

Good news for America's general aviation community!

General Aviation Relief Measure Proposed in the U.S. Senate

On March 12, 2002, U.S. Senator James Inhofe (R-OK) introduced Senate Bill 2007 – “a bill to provide economic relief to general aviation entities that have suffered substantial economic injury as a result of the terrorist attacks perpetrated against the United States on September 11, 2001.” Senate Bill 2007 is the Senate companion to H.R. 3347, approved by the House Committee on Transportation & Infrastructure and dubbed the “General Aviation Industry Reparations Act of 2001.” If both bills pass, they will successfully provide a total of \$2.5 billion in grant funding and \$3 billion in loan guarantees – plus extend war risk insurance coverage – to general aviation entities as defined within the language of those bills.

National Air Transportation Association (NATA) President James K. Coyne commended Senator Inhofe. “The Association is extremely appreciative of Senator Inhofe’s continued leadership efforts on behalf of the general aviation community,” Coyne stated. “The Senator continues to demonstrate his devotion to the general aviation industry as it pursues financial assistance for the thousands of businesses that continue

to suffer financial hardships as a result of the September 11th terrorist attacks.”

NATA has promised to mobilize its grassroots network to ensure that the bill garners significant co-sponsor support across the nation. With the introduction of

S. 2007, NATA will be asking its members to contact their Senators immediately so that it moves through the committee process quickly.

*Be watching for an update on the disposition of these bills in the next edition of **Flightlines**. ■*

New Pendleton Air Museum Will Add to Area's Cultural Historical Offerings

The Pendleton Air Museum is the newest aviation museum to be planned in Oregon. The project is the result of collaboration between the Oregon National Guard and the community of Pendleton. It is being designed to recognize and commemorate the civilian, commercial and military aviation history of northeast Oregon and southwest Washington – with particular emphasis on the role of the Pendleton Army Air Base during World War II. Through exhibits and events, the museum aims to preserve this heritage and educate future generations regarding the importance of aviation. A

unique memorial at the museum will honor the sacrifices of local soldiers, sailors, airmen, Marines and support personnel.

Upcoming events in Spring 2002 promise culture, aviation education, tourism, patriotism and fun. With a renewed commitment to our country’s ideals, the Pendleton Air Museum and its events will illuminate those earlier days and key moments in both the region’s and our nation’s aviation history:

- An air show is planned on May 4th at the Aviation Support Facility at Eastern

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The Director's Desk

Ann Crook, Director



Ann Crook

The State Aviation Board has asked the Department to expand our focus beyond just airports – to other vital

aspects of the aviation industry. Specifically, they want ODA to take a role in aviation education, targeting both K-12 and higher ed. They have set of goal of seeing the Department promote Oregon's aerospace industry and aviation business as effective economic development tools. Finally, they have asked us to help improve the level of commercial air service in Oregon. As a result of these expanded roles for the Department, we began work on a Statewide Air Service Development Action Plan in February of this year.

The product from this work will provide a detailed list of action items – some of which can be implemented by this agency, some by local communities, others by the Oregon Legislature, or a variety of other key stakeholders throughout Oregon. Recommendations will include: which airlines may be most realistic to serve specific markets, infrastructure improvements that will be necessary to support air service, funding programs that may help encourage air service, possible non-scheduled air service alternatives, and more.

This first phase action plan will look at air service to the Oregon communities that already have some

service, the communities who have recently lost service, and those other communities who have expressed a desire to explore air service. They are: **Astoria, Baker City, Corvallis, Eugene, Klamath Falls, La Grande, Medford, Newport, North Bend, Pendleton, Redmond, Roseburg, and Salem.**

A community wanting to improve their air service typically conducts an analysis of their markets (i.e. which destinations people in that community most frequently fly to, what airport-of-origin they use, etc.). This baseline data enables them to determine specific opportunities for improvements, match those opportunities to the airline that would be most appropriate, and then begin working with that airline to convince them to bring those service to them.

ODA's approach is unique, in that we are evaluating the air service markets of the entire state together. It is our hope that by taking this integrated look, we can offer an airline a route structure that would work, rather than a disparate system of individual, competing sites. This action plan will also enable us to provide critical preliminary information to communities who hope to pursue their own air service development plans.

Oregon's Air Service Development Action Plan will be presented at our 2nd annual statewide conference – *Air Service to Oregon Communities* – to be held in Redmond this June 18th through 20th. For more information either on the Action Plan or the conference, please call ODA at (800) 874-0102. ■

New Pendleton Air Museum

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- Oregon Regional Airport. It will include static military equipment displays, memorabilia, various military aircraft demonstrations, an exhibition parachute jump by Army Rangers from Ft. Lewis, Washington, and the Cascade Warbirds' vintage military aircraft fly-in.
- The evening of May 4th, plans are underway for a gala entitled **"Bombs Away!"** This big band dance will follow a period USO theme and will be held at the large hangar at Eastern Oregon

Regional Airport. A silent auction during the gala will raise funds that will be dedicated to improving and expanding the museum project.

- Also underway are plans for an April 2003 dedication of a monument to the members of Dolittle's Raiders. For that event, a fully-restored B25 will grace the museum site.

For more information on the Pendleton Air Museum call Pendleton Chamber of Commerce at (541) 276-7411. ■

Oregon Aviation Calendar

APRIL

- 17 **State Aviation Board Meeting** in Eugene.
Info: [www.aviation.state.or.us] or ODA @ 503.378.4880

MAY

- 4 **Pendleton Air Show & “Bombs Away” Gala** Fundraiser, Aviation Support Facility at Eastern Oregon Regional Airport. Info: Pendleton Chamber of Commerce @ 541.276.7411.
- 15 **State Aviation Board Meeting** in Newport.
Info: [www.aviation.state.or.us] or ODA @ 503.378.4880
- 25 **Pancake Breakfast Fundraiser** at the Corvallis Municipal Airport from 7:00 to 10:00 am, hosted collaboratively by the OSU Flying Club the OSU Air Force ROTC Unit, and the Corvallis Lions Club. Proceeds will go to the Corvallis Lions Club. “Come on out for the \$100 pancake!” Info: David Hamby, Ph.D. @ hambydm@engr.orst.edu or 541.737.8682.

JUNE

- 1 **7th Annual Burns Lions Club Fly-In Breakfast**, 7 am to 11:30 am, Burns Airport. Info: Dave at 541.573.1286.
- 17 **State Aviation Board Meeting** in Redmond.
Info: [www.aviation.state.or.us] or ODA @ 503.378.4880
- 18-20 **2nd Annual Conference on Aviation in Oregon** – “Air Service to Oregon Communities ... How to Get It and Keep It Going.” Eagle Crest Resort, Redmond. Info: www.ccee.orst.edu/tri/workshops.html or ODA @ 503.378.4880. (Registration due no later than May 15, 2002.)
- 23 **OPA Yamhill Airplane Wash and Lions Club Pancake Breakfast**, McMinnville Airport. Info: Corinne Bott @ fcbutt@gte.net or 503.538.2490.

JULY

- 10-14 **NWEAA Fly-In**, Arlington Municipal Airport, Arlington, WA. Info: Barbara Tolbert @ flyin@nweaa.org or 360.345.5857, or web page at www.nweaa.org.
- 17 **State Aviation Board Meeting** in Pendleton - *TENTATIVE*. Info: [www.aviation.state.or.us] or ODA @ 503.378.4880.

- 20-21 **OPA Mulino Chapter Blueberry Pancake Breakfast and EAA 902 FLYMART Hangar Sale**, Mulino Airport. Info: Jerry Woody @ 503.829.9850.

- 21-26 Oregon Antique & Classic Aircraft Club’s “Oregon Air Tour 2002” (*registration due by June 1st*). Info: Tom Bedell @ tbedell@peak.org or write to: ACAC – Air Tour 2002, c/o Gretchen Bencene, 25488 Wonderly Lane, Philomath, OR 97370.

- 27-28 **Paisley Fly-In and Acrobatic Air Show** (in conjunction with the Paisley Mosquito Festival & Rodeo), Paisley Airport. Info: Visit the Festival web site at <http://www.paisley.presys.com/mosq.htm> or contact Gary Casteel @ N8402W@aol.com.

- 28 **OPA Corvallis Fly-Out**, Paisley Airport. Info: Jack Mykrantz @ bjmykr@gateway.net or 541.753.0188

AUGUST

- 3 **OPA Tillamook Fly-In BBQ**, 10 am – 3 pm, Tillamook Airport. Info: David Winter in Netarts @ david@bluefox.org or 503.842.9659.
- 9-11 **OPA Festival of Flight**, Corvallis Airport. Info: Mark Trujillo at PresidentElect@oregonpilot.org
- 16-17 **Baker City Fly-In**, Pancake Feed and Craft Show – with breakfast Sat a.m., steak feed Sat p.m., and free transportation to the Oregon Trail Interpretive Center. Info: Mel Cross @ 541.523.6366 or 541.523.4539.
- 16 **State Aviation Board Meeting** in Hillsboro. Info: [www.aviation.state.or.us] or ODA @ 503.378.4880.
- 17-18 **Rose Festival Air Show** (by Intel) at Portland-Hillsboro Airport. Note: Thunderbirds Sat. only. Info: Hillsboro Chamber of Commerce @ 503.648.1102. Tickets available at all Ticketmaster outlets and the Rose Festival Box Office – 503.224.5373

Recurring Activities:

Monthly, first Saturday: EAA 105 Blueberry Pancake B’fast. Stark’s TwinOaks Airpark; 8-10 am.

The Oregon Aviation Calendar is a regular feature of “Flightlines.” If your organization has an important meeting or regularly scheduled meetings that you would like to have publicized, we’re pleased to include them. Send your calendar items to Carolyn R. Berry, Flightlines Editor, Oregon Department of Aviation, 3040 25th St. SE, Salem, OR 97302-1125; or carolyn.r.berry@state.or.us

From the State Aviation Board



Bill Wilkins, PhD,
Chair

The 2001 Legislature expanded membership of the State Aviation Board from five to seven. As is noted in a focus article in this edition of **Flightlines**,

John Loacker and Steven Schreiber, both of Portland, were appointed by Governor Kitzhaber and confirmed by the State Senate during the special session. Joe Smith, also of Portland, was appointed by the Governor to fill the vacancy left by the resignation of original Board member Lisa Dahl; however, to date his appointment has not been voted on by the Senate. They bring a wealth of aviation knowledge and experience to the Board.

The new and continuing members started working together at the February Portland Chamber of Commerce breakfast where the Port of Portland made public a Blue Ribbon Committee's recommendations for increasing the security of Portland International Airport, followed by the regularly scheduled meeting of the Board that same day. The Board and key members of the Department of Aviation staff went into a two-day intensive work session to set goals and make plans for the coming year. Except for a brief executive session to discuss legal advice, the work session – like all of the Board's meetings – was open to the public.

Among the goals that the Board set for itself and the Department are completion of policies and the adoption of Administrative Rules to guide the management of state-owned airports and formal review of the portfolio of state-owned airports. The Board plans to foster airport development and preservation throughout Oregon. It will promote aviation security and help advance aviation education in both K-12 and higher education. In addition, the Board

and Department intend to foster Oregon's economic development by gaining additional air service to Oregon communities and within Oregon's growing aviation industry. The Board expects to play a lead role in planning for regional air freight needs and opportunities. Finally, the Board plans to continue its practice of holding its meetings around the state.

This promises to be a busy and eventful year. ■

Oregon Pilot Registration ... Why Should You Bother?

Oregon law requires every pilot who operates within the state to register with the Oregon Department of Aviation 60 days of the date of their arrival in the state. Currently no penalty is issued for failure to register – but it really is to your advantage.

Did you know? ALL PROCEEDS from the ODA Pilot Registration Program are transferred to the Oregon State Police Office of Emergency Management. That's right – every penny. Let's put it another way. One hundred percent (100%) of your Oregon pilot registration fee goes directly into a dedicated fund that can only be used for expenses directly related to air search and rescue activity.

Say what? That's right. No portion of Oregon pilot registration fees are used in ODA's – or any other state agency's – operating budget. By law, your pilot registration fees are used only to fund public service through search and rescue activity. So ... you could say it's almost like an insurance policy. When Oregon pilots keep their pilot registration current, they are actually cooperating with their aviation community to guarantee adequate search and rescue budget in those unfortunate situations when a plane is lost.

The fee for Oregon Pilot Registration is \$8 for an initial registration (good until the pilot's next birthday). The subsequent cost is only \$16 for each two-year renewal period. Pretty reasonable insurance

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Two New Members Join The State Aviation Board

The Oregon Department of Aviation is pleased to announce that two new members have joined the State Aviation Board. Governor Kitzhaber's appointments of John R. Loacker and Steven H. Schreiber, both of Portland, were confirmed during Senate Special Session. The State Aviation Board provides policy guidance and oversight to the Oregon Department of Aviation. It was originally created when the Department was separated from the Oregon Department of Transportation in the 1999 Legislative Session.

John Loacker is a long-time Oregonian who enjoyed career service in the US Air Force and Oregon Air National Guard. Now retired from his own law practice, Loacker brings a focus on the specific concerns of general aviation airports across Oregon. It is his intention to ensure that general aviation airports thrive and continue to serve the flying public as well as communities where they are located.

As Director of Aviation for the Port of Portland, **Steve Schreiber** is already responsible for the operation of four Oregon airports – the largest of which is Portland International. With a strong background in finance and administration, Schreiber is convinced that commercial and general aviation play a key role in our regional economy. He believes that safeguarding the viability of our air transport system is critical.

Continuing members of our State Aviation Board include:

Michael Burrill, Sr. is southern Oregon native and president of Burrill Resources, Inc. in Medford. As part of his extensive involvement in local and state transportation issues, Burrill is working to develop international trade and air cargo in southern Oregon.

Former state legislator **Mike Nelson** is owner of Nelson Real Estate in Baker City and has been involved in statewide transportation issues for many years. He views air transportation as a vital factor in the state's social and economic health. Nelson currently serves as Vice-Chair of the Board.

Carrie Novick has been Manager of the Redmond Municipal Airport since 1990. During the past decade, that airport's operations have doubled. Carrie brings a strong airport management perspective to the Board.

Bill Wilkins, Ph.D. is Dean Emeritus of the College of Liberal Arts and Professor Emeritus of Economics at Oregon State University. He served as the Associate Administrator for Policy and International Aviation for the Federal Aviation Administration under appointment of President Jimmy Carter and as staff economist for the U.S. House of Representatives Ways and Means Committee. It is Wilkins' goal to assist the Department in making Oregon

a national leader in the next generation of aviation. Wilkins serves as Board Chair by appointment of the Governor.

Governor Kitzhaber expressed his delight that such enthusiastic and qualified individuals are willing to share their expertise with all Oregonians – as well as the entire Pacific Northwest Region – by serving on the State Aviation Board. ■

Oregon Pilot Registration

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should you – or another pilot in Oregon's Aviation Community – have reason to need it. Don't you think?

You can find out more about the pilot registration on ODA's web page: <http://www.aviation.state.or.us/registration/registration.htm>. Or talk to Debbie Schoenborn at ODA (503.378.4880). Take a moment to register now – even if you've been flying in Oregon for the past 50 years! Make a choice to helping guarantee that Search & Rescue will be adequately funded should you or someone you know ever need it. ■

THE OREGON AIR SERVICE DEVELOPMENT ACTION PLAN

In March 2002, the Oregon Department of Aviation (ODA) kicked off activities focused on developing a Statewide Air Service Action Plan. Targeted for completion in June, the Action Plan will (1) determine the ideal network of airports to meet the needs of communities across Oregon, and (2) propose air service recruitment strategies to achieve desired service levels. Kiehl Hendrickson Group (KHG) – a national aviation consulting firm specializing in air service development, with offices in Minneapolis, Washington DC, and Eugene – has been hired to manage the project.

The study was originally scheduled to begin last fall, but the upheaval of the commercial airline industry in the aftermath of 9/11 delayed its start.



ODA's consultants at KHG are charged with studying the unique air service needs of 13 Oregon communities: Astoria, Baker City, Corvallis, Eugene, Klamath Falls, La Grande, Medford, Newport, North Bend, Pendleton, Redmond/Bend, Roseburg, and Salem. On-site meetings were held with airport officials and community leaders during March; research and data analysis is now underway. The Action Plan will be publicly presented by KHG at the State Conference on Oregon Aviation at Eagle Crest June 18-20th.

The Action Plan will identify and substantiate:

- Recommendations for improvements to the level of air service currently provided to Oregonians.

- Specific locations across Oregon that can viably support new air service and analysis of whether those markets have sufficient demand to make service economically self-sustaining.
- Feasible alternatives for improving air service to viable new/resumed locales across Oregon.
- Materials/data to support negotiations about new or improved services between ODA / local communities and commercial airlines.
- Determination of potential subsidies for those areas that could not achieve self-sustainability.

Enthusiasm was high across Oregon during the initial round of community meetings held in March. For years, much of Oregon has endured the inconvenience of driving several hours and many miles to catch the nearest commercial flight. Airlines have continued to move away from service to small communities, opting for larger, more profitable markets.

LUCKILY - hope may be on the way through the mechanism of ODA's Statewide Air Service Action Plan.

"We have seen examples in other states where small, rural communities have banded together to support air service initiatives," reports Mark Kiehl of KHG. "There are a handful of small airlines still interested in serving rural America, and we hope to interest them in a dialog with the communities of Oregon."

Understandably – not every community in Oregon that wants scheduled air service will ultimately get it. Viable airports must be capable of handling commercial operations in all weather, which necessitates a precision instrument approach. New airport security rules will likely create additional restrictions that will limit which airports are able to handle commercial airline traffic.

New air service – or in the case of some Oregon communities, *resumption* of air service – will require a working partnership with the airline(s) serving that market. Regional advertising of new local services will be critical in selected markets.

ODA Wants Your Input!

If you didn't get a chance to participate in the state-wide public meetings that launched this project in March, you still have a chance. ODA really wants to hear from Oregonians about your air service concerns and ideas. Contact Carolyn Berry, Public Relations staff for ODA, *NO LATER THAN FRIDAY, MAY 24th*: (a) by e-mail to Carolyn.R.Berry@state.or.us, (b) by regular mail to ODA, 3040 25th Street SE, Salem, OR 97302-1125, or (c) by telephone at 503.378.8689, ext. 223.

AIR 21 Applications Due

Those communities submitting applications for grants under the Federal DOT's Small Community Air Service Development Pilot Program should bear in mind that the preliminary deadline for submissions was April 22nd. However, applications may still be submitted after that date. They simply may not get the same level of consideration as those that make the deadline, according to a recent federal notice. ODA encourages all qualifying communities to take advantage of this opportunity. More information on this grant program may be found on the internet at: <http://dms.dot.gov>.

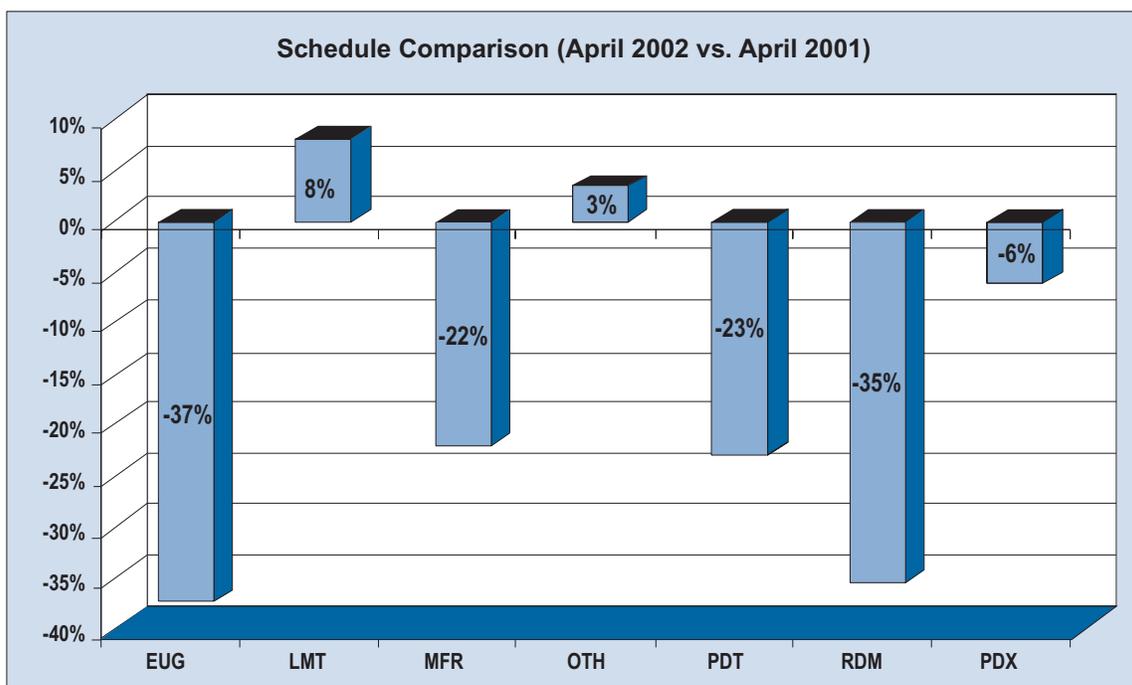
Air Service Since 9/11

Like many other states throughout the U.S., scheduled flights have experienced cut-backs in Oregon since the air disaster on September 11, 2001. The following chart reflects impacts on Oregon's commercial service airports over the past 12 months.

As the graph depicts, the impact of 9/11 was minimal in Klamath Falls (LMT) and North Bend (OTH), since each has only four Horizon flights daily to Portland. More dramatic reductions took place in Eugene and Medford, since they offered the highest level of commercial service and had the most exposure to

United Airlines. United experienced the most dramatic service reductions in the Western U.S. By comparison, both Alaska and Horizon Airlines have brought back virtually their entire schedule.

Oregon communities that will be identified as opportune for promotion of new or revived air service must meet the following threshold criteria: (a) the community must be identified as "under-served" or "overpriced" (as compared to national averages), (b) the airport must offer a precision instrument approach, and (c) the community must be able to make a significant investment on its own behalf to recruit the air service. ■



State Airport Recreational Opportunities

In past issues we have discussed the safety issues of our State Warning Airports. If you don't have the back issues of *Flightlines*, these articles are available on the ODA website at <http://www.aviation.state.or.us/>. Look under *Airport Safety & Operations* to learn about the nine warning airports in the state. Some of these airports can actually be quite challenging and require good aircraft and pilot performance; however, most of them offer some unique recreational possibilities. In this issue, we begin a series about the recreational opportunities around state-owned airports (some of which were are State Warning Airports).

With spring upon us, everyone is busy getting the plane dusted off and ready for a summer of enjoyable flying. But key question always exists ... where to go? ... what to do? Oregon has just about every possible sort of geography to explore. From the Pacific Coast, to the mountainous Cascades and Willows, to the deserts of eastern Oregon – there is endless variety right here in Oregon. Over the next several issues we will discuss some of the recreational opportunities available to the public at State Airports.

Fly-in camping is permitted at any of the more remote State Airports, even though formal camping sites may not be provided. Naturally, we ask that you clean up the area before you leave.

Bear in mind that camping may not be appropriate at some of the more populated airports.

The coastal airports all offer unique possibilities for fly in recreation:

Nehalem Bay State Airport is located on the North Oregon Coast near Manzanita. The airport is adjacent to the Nehalem Bay State Park. There are five formal campsites on the west side of the tie down area. These campsites are administered by Oregon State Parks, and a nightly fee is required at a registration station that sits adjacent to the tie down area. Each site at Nehalem Bay has a picnic table and fire ring. Water, trash receptacles and toilets are all available. This can be a popular place on holiday weekends.

The unlighted runway at Nehalem Bay is 2350' X 50' asphalt, and the gravel tie down area is on the west side of the north end. Use only the designated taxiways to get to the ramp, and watch for the 2' deep ditch between the runway and ramp. There are trees within 75' of the runway centerline on both sides on the south half of the runway, and they run full length on the east side. Crosswinds can cause considerable low level turbulence. If you are flying there around sunset or sunrise, keep an eye out for the population of deer that live in the area.

Access to the bay on the Nehalem River is right at the south end of the runway. Normally there is a wide sand beach, both up and down river. Access to the ocean is about 1/2 mile to the west of the north end, through the State Park. The nearest supplies are almost two miles to the north at a convenience store/gas station on Highway 101.

Pacific City State Airport is an interesting airport, for sure. It's short, and narrow, with a road at one end and the Nestucca River at the other. The community of Pacific City surrounds the airport, so everything is close by. Pacific City is one of the State Warning Airports – so before you use it the first time, we recommend you either call ODA for information or check out the information on the Department's web site.

The problem in Pacific City is simple: the runway is very short and very narrow. Its total length is 1875' and it is only 30' wide. Only 1575' of the length is available landing to the south because of the displaced threshold on the north end. Do not try to land downwind, and do not touch down long.

If there an adequate margin of safety exists here for you and your plane, you'll find the area has a lot to offer. Everything is an easy walk away and there are many tourist attractions. Several restaurants are nearby – one just west of the north end – and Pacific City

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State Airport Recreational Opportunities continued from page 8

has several motels. Beach access is less than 1/4 mile to the west. Cape Kiwanda is just over a mile to the north on the west side of the Nestucca River.

This is not a good airport for camping. The airport is very small, and there are many homes close to the parking area. If you try to camp, you'll practically be in someone's back yard!

Siletz Bay State Airport is about 5 miles south of Lincoln City and 16 miles north of Newport. The runway is 3000' X 60, and plenty of paved parking is situated on the west side. Two camp sites are situated in the tree line on the north edge of the ramp. They don't get a lot of use and are sometimes a bit overgrown. You can also camp along the west tree

line on the north end. This area is grassy and somewhat secluded. Water, a chemical toilet, and a telephone are available adjacent to the ramp.

ODA has a construction project planned for Siletz Bay State Airport this summer. The runway will not only be re-paved, but it will be lengthened 300' and a parallel taxiway will be constructed. As a result, the airport will need to be closed for a few weeks sometime between July and September, so be sure to check the NOTAMS before heading out.

Beach access is available at the Gleneden Beach State Wayside, which is a little over 1/2 mile to the south along Highway 101. To the north are the factory outlet stores on the west side of

Hwy.101, only about 3/4 mile from the airport. If you are a golfer, Salishan Lodge is about 1 mile north, on the east side of Hwy. 101. The Lodge sports a five-star restaurant as well as first class accommodations, if you're not into roughing it. The Lodge normally monitors the Unicom (122.7) and will send a van to the airport to pick you up. If you can not get them on the radio, their number is posted near the phone on the south side of the ramp.

Lincoln City to the north has much to offer – including the Chinook Winds Casino – but it is beyond ready walking distance. Taxi service is available in Lincoln City. Try Jim's Cab Company (541.994.5787) or Lincoln City Cab Company (541.996.2003). ■

Joining the ODA formation. . .

Welcome to Carolyn Berry, Oregon Department of Aviation's new Public Relations & Legislative Liaison. Carolyn joined the staff of ODA on March 11th. She brings a wealth of expertise to the Department – including mediation, facilitation, public speaking, training design and delivery, writing and editing. Among a wide variety of functions for ODA, Carolyn will serve as the Editor of *Flightlines* ... so this is the first issue with her at the helm. We hope you notice some good changes! Be watching for more.

Why “Real Pilots” Train in Oregon

No question about it, Oregon absolutely has to be the very best place in the world to train career pilots.

Oregonians have a reputation for being independent thinkers and innovators. That’s part of the reason graduates from the Flight Technology Department in Lane Community College (LCC) excel. LCC works jointly with universities, as well as industry and education experts from NASA, to develop and offer one of the very finest aviation education and pilot training programs available anywhere.

Ideal weather for training professional pilots

Okay. Tell the truth ... which is your preference? Would you rather fly with crews that were trained pretending to fly IFR with “plastic clouds,” or with pilots who trained in the “real stuff”? Western Oregon’s environment is ideally suited to training professional pilots: Oregon is blessed with an abundance of “safe IFR.” With a climate largely influenced by the great Pacific Ocean, this little part of the world has with mild temperatures and an abundance of stratus clouds – making it perfect for doing IFR training. It’s referred to as “safe IFR” because Western Oregon is lucky enough to not contend with really severe weather – like tornadoes, typhoons, severe convective activity and thunderstorms. What’s more,

freezing levels are high enough to minimize icing in the training environment.

No waiting for your turn
Oregon has a comparatively small population, and the airspace is wide open and virtually unrestricted. Flight training in Oregon, especially IFR training, is a genuine delight – as traffic delays are *rare*. Pilots can expect to get their desired training experience when they want it, and without those “buck-burning” and frustrating delays. Because Oregon has such a varied geography, pilots can find just about any kind of approach that is desired.

Oregon’s geographic diversity - from the beach to the mountains. If you like variety, Oregon is for you. Most airports in the Willamette Valley are only about 20 minutes’ flying time to the beach or 30 minutes flying time to the high Cascades, enabling pilots to experience flying from sea level airports to high-density altitude airports in the very same flight lesson. However, Oregon is not all trees and wilderness. Pilots also gain valuable experience flying into high-traffic density international airports. Since the population areas are well defined, IFR pilots can operate from a very busy international airport, yet within 20 minutes be shooting an

ILS to an airport with only remotely located Flight Service Station support. Of course, all this variety means that Oregon is a year-round outdoor wonderland sure to suit almost everyone’s favorite activity.

Why train at Lane Community College?

Lane Community College is a first-rate college with a first-rate pilot training program. In fact, LCC’s flight program may just be one of those “best kept secrets” in Oregon – since it is without doubt one of the best bargains in the business for people seeking to prepare for a career in aviation. LCC’s Flight Technology program has been preparing candidates for careers in the aviation industry since 1967. The program has trained over 1,000 aviators for their careers, with graduates now flying every day from locations all around the globe. Serious students can earn their AS degree in Aviation Technology, or an Associate Degree with a university transfer option. LCC has articulation agreements with a number of internationally recognized universities.

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Where Can I Land in Oregon?

Oregon is fortunate to have more than 100 public-use airports that are open to any pilot without prior permission. However, with just over one airport per 1000 square miles of land in Oregon, vast areas of the state have no public airport available. Pilots should remember that permission must be obtained to use any of the more than 250 private airports in the state. In some cases, the owners or controlling agencies unilaterally prohibit any access whatsoever by any other users – except in the event of an actual emergency.

As a result of this unique geographic situation, ODA receives many inquiries concerning where aircraft can land. NOAA provides the following information in a special notice titled **AIRCRAFT LANDING RESTRICTIONS** in their Airport/Facility Directory:

“Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.”

“Landing of aircraft is prohibited on lands or water administered by the National Park service, U.S. Fish

and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.”

Perhaps the most frequent question ODA receives is about whether pilots can land their plane on the beach. Indeed – the long stretches of smooth sand that exist in some part of the Oregon Coast are inviting. *However*, landing on the beach – again, except in an emergency – is specifically prohibited by ORS 836.510. Coastal police departments are very aware of this and enforce the statute vigorously. Additionally, ORS 837.090 prohibits landings on public highways and other public grounds without the permission of the appropriate authorities. Seaplanes are generally allowed to operate on bodies of water where motor boats are allowed. Once they are on the water they are considered to be boats, but land planes have no such privilege.

The key to landing at a site not specifically designated a public-use airport is simple. Always obtain prior permission, whether from the responsible private owner or public agency. No additional approval is necessary, *so long as* such use occurs only on an occasional, infrequent basis. If use becomes more than occasional, an airport Site Approval is necessary and can be obtained upon application to ODA. Naturally, for all landings that occur off site of public-use airports, the user assumes all risks and liabilities. ■

Why “Real Pilots” Train in Oregon

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Dual enrollment options with the University of Oregon:

This academic year, the exciting opportunity of dual – or concurrent – enrollment in the University of Oregon (UofO) and LCC is being offered for the first time. This has to be a marriage made in

aviation heaven! LCC has an excellent technical program in aviation, including professional pilot training and an aviation maintenance program, while the UofO is engaged in a joint research project with NASA related to advanced pilot training techniques and critical issues in pilot

decision-making. This represents a nearly ideal partnership – perfect for those seeking a fulfilling career in the aviation industry.

For more information about Lane Community College visit their webpage at <http://www.lanec.edu/flight/flight.htm> ■



3040 25th Street SE
 Salem, Oregon 97302-1125
 Telephone 503-378-4880
 Toll Free: 1-800-874-0102
 web: www.aviation.state.or.us
 Editor: Marilyn Lorance

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✓ *Mark Your Calendars for June 18-20, 2002*

Plan to Attend the 2nd Conference on Aviation in Oregon

The 2nd Annual Conference on Aviation in Oregon is scheduled for June 18-20, 2002. Co-sponsored by Oregon Department of Aviation and Oregon State University's College of Engineering Transportation Research Institute, the 2002 conference will held at Eagle Crest Resort in Central Oregon.

The theme for this year's conference is *Air Service to Oregon Communities . . . How to Get It and Keep It Going*. The line-up of workshops and speakers is impressive! Confirmed speakers at the conference include representatives from:

- Federal Aviation Administration
- Transportation Security

- Administration
- National Air Transportation Association
- Oregon Senate
- Embry Riddle
- Oregon State University
- Oregon's Community Colleges
- State Board of Aviation
- City of Redmond
- Cargolux
- Horizon Air
- Sky West
- Big Sky Airlines
- SkyTaxi
- Port of Portland / Portland International Airport
- Oregon Department of Aviation

- Oregon Economic & Community Development Department
- Oregon Rural Development

Workshops will cover such topics as: federal requirements that must be met prior to embarking on a plan for community air service, key strategies in planning for regional passenger services, opportunities in air cargo and freight services, general aviation alternatives, key concepts in aviation finance and possible funding sources.

Registration must be received by Wednesday, May 15, 2002. ■

*For more information, visit: www.ccee.orst.edu/tri/workshops.html
 Or call Oregon Department of Aviation at 503.378.4880.*

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