

PropWash

Oregon Pilots Association



www.oregonpilot.org

January 2025



Mel and Janell Huffman and their RV 12

Prop Wash January 2025 President's Message

Dallas H. Enger

OPA 2024 Annual Conference

On October 19, 2024, at the Columbia Aviation Association (CAA) Aurora, UAO OPA hosted an AOPA Rusty Pilot Seminar in the morning. In the afternoon was the OPA Annual Conference.

Quiz

1. During simulated emergency approaches there is no need to clear the engine.
2. The BFR is thought of as only a biennial requirement.
3. Pilots should file an FAA flight plan.
4. There is no limitation to the number of introductory flights.
5. Loss of control still remains the number one cause of fatalities in general aviation.

Answers

- False. The FAA Airplane Flying Handbook Emergency Approaches and Landings (Simulated): When the proper glide speed is attained, the nose can then be lowered, and the airplane trimmed to maintain that speed. A constant gliding speed is maintained because variations of gliding speed nullify all attempts at accuracy in judgment of gliding distance and the landing spot. During all simulated emergency landings, keep the engine warm and cleared. During a simulated emergency landing, either the instructor or the pilot should have complete control of the throttle. There must be no doubt as to who has control since many near accidents have occurred from such misunderstandings.
- False. The FAASTeam was created to help promote cultural change. The Flight Review is no longer to be thought of as only a biennial requirement. The FAA specifically changed the verbiage of the 24-month requirement to encourage pilots to accomplish a Flight Review as often as necessary to keep their skills sharp. By crafting regulations in such a manner, the FAA, with the support of CFIs everywhere will continue to encourage pilots to take a proactive approach to enhancing their safety and proficiency. AC 61-98.
- False. Starting in 2017, the ICAO (International Civil Aviation Organization) flight plans replaced the FAA Flight Plans.
- False. Two introductory flights are flight training. Reference: TSA Flight Training Security Program Briefing, June 24, 2024.
5. True.

OPA Meeting Dates

February 1 Board Meeting 10:00 B-17 Alliance Museum & Restoration Hangar
3278 25th St SE, Salem, OR. **Call** 971-803-2428 from **Gate W-10**. A volunteer docent will
greet you and escort you to the B-17 Hangar and Museum. <https://b17alliance.com/>
Suggested donations of \$10 per person for the B-17 Alliance to help defray operating
expenses and are greatly appreciated. Coffee and donuts courtesy of Corvallis Aero.
12:00 A no-host lunch at the airport restaurant.
1:00 Audit Committee Meeting in the same room as the Board Meeting.

May 3 Board Meeting 10:00 Corvallis Aero Hangar, 5695 SW Airport Place.
Coffee and donuts courtesy of Corvallis Aero.

August 2 Board Meeting 10:00 Northwest Insurance Group, Inc.
Portland-Hillsboro Airport 3301 NE Cornell Road, Suite R, Hillsboro.

Date pending - Annual Conference - OPA VP Stephen Bateman

November 1 Annual Meeting 10:00 Nutsch Aviation, Independence Airport; coffee and donuts
courtesy of Corvallis Aero.

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IronOR Oct 25, 2024
Is a 4-day exercise designed to test the state’s response from day 4 to day 7 of a catastrophic
Cascadia Subduction Zone Earthquake scenario. **IronOR 24** focused on maintaining opera-
tional coordination, securing communications, and addressing human impacts during a pro-
longed response phase. The event was the culmination of a year-long planning effort, ensuring
that we are prepared to support Oregon communities in the face of a major disaster.

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AOPA & 100LL

The AOPA and local co-complainants in California issued a 47-page filing last week with the
U.S. Department of Transportation/Federal Aviation Administration against Santa Clara
County in California with the goal of re-establishing the availability of 100 low lead (100LL)
aviation fuel at Reid-Hillview Airport. The new filing asks the FAA to reach a determination
“without further delay” to a lawsuit protesting the county’s 2022 unprecedented fuel ban on
100LL aviation fuel at the airport.

AOPA noted in its most recent filing that since the ban on 100LL took effect on Jan. 1, 2022,
“there has been one documented aircraft accident with serious injuries due to ‘fuel starvation’
and two documented misfuelings.” AOPA further cited uncertainty related to whether or not
Swift 94UL could be mixed legally and safely with GAMI G100UL.

Northwest Aviation Conference & Trade Show

Blue Gate | 110 9th Avenue Southwest Puyallup, WA, 98371

Seminar Schedule

Saturday, February 22, 2025 | 9 AM - 5:30 PM

Mastering GPS Procedures

NORAD's TFR and ADIZ: Avoid a Fighter Escort

Latest and Greatest from Garmin

Seaplane Workshop: Flying 101

V-Band Couplings, Exhaust, Turbochargers and More

Mountain/Canyon Flying Workshop | Day 1 / Part I: Know Your Aircraft - Aircraft Performance

Worksheet - Practicing for Mountain/Canyon Flight

"I'd Never Make That Mistake" and Other Lies We Tell Ourselves

Flying with Angel Flight West

Power Loss at 300 Feet: What Went Wrong, What Went Right

Airworthiness Considerations for Avionics Upgrades in Legacy Cessnas

Mountain/Canyon Flying Workshop | Day 1 / Part II

Turnaround Strategy - "Emergency Canyon Turn" the Maneuver

Navigating the Transition | Military Funding Options, Tips & Resources

Upset Prevention and Recovery Training (UPRT)

After the Crash" Survival Seminar

Pilot vs Controller: Let's Settle This Once and For All

Airline Pilot Interview Prep Workshop: Best First Impression

Mental Health and The Pilot: Navigating Life when the world feels upside down

Saving Seconds, Saving Lives: The Future of Emergency Training through Full-Motion

Simulation

Introduction to Sailplane Soaring I: Gliding into Pilot Career Pathways

Fuels and Their Effects on Your Systems

Rod Machado: Beyond the Traffic Pattern: Five Unforgettable Safety Lessons Learned from Over 50 Years of Flight Instructing

The Gem State's Royal Jewels – Big Creek, Johnson Creek and Moose Creek Airstrips – Flight Planning, Approaches and Operations

Weather Cameras and Mountain Pass Charting: Tools for Pilots

FAA Medical And You

Sailplane Soaring II: Advanced

The Dirty Dozen - Lack of Assertiveness

Spark Plug Design and Maintenance

Over Water Survival Training Workshop

ForeFlight IFR: Real-world Pro Tips

The Fly Girls Revolt: The Story of the Women Who Kicked Open the Door to Fly in Combat Non Towered Airport Operations

A Recipe for IFR Flight: Adapting a Chef's Techniques to Manage IFR Workload

Let's Get POWERED-UP

Practical importance of Weight and Balance

The "Other" Go-Around: Takeoff Rejects

Expand Your Horizons and Have Fun Doing it

Illegal Charter Awareness for Everyday Operations

Northwest Aviation Conference & Trade Show

Continued

SUNDAY Feb 23, 2025 10:00 – 4:00

Surviving IFR Emergencies

Fuel Cell Maintenance

Aviation Safety Tips: Fueling, Preflight, and More

Mountain/Canyon Flying Workshop | Day 2/ Part III

Abort Aviation - The Mindset of Not Committing

NORAD's TFR and ADIZ: Avoid a Fighter Escort

Introduction to Aviation Careers Workshop

Pilot vs Controller: Let's Settle This Once and For All

Mountain/Canyon Flying Workshop | Day 2/ Part IV

Density Altitude - Practical Backcountry Applications

Non Towered Airport Operations

Practicing Partial-Panel in the PFD Era: Realistic Training with Electronic Instruments

Introduction to Sailplane Soaring I: Gliding into Pilot Career Pathways

Fuels and Their Effects on Your Systems,

Rod Machado: Beyond the Traffic Pattern: Five Unforgettable Safety Lessons Learned from Over 50 Years of Flight Instructing

Skybound Chronicles: A Half Century of Aviation Tales to Keep You Laughing and Learning

Seattle TRACON Pilot Briefing

Upset Prevention and Recovery Training (UPRT)

Sailplane Soaring II: Advanced

Idaho's Frank Church / Middle Fork Country Airstrip Planning and Operations

Illegal Charter Awareness for Everyday Operations

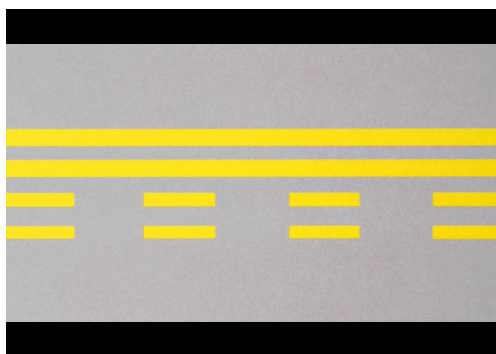
Practical importance of Weight and Balance

Seaplanes : The Ultimate Adventure

VNAV & Visual Approaches: Helpful or Hidden Dangers?

The Fly Girls Revolt: The Story of the Women Who Kicked Open the Door to Fly in Combat

The Five Most Common Errors That Could Make **You** A Statistic



Runway Holding Position Markings
Do not cross the marking until cleared



Non-Movement Area
Solid side indicates area
NOT under ATC control

Ask Gary

Portland FSDO district aviation safety issues for 2024

Twice a year we FAAST reps get with our FAA reps and discuss safety issues and what we can do to help our area pilots. The overall thought of the FAA is to help FAAST reps understand about any uptick in safety issues and accidents. Without boring you with the infinite details there are several items stuck out to me that pilots need to be aware of:

In our Portland area district, there have been a total of seventeen accidents so far in 2024 and five resulted in fatalities.

Pilot deviations- There were as follows:

10 failed to comply with ATC clearances

6 entered Class D without an ATC clearance

5 Loss Of Control (LOC) 4 at Scappoose [confirmed]

4 TFR entries

How can a pilot be proactive and avoid these kinds of accidents?

Never be complacent in a preflight for mechanical problems. Take the extra time. Be especially vigilant of airspace boundaries with EFB's or maps. If you are close to controlled airspace such as D, C or TFR's, call them and let them know what you are doing even if you don't enter.

Loss of control is a recurring problem within the GA community. Proficiency is the best remedy. If you are still rusty after some practice, call a CFI and ask for help. My original CFI always said "you are only as proficient as your last check ride." Essentially, we never get better from that point without regular practice. Fly safely.

IFR tip of the month

Departure Procedures with onboard GPS- Prior to an RNAV departure, the pilot must do a RAIM check to verify navigational accuracy of 1.0 mile on either side of the departure with WAAS or non-WAAS equipment. In addition, the FAR's required the pilot to check for GPS notams. There is no guidance on what to do if satellites are out of service, but it would be a good idea to check RAIM in this situation prior to the flight so that you are able to fly with ground-based nav. RNAV Departures must be flown with waypoints pulled up from the database and cannot be modified unless authorized by ATC in a clearance.

VFR tip of the month

Short field takeoff techniques- What are the **Pros** and **Cons** of a rolling vs a standing takeoff and which provides better performance?

Standing takeoffs- This technique is when you pull on to the runway, hold the brakes and add full power before brake release. This is commonly used to demonstrate short field takeoff and gives the pilot time to check that all the engine parameters are satisfactory. It is desirable also for aircraft with partial fuel that would prohibit a rolling takeoff due to un-porting of the fuel.

Con: on a rough or gravel surface this technique will cause damage to the prop. Rolling take-off- This technique is based on the premise that moving will increase the initial speed of the aircraft in the beginning and get it to rotation speed sooner. It keeps the prop from damage if the nose is held up initially.

Con: it will un-port fuel with partial fuel in the tanks during a turn. So, the answer depends on the situation. You get better performance and easier on the prop with a rolling takeoff, but if your aircraft has limitations on that use a standing take off unless you have a gravel runway.

“Line Up and Wait” Instructions

No matter what instructions or information you hear while taxiing onto the runway or waiting in position, you are not cleared for takeoff unless you hear your call sign and “cleared for take-off.” Sounds simple enough, but in 2023 there were more than 25 instances of aircraft instructed to “line up and wait” that instead of waiting, started their takeoff roll. Learn more about the importance of following this ATC procedure in “Please Wait Your Turn” at medium.com/faa/please-wait-your-turn-72aeb82bc7ca in the September/October 2024 issue of FAA Safety Briefing.

See the entire Airport Surface Safety issue at www.faa.gov/safety_briefing.

Topic of the month

Safe Surface Operations and Pilot Responsibilities Runway incursions often result from disorientation and can potentially have disastrous outcomes. The FAA defines a runway incursion as "Any occurrence at an aerodrome involving the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft." There has been a rise in the number of runway incursions over recent years. Extra care and vigilance must be exercised to reverse this trend. While the hazard exists at both towered and non-towered airports, runway incursions are only officially recognized at airports with operating control towers. Detailed investigations of runway incursions have identified three major areas where you can help promote safer operations:

- Communications

- Airport knowledge and planning

- Cockpit procedures for maintaining orientation

Pilots should familiarize themselves with the three common sources of airport information that can minimize incursions:

- Airport Diagrams

- Chart Supplement; formerly known as Airport/Facility Directory

- Notices to Air Missions (NOTAMs)

Build a habit of discarding old charts and publications as soon as they become obsolete. Chart Supplements are only revised every 8 weeks. There is a good chance that even a current Chart Supplement may not contain the latest information. Its importance to check for the latest Notices to Air Missions (NOTAMs) for possible changes that may have occurred since the last Chart Supplement publication.

NOTAM – D Federal Aviation Administration: NOTAM Search (faa.gov) Adherence to proven and effective cockpit procedures will help you conduct safe operations on the ground and in the air. Being familiar with the airport on which operations are conducted is vital to maintaining orientation. Know where you are and where you are going by having an airport diagram in front of you. Ground operations can be among the most demanding and complex phases of the flight. Know how to use airport diagrams to maintain positional awareness and comply with taxi clearances - especially when hold short instructions are issued.

Letters to Airmen (LTAs) are cousins of NOTAMs. The FAA publishes Letters to Airmen to inform pilots about local ATC procedures, discuss potential conflicts in busy airspace, and to highlight other safety-of-flight issues. Until recently, you could find LTAs only by searching for NOTAMs associated with specific airports, for example, at the FAA NOTAMs website. Sometimes the information in a particular LTA is included in the Notices section of a Chart Supplement booklet. But LTAs aren't typically included in a standard preflight briefing. Fortunately, Letters to Airmen are now readily available in Foreflight. On the main information page for an airport, select the Procedures tab and scroll down past the airport diagram and other charts. Each letter associated with an airport is distinguished by the heading LTA. LTA typically address topics such as how a particular TRACON facility handles VFR practice approaches. You may also find letters that highlight VFR arrival and departure procedures at busy airports such as San Carlos, CA (KSQL) and Boeing Field (KBFI) in Seattle. At Redmond, OR (KRDM), an LTA explains a unique procedure for squawking code 1237 in the congested airspace around Redmond and nearby Bend (KBDN), even if you're not receiving flight following.

Capt. Miranda is a retired Airline pilot with over 27,000 hrs flight time. He has been a CFII since 1979. Gary specializes in Accelerated Pilot Training, Technically Advanced Aircraft, Tailwheel, Advanced IFR, and Mountain flying.
360-281-0196

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Carb Icing

Matt Thurber - WPA

General Aviation News published an excellent article [on page 26] in the September 2024 edition available online at:

<https://generalaviationnews.com/digital-archives/>

There are still too many power loss accidents due to carburetor icing, and preventing it is not difficult. It should be noted that this applies to aircraft with piston engines fed by carburetors, not aircraft with fuel-injected engines. We aren't going to publish the entire article here, but we do want to point out some excellent advice provided by author William E. Dubois:

“Use carb heat as an anti-carb icing prophylaxis any time you are at glide power.

When the throttle comes back, so too should the carb heat knob.”

Refer to the Carb Ice Potential chart [in the article] to see how easy it is for ice to form in the carburetor Venturi even at relatively high temperatures. “The fact is that the dual forces at play in the Venturi can drop the air temperature inside the carburetor as much as 70 degrees F. So, as we know that water freezes at 32 degrees, with some kindergarten math we can determine when the air will be too warm for carb ice. So that means even with ambient air temps at 102 degrees, you can get carb ice.” (Note: provided there is enough moisture in the air). Not mentioned in the article but something to consider if your airplane has a carburetor: install a carburetor air temperature gauge. Prices range from less than \$100 to \$500, plus installation. Not a bad deal for a piece of information that could prevent an accident.

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Available OPA Board Positions

- ASEF President:** currently one nominee
- Legislative Affairs:** currently one nominee
- Director of Communication:** Vacant (no nominee)

Please consider filling one of these positions.

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Heart HX1



Heart Aerospace, a Swedish hybrid-electric aircraft developer, has selected Plattsburgh International Airport in upstate New York as a test site for its HX1 program. The first flight is expected sometime between April and July 2025. The final production variant for certification is targeted for 2029. Range in hybrid configuration would be 250 miles. With 25 passengers, range is expected to be 500 miles.

Is My Aircraft Right for Flight?

What's that weird noise? I think to myself as I prepare for departure. I just finished my run-up, ready for take-off, and there it is again - that deep knocking sound three times now - "knock, knock, knock." But I just shut this airplane down 30 minutes ago - quick stopover, I needed a break. Now I'm running late, so I skipped the preflight check completely. But I always do a full run-up on every start-up, so it should be good to go without a preflight check, right? Don't leave anything to chance. In 2017, when this article was first published, 384 people died in 238 general aviation accidents. In 2022, 358 people died in 222 general aviation accidents. As you can see, the numbers have not changed much over the years. Powerplant system and component failure was the third most common event for fatal accidents, and maintenance errors were not to blame. Inadequate preflight preparation was cited as a contributing factor in many of these accidents.

"A" in PAVE

Preflight preparation of your aircraft is one of the most important steps you can take to ensure that your aircraft is fit for flight. It is a critical function of the "A" in the personal minimums PAVE checklist of **P**ilot, **A**ircraft, **E**n**V**ironment, and **E**xternal Pressures. It is one of the tools pilots use to assess the risk of a flight by evaluating the presence of risk factors in each of these four areas.

The PAVE checklist works like any checklist you would use in your aircraft. You should expand its use to your flight planning as well and consider each line item carefully before making your final decision to fly.

To help with the "A" in PAVE, I've highlighted some simple steps you can take to evaluate your aircraft prior to takeoff.

Step 1 - Is it Airworthy? To be airworthy and safe to fly, the aircraft must meet two primary conditions. First, it must conform to a type design. Second, it must be in a condition for safe flight.

Type Design

An aircraft must conform to its type design, which includes not only its equipment but also *documented* compliance with all required maintenance inspections. The type certificate data sheet (TCDS) for the aircraft provides a formal description of the aircraft, engine, or propeller, along with limitations and information on items such as airspeed, weight, and performance limits.

Condition for Safe Flight

To be in a condition for safe flight, all required and installed equipment must be in good working condition. Any repairs and modifications must be correctly documented. Your aircraft needs an FAA Form 337 any time it has undergone a major repair or major alteration, as any changes to type design require approval through a supplemental type certificate (STC) that documents the FAA's approval of a product (aircraft, engine, or propeller) modification.

Additionally, your aircraft must meet the requirements of certain inspection cycles. You should be able to find aircraft maintenance log entries for completion of the annual or (if applicable) 100-hour inspection, which includes verification of any applicable airworthiness directives and any required equipment checks (e.g., the VOR and altimeter/pitot-static system, the transponder, and the emergency locator transmitter (ELT) battery strength). If you are flying a rented aircraft, always remember to note when the next inspection is due. For instance, are you planning a six-hour flight on an aircraft that only has three more hours until its 100-hour inspection is due? Ensuring that flight duration will not exceed the next aircraft inspection is part of the preflight for rental aircraft.

After maintenance, check systems thoroughly, or ask qualified maintenance personnel to help re-inspect the aircraft to ensure all systems are a go.

Step 2 - Is it My Type? Know your experience level flying that particular aircraft type and your aircraft's performance abilities and limitations.

Step 3 - Gas in the Tank? Know your fuel reserves.

Step 4 - Checklist Checked? Preflight checklists are your friends — use them! It is important for you, as a safety-minded pilot, to make use of a physical preflight checklist. Never work from memory. In this way, you can ensure that you do not skip or misevaluate the items you are checking. Always exit the aircraft and move around it methodically, avoiding interruptions and distractions during your external inspection.

Go one step beyond the official checklist items and develop an additional items checklist to be used in conjunction with the aircraft's preflight checklist. Take a look at the FAA Safety Team's (FAASafetyTeam) advanced preflight pamphlet (PDF download) for guidance on developing an additional items checklist to add to your preflight arsenal.

Bring Your “A” Game

Another way to check your “A”ircraft, and to proactively assess risk for a given flight, is with a Flight Risk Assessment Tool (FRAT). A FRAT helps pilots make better go/no-go decisions by asking a series of questions that generally follow the PAVE checklist. There is an abundance of FRAT options to choose from, they are simple to use, and many are available as apps on your smartphone or tablet. Check out “Introduction to Safety Risk Management” - the January 2023 Fly Safe GA Safety Enhancement Topic.

Remember This

With safety in mind, following proper preflight procedures plays a critical role in ensuring the airworthiness of your aircraft prior to takeoff. The steps you take before your aircraft leaves the ground will pay huge dividends towards your piece of mind while in the air.

And that weird knocking sound we heard earlier? Well, that was just your aircraft reminding you to do a thorough preflight check. Fly safe!

Perfect Your Preflight

Advanced preflight is a practice that helps aircraft owners and pilots become more aware of all the safety-related data pertaining to their aircraft. In addition to using the preflight checklist, it focuses on being more cognizant of who maintains your aircraft and how to apply a detailed approach to your preflight inspection based on a review of the aircraft's maintenance history. Knowledge of your aircraft's history, its systems and components, and its propensity for possible failures is the foundation for this. To build on this foundation, it's crucial to get to know your aviation maintenance technician (AMT). Building a relationship with your AMT will help you do more than just learn about your aircraft. It will also help you feel more comfortable asking questions that help you know your AMT is qualified and has the proper experience, and pointing out items you are unsure of or need corrective action.

Equipped with better knowledge of your aircraft and who is maintaining it, you're ready for the practical application of an advanced preflight: the walk-around inspection, which is likely your last chance to determine the safe operational condition before a flight. When conducting your inspection, assume that there is something wrong, even if you used the best mechanic. Here are some important ways to perfect your preflight:

- Start your inspection with the manufacturer's checklist if available. This should form the basis of your preflight inspection, but don't limit yourself to it. Every aircraft is unique, so your checklist should be too.
- Get to know your checklist. Figure out not just what it asks you to "check" but also how you should "check" it. Sometimes, this involves interpreting visual, aural, and tactile cues, looking for cracks, feeling for looseness or binding, or listening for abnormal sounds.

Using all your senses and a notepad, write down anything that isn't right. Step back 10 to 15 feet and see if anything looks out of place. Be prepared to abort takeoff if something goes wrong or doesn't feel right.

Take the time to perfect your preflight. Enhancing your relationship with your aircraft's history and your mechanic are both critical components of an advanced preflight and can make the difference between a safe flight and your last flight.

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Aircraft Accident Rate is Up

AvWeb *flash* - Nov 29, 2024

The AOPA annual general aviation safety report noted that flight hours and total accidents have increased while fatal accidents have decreased.

The report is typically delayed two years as data relies on the completion of National Transportation Safety Board (NTSB) investigations.

This year's report (calendar year 2022) shows an increase in total accidents from 1,120 in 2021 to 1,152 in 2022. However, a significant rise in flight activity, exceeding 500,000 hours, helped offset the increase in total accidents. While the overall accident rate saw a slight uptick from 4.26 to 4.30 per 100,000 flight hours, the fatal accident rate continued its downward trend, dropping from 0.76 to 0.68 per 100,000 hours.

Director of Communications:

OPA is actively seeking a qualified volunteer to fill the position of Director of Communications. This is one of OPA's most important positions as that person will be in charge of disseminating information to all OPA members.

The Director of Communications is a voting member of OPA Board of Directors.

The Director of Communications shall make the activities and purposes of OPA known to OPA members and the general public. The Director of Communications will be responsible, making sure that the OPA website content is current, monitor OPA Social Media Accounts, and send out informational emails.

The Director of Communications will insure that the OPA bi-monthly newsletter (the PropWash) is published.

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Gov. Kotek wants the Biden administration to designate the Owyhee Canyonlands in southeastern Oregon a national monument if Congress won't vote to protect it.

The Antiquities Act allows the president to designate areas national monuments if they hold cultural, natural or historical significance. The canyonlands have significant health, economic and cultural value to the Northern Paiute, Bannock and Shoshone tribes.

Owyhee Reservoir State Airport is Oregon's one true "back country airport." It is located 45 miles south of Ontario. It does offer great recreational opportunities if you have the right combination of aircraft type and pilot skills.

No ground access exists to this airport. It can be a very lonely place most of the time, but on a busy holiday weekend 10 or more aircraft may be found there.

The Owyhee runway is dirt, measuring only 1840 feet long. It can be a bit rough. The surface can also be soft after a rain, but is normally very dry and dusty.

The airport is in the bottom of the reservoir gorge with much higher terrain on all sides, so turbulence can be extreme if the winds are strong.

By Alex Baumhardt

Aug. 22, 2024

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Initial climb after takeoff = Best Angle _____ mph; once @ 1,000' agl,
climb at Best Rate = _____ mph.

To gain altitude quickly: **Best Rate** of climb airspeed V_y = _____

To clear obstacles: **Best Angle** of climb V_x = _____

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andrewm@flyEUG.com
541 682 8484

LebanAir Aviation
Gryphon McArthur
FBO@lebanair.com
541 258 5029

Robin Reid Aviation
673 Cessna Street
Independence, OR 97351
408 813 4209

Air Safety Northwest
Fire Protection Safety
John.s@airsafetynw.com
503 730 1942

Aurora Aviation
Sales & Charter Service
www.auroraaviation.com
503 678 1217

Mark Fryburg, CFII, AGI
FAA Written Tests
Checkrides / Orals
mfryburg2@icloud.com

Lawrence Air
Shad & Cheryl Turner
shad@lawrenceair.com
541 689 3331

Advancing Aviation Education
STEM Education
<https://www.neoafoundation.org>
541 263 0470

Precision Support Services LLC
<https://www.flyprecision.com>
grayson@flyprecision.com
503 687 0108

Specialized Aero Works
www.specializedaeroworks.com
Mike@Fly-SAW.com
541 728 3620

Assured Partners Aerospace
Regal Aviation Insurance
Jason.wissmiller@regalaviation.com
503 640 4686

Clean Wing LLC
Detailing & Aviation Ceramic Coating
<https://www.Clean-Wings.com>
cleanwingsllc@gmail.com

Oregon Pilots Association

Membership Form (please print)

First Name: _____

Last Name: _____

Spouse Name: _____

Street Address _____

City: _____

State: _____

Zip Code: _____

Phone number: _____

Email Address: _____

Spouse Email Address: _____

Name of Chapter: _____ or ____ "Member at Large" (no chapter affiliation)

Please check **one**: ____ Annual Membership - **\$25** year (includes spouse)

____ Associate Member - \$50 year

Associate Business Name: _____

____ Student Pilot – Free for 2 years

____ Youth Member—Free to high school & college students

____ Active Lifetime - \$500 Lifetime

____ **Please check** if you want to volunteer to fly in response to a natural disaster.

____ **Please check** if you request to be listed as an **instructor** on the OPA Website.

The OPA Website limit is one line, 12 font, not bold print, with one inch margin; *example listed below*

Corvallis: Dallas Enger CFI, CFII, MEI, TAA, complex, tailwheel, dallas_enger@msn.com

You can pay online using PayPal (no PayPal account needed) or credit card at:

www.oregonpilot.org/membership/renew.html

or mail your membership dues to

OPA

581 Lancaster Dr SE # 95

Salem OR 97317