

PROP WASH

The Voice of
General
Aviation
in Oregon

The Official
Publication of the



www.OregonPilot.org

Oregon Pilots' Association

May/June 2008

White House Wants User Fees

Reprinted from AOPA eNews 5/2/08

As the Senate began debate on the FAA funding bill in a spirit of bipartisan cooperation, that same spirit apparently didn't extend to the White House.

The president's top advisors made it very clear on April 29 that if Congress sends him a bill that does not include user fees, and does not give the airlines greater control over the air traffic control system, they want him to veto the FAA funding legislation.

The White House once again cited its failed FAA funding bill as the model, and said the legislation currently under consideration by Congress does not align "FAA's revenues with its costs through fair

fees linked to usage of the system," nor does it include "a broader set of aviation stakeholders in the oversight and management" of the air traffic control system. (Administration proposals would give the majority users of air traffic control—the airlines—also majority say in ATC management.)

The "Statement of Administration Policy" also objected to increased Airport Improvement Program funding and took issue with the labor provisions in the House version of the FAA funding bill. "If the President is presented with a bill that not only excludes the critical reforms proposed by the Administration, but also includes provisions that would further exacerbate an untenable

status quo, his senior advisors would recommend that he veto it," according to the policy.

"We're extremely disappointed that the administration continues clinging to discredited funding concepts that have no popular support from either the public or their elected representatives," said AOPA President Phil Boyer. "The aviation industry and both parties in Congress are very close to reasonable compromises that ensure the future of the aviation system. For the administration to put that all at risk at this point is incomprehensible."

The Senate is expected to finish its version of an FAA funding bill

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KEY EVENTS & DATES

OPA Quarterly Board Meeting

May 10 – Baker Airport

Lodging available; joe@smithcompound.com if interested in car or airplane-pooling

Cirrus Designs Open House

May 17, 10am-4pm at Professional Air Services at the Bend (BDN) Airport

Independence Airport Memorial Day Ceremony and Community BBQ

May 26 at Independence (7S5) Airport

Look for the latest news and events at www.oregonpilot.org

PROP WASH

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<http://www.aviation.state.or.us/>

WELCOME NEW MEMBERS

Jennifer & Erich Bargar
Camas, WA

Robert Foster
Corvallis

Mark & Cathie Lawless
Mercer Island, WA

Mariah Tran
Tigard

Marv Woidyla
Troutdale



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President's Message

I enjoy flying IFR. There's something about being encased in that gray cloud-cocoon, with the only connection to the outside world a disembodied voice (which most of the time is talking to somebody else), that yields a quiet satisfaction found nowhere else. More: the exhilaration of transiting a vertical mile or more of murk, with the only evidence of upward movement a slowly winding dial (for that matter, the only evidence of moving at all a readout of diminishing distance from some distant unseen landfall), that gradually lightens until reality explodes into brilliant sunshine and 170 miles per hour across blazing whiteness below, pure blue above, is found nowhere else.

But I'm also grateful for the huge utility it adds to our traveling. Our trip to northern Idaho last Friday is a great example.

The mid-April winter reprise promised "mountain obscuration, VFR not recommended." Tops were predicted at 12,000, clearing over the Palouse, and then clouds returning approaching Spokane. So, figured IFR via LTG and PSC, with a circling ILS to Coeur d'Alene (the approach there is to 5; when I phoned the ASOS wind was 220 degrees, 18 gusting to 25). One problem: there might be ice climbing out of TTD.

But the ceiling over Troutdale was 3500, over Hood River the same, and visibility up the gorge was just fine, so why not stay under to The Dalles, climb when the ceiling broke up, and then take advantage of the 50 knot tailwind promised at 12,000 feet?

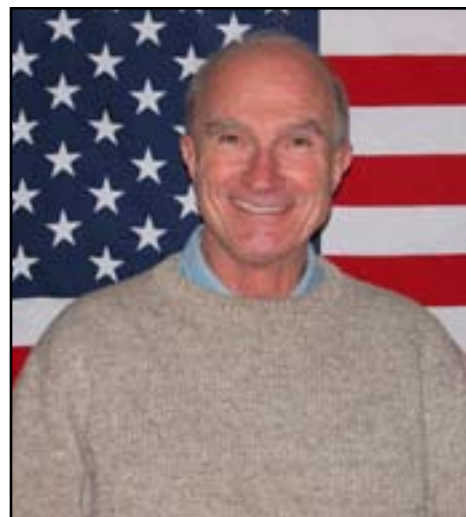
Which we did. Actually found blue sky as we passed Hood River, and 11,500 put us on top of everything as we said goodbye to Mt. Adams, where a 198 knot ground speed rewarded our decision. Had to deviate a few degrees occasionally to dodge a build up, but never far off the straight line drawn on

the moving map. (We lost flight following in the Gorge, regained it as we passed through 6000 off Klickitat, and were immersed in the system with complete heading flexibility.)

Forty miles or so from Spokane the undercast had – as predicted – become solid. "Seattle, 4076N requesting IFR clearance to Coeur d'Alene, VFR on top, we're on top now." "Mooney 76N, cleared direct Coeur d'Alene, maintain VFR on top." That was all there was to it.

A few minutes later, told to contact Spokane Approach, "Spokane Approach, Mooney 4076N, out of 12,000 climbing to maintain VFR on top, could we get a fast descent?" "...Cleared to 6500." So down we went. Passing 7000, "November 4076N turn left to 360, so we can get you lower sooner; maintain 5500." Then "...turn right 070, Coeur d'Alene one o'clock 11 miles."

We were just breaking out, and about a minute later, sure enough, just off our nose, there it was. "Spokane, Mooney 76N canceling IFR..." "Coeur d'Alene traffic, brown Mooney west of field descending through 5000, we'll be entering a left downwind for 19." (The wind was now reported at 180, 20 gusting 26.) And, 99 minutes after wheels up at TTD, we were looking for tie



OPA president Joe Smith

down ropes on the public ramp.

We were actually IFR perhaps 10 minutes – but we wouldn't have even started had I not known we could legally do exactly what we wound up doing.

My point: if you're IFR rated, **stay current**. If you haven't obtained the rating yet, **get it**. You may not enjoy flying actual IFR, but there are so many times when just the ability to legally do so will allow you to launch on a trip where it'll turn out you made it all the way without ever penetrating a cloud. And, you may even discover the same satisfaction I've discovered!

MARK YOUR CALENDARS
OREGON PILOTS' ASSOCIATION
Quarterly Board Meeting
at Baker Airport (KBKE)
Saturday, May 10, 2008 at 10:00am



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Yamhill 503-538-7316	Brad Chapman



Email corrections and chapter news to
PropWash@oregonpilot.org

Oregon's Aviation History

By Carol Skinner, Archivist
Oregon Aviation Historical Society

(Note: The following is an excerpt from an article in the March 19, 1928 AVIATION magazine located in the archives at the Oregon Aviation History Center in Cottage Grove).

PORTLAND'S ISLAND AIRPORT

Construction Now Well Under Way
on Oregon Location Which Will be
Suitable for Both
Seaplanes and Land Planes

The Port of Portland is constructing an island so that the City of Portland may have an airport. For many years Swan Island served only as an obstruction in the Portland Ship channel. The channel made a dangerous curve to the north and east of the island, a low, marshy piece of ground for which nobody had any use,

The question of a municipal aviation field was brought to the attention of James H. Polhemus, general manager and chief engineer of the Port of Portland. He saw a chance to kill two birds with one stone. He showed the port commission that a straight, wide,

deep channel could be dredged to the southwest of the island and that part of the dredging could be used in building up and enlarging Swan Island into an airport. Within a comparatively short time, Portland will have an airport 6,700 ft. long and 1,220 ft. wide connected to the mainland by a 350 ft. causeway. Between the island and the mainland, in the path of the old channel, there will be a still water basin a mile long and 700 ft. wide, admirably suited for landing of seaplanes. This will make Portland one of the few municipal airports accessible by both land and water aircraft.

Mr. Polhemus points to a number of advantages held by the new airport: it is only 10 to 15 min. away from the heart of the city; it is on the Willamette River, the principal tributary of the Columbia River and not far from the confluence of the two. This makes it easy to locate.

It is directly on the natural Pacific coast airway and the east-west crossing of the Cascades by

Continued on page 5



1928 aerial photo showing the present state of construction of Portland Airport, Portland, Ore.

2008 Summer Meeting and Annual Fly-In Update

By *Brendan Fitzpatrick*

I was just checking out www.norwestflyfest.com and wishing for Summer to arrive. The event is getting finalized and I hope everyone is planning to fly, drive, run, walk, crawl or swim in.

The Oregon Pilots Association will be co-locating our annual meeting with the Flyfest this year. Patricia Clifton and the Eugene Chapter are working hard to make this an event you won't want to miss and at the entrance price of "FREE" how can you go wrong.

Last month I asked about interest in an evening banquet. I

got exactly zero feedback. Does this mean you'd rather make it a short day and leave after the annual meeting? Or does it mean you meant to send me an e-mail but life got in the way? Or does it mean August is too far away and there's no way you can make a decision now? I will need some sort of indication soon. We're having a Board meeting in Baker on May 10 and I'd like to share some sort of feedback then (On a side note you're invited to attend the board meeting - as this is your association. Need some cross

county time? - Mel Cross and the Baker chapter would love to have you.)

I want to make the annual meeting a great event. What forums would you like to see? We'd love to get your feedback on the Association and what you'd like to see us do. We also need more members and members volunteering at the state and local chapter level. Commit to bring a non-OPA member and get them signed up at the event.

More details will be forthcoming as the event gets closer. Mark your calendars now or use www.oregonpilot.org/calendar and we'll see you in Eugene!

OAHS...Continued from page 4

way of Columbia Gorge, the only easy crossing of that high range in the Northwest. Many times, fliers, unable to cross over the range in southern Oregon or in Washington have swung to the upper Columbia River and followed it down between the mountain peaks to Portland whence they continued along the coast to their destinations. Even when it is foggy the peaks along the way offer excellent beacons directing the way through the gorge, which is really a broad deep valley cutting through a high range of mountains.

The completed airport will be long and narrow but prevailing winds parallel the island and insure easy landings. The nearest hills are low and three miles away. There are no artificial obstructions. The air over the field is not bumpy, and, since the landing is over water, the fog ceiling is always high enough to give pilots a chance to see.

Twice in recent weeks pilots have landed on Swan Island when it was impossible

to get down anywhere else. Tex Rankin, head of the Rankin School of Flying, reported that during a recent sleet and wind storm he

landed on the Port of Portland Airport when he could not safely land on his own field nearby on the mainland. The air over the island was calm, he said. A Pacific Air Transport plane, carrying mail, landed there when it could not get through the fog anywhere else.

Mr. Polhemus expects the field to be popular with flying schools, not only because of its location but also because people from many parts of the city will be able to view operations on the field. The school could not want better publicity, he said.

Airmail for Portland now lands in Vancouver, Wash., across the Columbia River. When the field is completed the stop will be transferred to Portland. The airport is just ten minutes from the main post office. Cost of the field will be about \$2,750,000. It will be operated by the Port of Portland.

Incidentally, the City of Portland will be ready for the airport. Eleven Portland organizations dealing in air instruction, transportation or equipping have developed there. Over 350 pupils are now undergoing instruction in flying in the five schools of the city. Most of these will move their flying classes to the municipal field when it is ready.

Brendan Fitzpatrick is the 2008/2009 president elect of the Oregon Pilots Association. He is a fixed wing instrument pilot and a perpetual helicopter student pilot. He lives in Portland and is available to anyone reading this at presidentelect@oregonpilot.org or 503-240-9385 (home).

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Lebanon Airport Reports Hangar Break-Ins

By Lora Lee Schmidt

We have had recent break-ins, three separate nights. Hangars were broken into. The hangars they didn't cut off the locks, they literally peeled back the tin siding to get in. Mostly hand tools and small items plus a Garmin 496 were taken.

A loss prevention officer from the Lebanon Police Department presented ideas on how to deter people from breaking into the hangars. Added lighting, such as motion activated sensors and any type of audio alarm hooked to doors. Thieves do not like light or noise. There is always the option of installing a private alarm. This typically requires a phone line for cell phone service and, of course, has a monthly fee. There is another option of going to Costco or Home Depot and buying a video surveillance system.

In other news, we are still working with the State on getting the runway repaved this summer.

The Lebanon Airport FBO now has a Cessna 172 and a 150 for rent.

FAA Considers AD for Superior Cylinders

The FAA is proposing an airworthiness directive aimed at engines with Superior Air Parts cylinder assemblies. The proposal would affect some 8,000 aircraft with IO-520, TSIO-520, and IO-550 engines, requiring repetitive inspections and compression tests on cylinders with more than 750 flight hours. The AD proposal follows reports of cracks around exhaust valves and separation of cylinder heads from barrels, resulting in immediate loss of engine power and, in some cases, forced landings.

You can view the full notice of proposed rulemaking online (<http://edocket.access.gpo.gov/2008/pdf/E8-7711.pdf>).

Comments must be filed by June 10.

MISSING



Courtland Mumford

Missing since July 7, 2007
Court was flying his yellow Piper Cub
Out of the Aurora State Airport

PLANE CALL # N222TB

We believe he is missing in this area.
Call your local police or sheriff with any information.
Please keep a look out for our FRIEND
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AIRO Program Update

The AIRO (Airport Information Reporting Oregon) volunteer program is up and running for 12 State Airports with the initial training session held October 13, 2007. The volunteers are dedicated to assist in keeping our airports safe, repaired, and convenient so that we may fly with confidence. If you see an ODA AIRO VOLUNTEER labeled, reflector stripped, orange vested individual walking near the runway(s), taxiways, aprons, hangars, or anywhere inside the state owned property with clipboard in hand do not be surprised as the airport inspection is taking place. The volunteers will gladly accept pertinent information from any pilot or airport user concerning these state owned airports.

This volunteer list needs your name in the vacant spaces below. Call or email the Volunteer Coordinator, Norm Farb at 503 930 0956 or stephen@minetfiber.com.

Airport	Name/Your Name
Alkali Lake State	
Aurora State	Poling, A
Bandon State	Crook, Wayne
Cape Blanco State	Welch, George
Cascade Locks State	
Chiloquin State	
Condon State	
Cottage Grove State	Cox, Cliff
Crescent Lake	
Independence State	Farb, Norm
Joseph State	
Lebanon State	Davis, William
McDermitt State	Bunch, Michael
McKenzie Bridge State	
Mulino Airport	Johnson, Dianne
Nehalem Bay State	Hall, Robert
Oakridge State	
Owyhee Reservoir State	
Pacific City State	
Pinehurst State	
Prospect State	Ridge, Walt
Rome State	
Santiam Junction State	
Siletz Bay State	
Toketee State	Bohler, Jeff
Toledo State	
Wakonda Beach St	McDaniels, Mike
Wasco State	



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- Promote Flying to the Non-Flying Public
- Monitor Regulatory & Legislative Activities
- Provide a Social Forum for Pilots and their Families

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FAA Proposes 22 Changes to Sport Pilot Rule

In the almost four years since the sport pilot rule was implemented, the pilot community and the FAA have gained a lot of practical experience. Now the FAA has used that experience to develop 22 proposed changes to the rule that would affect aircraft, pilots, and procedures.

Some of the proposed changes, which were published April 15, already are drawing pilot comment. Among them is the plan to alter altitude limitations—now set at a maximum of 10,000 feet msl—to include an agl limitation. This would increase the operating window for pilots who live in mountainous terrain. Another change to the rule would allow the use of light sport aircraft (LSAs) in Part 141 flight training programs.

Other changes would replace proficiency checks currently done by flight instructors with checks done by pilot examiners, retroactively require sport pilots to receive one hour of flight training on the control and maneuvering of an airplane solely by reference to instruments, and replace category and class logbook endorsements with ratings on the pilot's certificate, eliminating the need for pilots to carry their logbooks when they fly.

The FAA is allowing 120 days to file comments, and AOPA is carefully reviewing the proposed changes and their possible effects on members. You can review the full notice of proposed rulemaking online at <http://edocket.access.gpo.gov/2008/pdf/08-1127.pdf>

NTSB Notes Big Drop in GA Fatalities

The number of fatalities from general aviation accidents reached a 40-year low in 2007, according to statistics released by the NTSB on April 16. It also marked a 30-percent decrease from the previous year.

There were 491 fatalities last year compared with 703 in 2006, although the total number of GA accidents increased from 1,518 to 1,631 for the same time period.

NTSB Chairman Mark Rosenker commented that pilots cannot afford to become complacent. "We must continue to take the lessons learned from our investigations and use them to create even safer skies for all aircraft operators and their passengers," he said.

"That has been our position all along," said Bruce Landsberg, executive director of the AOPA Air Safety Foundation. "And it's why we intend to roll out more than a dozen new online safety training products in 2008 on top of the 21 we already offer online."

To keep tabs on safety trends, the foundation imports NTSB information into its own database of accidents involving aircraft weighing 12,500 pounds or less, then mines the data to identify problem areas that need to be addressed through either live or online courses.

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USER FEES...Continued from page 1

this week. The House version was passed last September. Existing aviation taxes and FAA funding will expire June 30 if a new funding bill is not signed into law before then.

Dennis Winningstad, former BCOPA President encourages members to write letters to the Senators and Congressmen who represent Oregonians in addition to writing directly to the White House.

The White House
1600 Pennsylvania Avenue NW
Washington, DC 20500

Senator Smith, US Senate
Washington, DC 20510-0001

Senator Wyden, US Senate
Washington, DC 20510-0001

Representative Wu, US House of Representatives
Washington, DC 20510-0001

or via email:

comments@whitehouse.gov

Independence Airport Cafe Joins OPA Member Discount Program

The Starduster Cafe and Independence Flyers (an FBO at Independence State, 7S5) have joined forces for the latest OPA Member Discount Program. Show your OPA membership card when you order, and you'll get a \$1.00 discount on your meal.

The restaurant has become a major boost for the airport. The menu is large, the food is good, and prices are reasonable. Lots of non-flyers have discovered the place. On weekends you may have to wait for an inside seat. Warmer weather will allow the choice of using the outside tables.

The cost of the program is being shared by David Baker, the cafe proprietor and chief cook, and Harry Malette, the owner of Independence Flyers. Use your card, and thank them when you see them.

The Starduster Cafe is open from 6 a.m. to 3 p.m. Monday through Saturday and 7 a.m. to 3 p.m. on Sundays. For the complete current list of MDP offers, look for the link on the OPA's home page or visit <http://www.oregonpilot.org/state/discount.htm>.



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RAF Leads Effort of New Landing Strip in Lewis and Clark National Forest

Four years spent cooperating with the US Forest Service, planning, building trust and credibility has resulted in a new site for a recreational airstrip in the beautiful Russian Flat of central Montana, a short walk from the south fork of the Judith River where anglers enjoy catch-and-release fishing.

Dan Prill of Sand Coulee, Montana, took the lead for the non-profit Recreational Aviation Foundation throughout the comprehensive Travel Management planning process, which included the requisite public comment input, an EIS, and public appeals period.

The US Forest Service, responding to the wide-ranging concerns of the public, has authorized the establishment of the airstrip at Russian Flat in their Record of Decision.

The site, located about 40 sm southwest of Lewistown, Montana, was selected by the Forest Service because it met environmental, wildlife and aesthetic criteria with minimum disturbance to the landscape. It is ideal for recreational purposes, because it is adjacent to an established campground with picnic tables, a vault toilet and an existing

unpaved road. The concept is to prepare a 4,000-foot long grass strip in the 6,300-foot elevation meadow: Lat N46 deg 43' 18"; Lon W110 deg. 24' 26".

Prill commented, "this decision is significant because until this location was selected at Russian Flat, there were no public airstrips on Forest Service lands east of the Rocky Mountain Front."

The RAF has approved an \$8,000 grant to be awarded to the Montana Pilots Association's Recreational Airstrip Committee for grounds preparation and rolling of the landing surface. To allow for adequate revegetation, it is anticipated that the public will not be allowed to use the strip for landing and takeoffs until Fall 2009.

The Recreational Aviation Foundation is a non-profit 501(c)3 corporation established in December 2003 with the goal of preserving and creating backcountry aviation opportunities.

Headquartered in Bozeman, MT, the organization has membership in 26 states and can be contacted at 406-587-5166.

www.recreationalaviationfoundation.org

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www.willametteair.com
503-678-2252

The Collings Foundation Brings WWII Bombers to Salem McNary Airport

The Collings Foundation World War II bombers return to Salem's McNary Airport on June 11, 2008.

The aircraft will include the famous Boeing B-17, the B-24 Liberator, the Mitchell B-25 bombers and will all be open for inspection June 11, 12 and 13. And the only P-51 C Mustang with a two place cockpit will be on display and available for flights.

The bombers and the fighters should arrive mid afternoon on June 11 and will be available for tours that day, June 12 all day and in the morning of June 13. Flights on the aircraft will be available for a donation to the Foundation Wednesday evening, Thursday morning and evening and Friday morning. The aircraft will depart Friday after noon for their next destination.

Tours through the B-17 and B-24 will be available when the aircraft are not flying for adults \$12 and children \$6. Youth groups with



an adult leader will receive special group tour rates.

For more information, visit Collings Foundation website at http://www.collingsfoundation.org/cf_schedule-wof.htm

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Who Owns Your Airport?

By **Brendan Fitzpatrick**

Photo by Shannon Miller

Seems like a simple question, right? Everyone knows who owns their local airport. However, does the person who owns it manage it as well. A couple of examples from my back yard - Hillsboro Airport, Hillsboro, Oregon. Owner - City of Hillsboro? Washington County (in which it resides)? Wrong on both account - the owner and manager is the Port of Portland. Another one - Mulino. Hamlet of Mulino? The Port owns this one as well. However, currently the State of Oregon is managing it. Maybe we don't all know who owns our airports...

So that's your homework. If you're not sure who owns the airport you like to fly from, find out and e-mail me at presidentelect@oregonpilot.org. We'll start a list on the website and see how long it takes to get all public use airports in the state up there. So you think you're done huh? Well things are not that easy..

Very few public use airports are privately owned (and if you fly from one of those, thank the owners every time you see them. The pressure on them must be enormous sometimes to sell to a developer.) That means most of the airports we use are subject to a public decision making process, usually in the form of public meetings. Now I wish I could tell you that public meetings are the best kept secret for a good time. Unfortunatley, they are often quite dull and if the meeting isn't dedicated specifically to the airport, you may have to sit through many hours of discussion about marine terminals or boat ramps before an airport topic comes up. Luckily most of the government bodies that run these meetings publish an agenda in advance.

So if nothing airport related is on the agenda, does that mean no pilot should attend? Unfortunatley, not so. For most meetings have point where the public can speak on anything they want - and that is where the anti-aviation efforts rear their heads. Where do you think the people that buy a home near an airport and them complain about airplane noise air their grievances. I won't publish the website here but if you e-mail me (especially with your airport ownership



info) I'll send you a link to site dedicated to closing GA in Oregon! Know thine enemy...if you spread the work among your OPA chapter each person might only have to attend one or two meetings a year.

We will always enjoy a hobby that a minority of the population participates in and one that relies tremendously on public infrastructure. (And believe it or not you want it that way - when's the last time you told someone new you were a pilot and not got tons of questions. Imagine if you told them you drive a car... not the same response.) We have lots of organizations that work on a national level to protect GA - it's not too

much to ask that we protect it locally.

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New Aviation Events Calendar

The "old events" page has been replaced with a new and improved graphical web calendar. This new calendar will allow for quicker and easier display of events that may be of interest to you.

Click [here](#) to go to the new web calendar, or look for the  [Calendar of Events](#) at the top of the OPA home page.

When finished, click the "back button" on your browser or the "OPA Home" link at the top of the calendar.

Try out the new features which include:

- Search by categories (air shows, OPA meetings, etc) or keywords (pancake, etc)
- View by day, week, month, or year
- View only events for the month.
- Navigate quickly to any month or year

OPA-TV is Now Online

President-elect Brendan Fitzpatrick announces the debut of "Oregon Pilot Association TV". OPA-TV is a place where you can view online featured videos that are of interest to pilots. For those that are familiar with "YouTube" - you'll find this much easier and higher quality video.

If you have any video files that you would like to see added, contact Brendan.

To view videos currently online, simple click here or visit <http://opa-tv.blip.tv> (high speed internet connection recommended)





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OPA Members Leading Trip to Canadian Fishing Lodge

We are forming a group trip to Tsuniah (soon-ya) Lake Lodge in British Columbia, Canada, Friday, July 18, 2008 – Sunday, July 20, 2008. The lodge is about an hour's flight north of Vancouver, B.C.

We have been going to Tsuniah Lake Lodge about a half dozen years. The trip up, if you go the Butte Inlet route, has some of the most spectacular scenery in North America. The route takes you pass multiple glaciers. The airstrip is 4,000' in elevation and 4,000' long, 150-200' wide, good solid packed grass. You can land either direction, go arounds are not a problem. The strip is big enough for King Air's and larger Turbo's or land on the lake with floats.

Tsuniah Lake Lodge offers individual cabins or you can stay in the lodge. The home cooked meals are excellent. Fishing is usually great for lake trout. Boats, motors, horseback or mountain bike riding are all included.

The lodge has a capacity of ten (10) planes or about twenty-four (24) people. We are about half full now. Fly with two (2) fellow OPA members who have made the trip many times. We are willing to help you with customs or flight planning as needed. We will be going up as a group.

If you are interested, please drop us an email at: tprahe@yahoo.com or loralee.schmidt@hotmail.com or 541-258-6262.



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OPA Membership Application

Name: _____ Name: _____ Sponsor: _____

Mailing Address: _____ City/State/Zip: _____

Email: _____ Phone: _____

Business Name: _____ Newsletter by Email: Y N (add'l charge for printed version; see below left)
(If Business Member)

Are you interested in joining a local chapter? No Yes _____

- _____ OPA Regular Membership \$ 25.00
- _____ OPA Lifetime Membership \$500.00
- _____ OPA Business Membership \$ 50.00
- _____ Printed Version of Newsletter \$ 15.00
- _____ Static Cling Oregon Wings Decal \$ 1.00
- _____ General Aviation News Subscription \$ 26.00

Student Pilots: Your first year as an OPA member is FREE. List your flight instructor and airport where you train on this form.

Send this form and your check to:
 Helen Holman

OPA Membership Services
 93963 Airport Ridge Lane • North Bend, OR 97459

Questions: Call 541-756-0182 or
 email at MemberServices@oregonpilot.org

TOTAL ENCLOSED (Payable to OPA) \$ _____

Exp. 12/31/08

Member Discount Program Launched

Thanks to the efforts of Past-President Dave Martin, OPA is pleased to announce a new and revised benefit of being an OPA member. Visit our new webpage showing businesses that have agreed to offer discounts when you show your OPA membership card. [Click here for more information.](#)

Ethanol-Free Mogas Available at Lebanon

LebanAir Aviation at the Lebanon State Airport (S20) is now selling premium no-ethanol mogas for those who need or want it. Contact Larry at 541-258-5029.

LebanAir is a new OPA Member Discount provider. Check out their offers on the OPA Member Discount page.

New Online Aviation Forum

President-elect Brendan Fitzpatrick is again leading the way with a new and improved discussion forum for members who would like to participate in online discussions related to aviation topics.

A "forum" is similar to the older "Yahoo Groups" which some of you may be familiar with - only better! On a forum you can view and reply (if you register) from a variety of aviation topics. The forum is divided into "boards" or broad interests.

This new NW Flying Forum currently has the following boards available.

- PIREPS
- Discuss Flying / Flying Destinations
- EAA Topics
- Light Sport Aircraft (LSA) and Ultralights
- Idaho EAA Chapter and IAA News
- Montana EAA and MPA News
- Oregon EAA, OPA and PRA Chapter



News

- Washington EAA and WPA Chapter News

- Airport News
- FBO News
- Maintenance

Issues

- Fly-Mart
- Aviation

Legislative News

- Where To Find E0 (ethanol free fuel)
- Know Your Rights As A Pilot

Some boards have sub-boards, like the Oregon board has a separate board for EAA, OPA and PRA. Check it out at <http://iflyit.net>

Barbara Castleman



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Calendar of Events

Monthly:

First Saturday EAA 105 Pancake Breakfast at Stark's Twin Oaks. 8-10am.

May

17 Cirrus Designs Open House, 10am-4pm at Professional Air Services, KBDN. 541-388-0019.

26 Independence (7S5) Airport Memorial Day Ceremony and Community BBQ; Oregon Pines 99s Ice Cream Sale

June

21 Bend Airport Day (KBDN) 8am-2pm.

July

9-13 Northwest EAA Fly-In at Arlington (KAWO) www.nweaa.org

19-20 Mulino OPA Blueberry Pancake Breakfast 7:30am to 1:00pm

19-25 Oregon Antique & Classic Aircraft Club's Oregon Air Tour, 503-910-7828 or jhusser@minetfiber.com

25-27 25th Annual Mosquito Festival at Paisley (22S) Airport; <http://paisley.presys.com/mosq.htm>

28-Aug 3 EAA AirVenture Oshkosh 2008 www.eaa.org

August

2 Diamond Day at the Salem (KSLE) Airport, featuring DA20, DA40 and DA42. www.grahamaviation.com

15-17 Annual NWAAC Fly-In at McMinnville (KMMV) Airport; www.nwaac.com

16 West Columbia Gorge Chamber of Commerce's Gorge Wheels and Wings Airfar/Cruise-in (gorgewheelsandwings.com) at Troutdale (KTTD) Airport.

22-23 Central Oregon Air Show at Madras.

23 Nor'west Fly Fest at Eugene (KEUG) Airport; www.norwestflyfest.com

22-24 NW Art & Air Festival at Albany (S12) Airport; www.cityofalbany.net/parks/nwaaf/

www.oregonpilot.org/calendar for more events



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The Baggage Compartment is a complimentary service of Oregon Pilots Association for current members only. Your ad will run one issue unless otherwise advised prior to the next newsletter deadline. Send ad copy as you want it appear in the newsletter (photos okay too) to PropWash@oregonpilot.org.

Hey Member...

The strength of OPA

and its power to help defend our freedom to fly (not to mention land) is in exact proportion to our numbers.

Go back to page 14, clip the membership application, and find one new member for your Association – and yourself!