 Public Use Airports to meet aeronautical demand for the next 20 years. Our airports serve as gateways and economic catalysts for regions small and large, urban and rural, and they form an aviation network serving the needs of communities, businesses and public safety services. With the new plan, ODA and

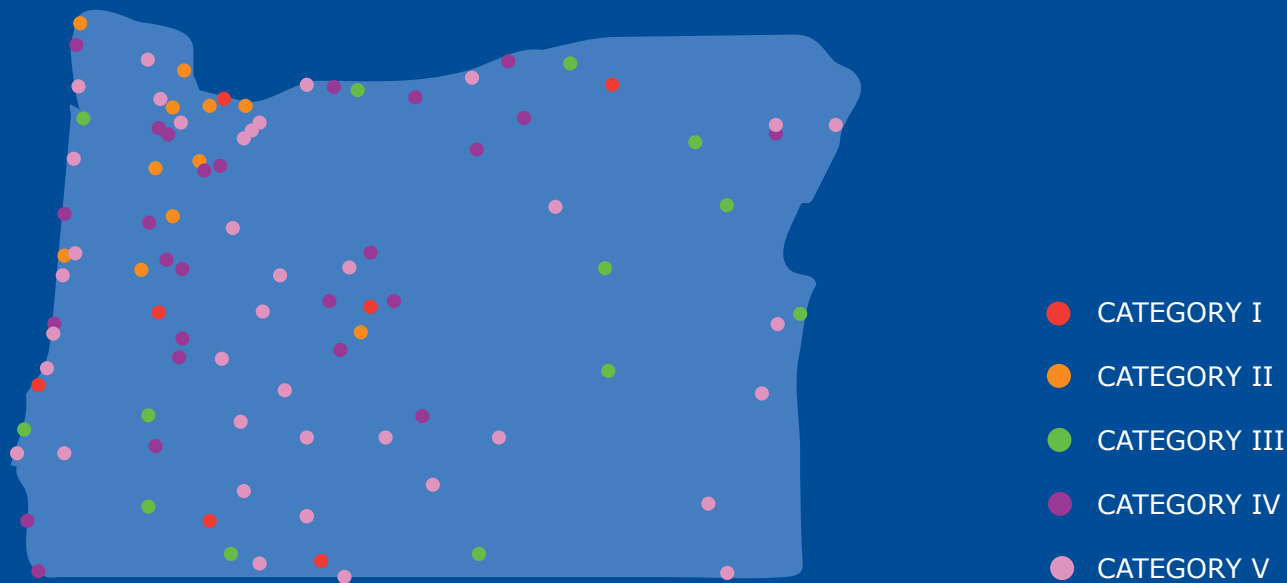
Oregon airports can get to work on projects that will provide the level and quality of aviation service that Oregon needs in order to be resilient and to thrive.

Public input has been an important part of conducting the research for the OAP. Community outreach all along the way has brought together airport users, pilots, aviation and non-aviation businesses, and residents to better understand what aviation services mean for Oregon.

Community involvement will continue to be important, from "let's write a grant" to "businesses open during construction." To learn more about what levels and types of services are at or planned to be at airports in your region, look them up in the new Oregon Aviation Plan.

To learn more about airports in your region, or to subscribe for future OAP updates, visit the new Oregon Aviation Plan at www.oregon.gov/aviation

FIGURE I - MAP OF OREGON PUBLIC USE AIRPORTS BY CATEGORY



MASTER PLANS

The Master Plan is used to evaluate current conditions and functionality of the airport and then plan for the future maintenance and improvements. Input from business owners and residents, investors and visitors can help ensure plans include consideration of the needs for the community and the airport.

To receive State Owned Airport Master Plan updates statewide or in your community, subscribe to in-process planning or by region at www.oregon.gov/aviation

IN-PROCESS FOR 2018-2019

7S5

INDEPENDENCE

TO START IN 2019

JSY

JOSEPH

61S

COTTAGE GROVE

MASTER PLAN QUESTIONS?

Please contact Matthew Maass, State Airports Manager, or Jeff Caines, State Aviation Planner at (503)378-4880

AVIATION SYSTEM ACTION PROGRAM

In 2015 the Oregon State Legislature passed House Bill 2075 to increase the fuel tax on aviation gas and jet fuel by 2 cents per gallon, resulting in the Aviation System Action Program Fund, or ASAP, to invest in aviation for specific purposes.

The Aviation System Action Program (ASAP) is funded entirely through aviation fuels taxes. During these first three years, we have received \$11.1M for use in the three ASAP programs. While halfway to the ASAP sunset date, scheduled for January 2022, HB 2402 has been filed to lift the sunset clause and continue this program for Oregon airports. From FAA projects to resiliency and marketing, ODA is proud to partner with our airports to ensure the health of the aviation industry in Oregon through the ASAP program.

Now in its third year, work at airports across the state has been done, improving infrastructure, safety and resiliency. Leveraging aviation gas and jet fuel taxes of 2 cents per gallon, the funds have been multiplied as much as 10-fold through FAA and local match to produce millions of dollars for projects across the state.

COAR

CRITICAL OREGON AIRPORT RELIEF

CYCLE 1

31 PROJECTS
\$1.68M GRANTS
\$13.4M LEVERAGED

CYCLE 2

24 PROJECTS
\$1.69M GRANTS
\$32.3M LEVERAGED

CYCLE 3

26 PROJECTS
\$2.4M GRANTS
\$51M LEVERAGED

SOAR

STATE OWNED AIRPORTS RESERVE

16-17 BIENNIUM

18 PROJECTS
\$1.7M GRANTS
\$13.4M LEVERAGED

18-19 BIENNIUM

22 PROJECTS
\$3.1M GRANTS
\$32.3M LEVERAGED

ROAR

RURAL OREGON AVIATION RELIEF

FISCAL YEAR 17

1 PROJECT
\$70.2K GRANTS
\$78.0K LEVERAGED

FISCAL YEAR 18

2 PROJECTS
\$170.5K GRANTS
\$177.8K LEVERAGED

TALL STRUCTURES & OBSTRUCTION DETERMINATIONS

Protecting the airspace is vitally important to the access to and safety at Oregon's public use airports, including navigational aids and instrument approach flight procedures. Before building anything within a distance up to 6 miles from an airport, you must notify the FAA (as per 14CFR Part 77)! Also, if there is a report of an obstruction (structure or vegetation), the Oregon Department of Aviation will then review and determine if the structure or vegetation will impede airport navigation and what may need to be done to ensure safety is maintained. ODA conducts more than 1000 tall structure reviews and determinations each year.

For the Airspace Regulations, reporting forms and information or to contact ODA, visit www.oregon.gov/aviation



PAVEMENT MAINTENANCE PROGRAM

Pavement evaluation (PEP) and maintenance (PMP) protect our infrastructure investments in airports throughout Oregon. Airports save approximately 24% annually in reduced repair or reconstruction costs. These programs have been shown to extend runway life by as much as 20 years. Well maintained pavement keeps Oregon airports safer, more reliable and open for business.

To receive updates, subscribe to PMP or your region at www.oregon.gov/aviation

2018

Region PMP projects have been rescheduled for late spring 2019 due to high construction costs during 2018. Projects will be constructed at 16 airports for approximately \$900K. Region 3 covers central and eastern Oregon.

2019

Maintenance designs for Region 1 are underway and approximately 17 airports are on schedule to start construction early summer 2019. The projects costs will total between \$800K and \$1M. Region 1 covers northwest Oregon.

PAVEMENT EVALUATION

PEP for 2019 will cover Region 2, the southwest and south central portions of Oregon. The evaluations will be used to track pavement condition and plan maintenance projects that will be needed. Construction for the maintenance projects will take place in 2020.



LAND USE

The Planning and Programs Division has the responsibility to assist local jurisdictions for land use planning in and around airports throughout the state of Oregon. This responsibility has been handed down by both the FAA via Grant Assurance #21 (Compatible Land Use) and the Oregon State Aviation Board. The goal is to ensure compatible developments around airports so as to avoid hazards to air navigation. The Division works closely with city and county jurisdictions to review both Comprehensive Plans and Development Code updates; in addition, the Division coordinates with other State and Federal agencies providing comments and recommendations on numerous energy projects.

SCIP 5 YEAR PLANNING

Every year, each of the 56 NPIAS airports eligible for FAA funding updates their 5-year project plan. Working with the FAA and ODA, using their Master Plans, the airports update their lists and work to fund and then build those projects. The FY 18 projects are underway now and FY19 projects are coming on line.

PROGRAM OR PLANNING QUESTIONS?

Please contact Heather Peck, Projects & Planning Manager, at (503)378-4880



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SALEM, OR 97302-1125

FLIGHTLINES

FLIGHTLINES is an official annual publication of the Oregon Department of Aviation. The intent of FLIGHTLINES is to engage Oregonians on local events and developments in aviation.

This publication is supplemented by a monthly newsletter via GovDelivery. Please subscribe at www.oregon.gov/aviation

Comments or concerns are welcome. Submission of articles is appreciated and subject to editorial review and should be directed to the editor: mary.buell@aviation.state.or.us



MARCH 2019