

# **Oregon Pilots Association**



## www.oregonpilot.org

November 2024



Dave Waggoner delivering emergency relief supplies

#### Prop Wash November 2024 President's Message Dallas H. Enger

**OPA 2024** Annual Conference On October 19, 2024, the OPA Annual Conference was at the Columbia Aviation Association (CAA) Aurora, UAO. In the morning OPA hosted an AOPA Rusty Pilot Seminar. In the afternoon was the OPA Annual Conference. The following was my report at the conference: Welcome everyone for attending our OPA Annual Conference, we are glad you are here! This is a briefing about the OPA including Aviation in the U.S. OPA has no debts and no employees. Our Treasurer Captain Allen Williams reports the OPA is in a really good financial position to carry out our mission. This year we again donated to our foundation which in turn donated two flight training scholarships. OPA is a 501(C) 3 none-profit and donations and dues paid to the OPA are tax deductible. Oregon has a long hitory of aviation. OPA was registered with the state on February 10, 1936, which predates the AOPA. A website search of state aviation Pilot Associations indicates the OPA is the oldest in the U.S. The Oregon Department of Aviation predates the FAA. Captain Jeppesen is from the Hood River area and was a member of the Columbia Aviation Association. The Columbia Aviation Association was formed in 1949 and is considered to be the oldest flying club west of the Mississippi River. The club has the deed to this property and owns it free and clear. I joined the OPA in 1976 when the annual conferences were at the Portland Convention Center. The Albany Airport was the scene of the initial flight of the first aircraft built in Oregon. The airplane was built and flown in 1910 by John Burkhart, a Cornell University graduate, who had been inspired by watching experiments of the Wright Brothers at Kitty Hawk in North Carolina. The Albany Airport was established in 1909 by John Burkart and his cousin Del Burkhart. Albany is considered the third oldest continuous airport in the U.S. Morris Park in the Bronx, New York, is the second and the first "official" airport in America was the Wright Brothers' 1909 in College Park Maryland. Reference the Albany Visitors Association, all rights reserved. In conclusion, a long-time OPA member has said that if someone could not afford the OPA \$25 annual membership fee, he would pay it because of the benefits we receive as pilots including Legislate Affairs! Please let us know whenever you think the OPA can be of help.

Thank you to our OPA 2024 Annual Conference Sponsors:



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### 2024 OPA Air Show Presence.

We again gave out pamphlets and gliders. August 24th Astoria Airport Day.

September 7th WAAAM Hood River, the gliders were again a big hit!

June 22nd Cottage Grove Wings and Wheels, 1935 Wimpy Ultra-Light Plane; Oregon Aircraft 1940 License Plate.



#### VFR tip of the month

Comm. Radio discipline- Frequencies for a flight should always be planned starting with ATIS/ ASOS, then ground and so on during a flight. But a common mistake is not using the standby frequency for newly issued frequencies when issued a new frequency from ATC. More often than not I see the new frequency put in the use box rather than the standby which deprives the pilot of returning to the old frequency if no one answers on the new frequency. By putting every new frequency in the standby box and then switching to it, the "use box," it is still available to go back to if no one answers on the new frequency or you accidentally entered a wrong frequency in error. Many of you remember when we always wrote the frequency down because you never had the standby frequency in older radios. Making it a habit to put your newly issued frequencies in the standby or second radio and leave the old frequency still available to fall back to is a common-sense procedure to help in single pilot IFR flight.

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.

#### Training at Pearson Airport Jan. 18, 2025 - 0830-1200 Safety Seminar

"Airworthiness or How Do I Know My Airplane Is Safe to Fly?" Does my airplane have to be perfect every time I take off? How can I tell which items are allowed to be inoperative and which are mandatory? What about a broken strobe light or a rotating beacon, is that legal? What's the difference between safe and airworthy?

Hosted by Matt Thurber, SW Washington Pilots Association, Training Chairman. Please email: <u>NealWhite150@gmail.com</u> if you plan to attend.





**ODART Exercise September 21, 2024 "Teaching the next generation"** 





## Introducing ODART Oregon Disaster Airlift Response Team

by Steve Aberle, ODART Communications Volunteer

Although some Oregon Pilot Association (OPA) members may be familiar with ODART, this article provides a more detailed introduction of the Oregon Disaster Airlift Response Team to members. Information is included on why ODART was formed, its mission, flight operations, and how you might become involved.

#### **Before ODART**

Even though ODART is fairly new, the concept of general aviation pilots helping their communities in times of need isn't new. In fact, some of the groups have been in existence for more than four decades. Their mission statements aren't exactly the same, but they all espouse the same lofty goal of using their aviation resources for the public good.

<u>1980s</u>: In 1982, American Medical Support Flight Team (AMSFT) was formed in Nevada, and in 1983 its Los Angeles Chapter was founded. That chapter became an independent organization in 1986 and renamed itself Angel Flight West (AFW). 1987 saw the founding of the Emergency Volunteer Air Corps (EVAC). In 1989, pilots from what is today the South County Airport Pilots Association (SCAPA) Disaster Airlift Response Team (DART) participated in the disaster airlift for Watsonville and Santa Cruz (California) following the Loma Prieta Earthquake.<u>1990s</u>: The Air Care Alliance (ACA) was formed in 1991 following the Air Med 90 conference hosted by the Aircraft Owners and Pilots Association (AOPA).

<u>2000s</u>: AERO bridge formed following Hurricane Katrina in 2005. Beginning in 2009, the Northwest Chapter of EVAC began holding annual disaster airlift exercises in Washington state and the use of float planes for delivery of emergency supplies became a staple in those exercises.

<u>2010s</u>: In 2011, SCAPA established the first DART in California, and in 2014, the Watsonville Emergency Airlift Command Team (WEACT) became California's second DART. AERO bridge was active in the Hurricane Sandy response in 2012. The OPA added "Voluntary participation in disaster and relief missions" to its list of organizational objectives in about 2016. Operation Airdrop formed in Texas in the aftermath of Hurricane Harvey in 2017. In January 2018, Clallam County DART became the first DART in Washington state. By August 2018, the California DART Network had DART groups at San Martin, Watsonville, Half Moon Bay, and Santa Monica.

<u>2020s</u>: CalDART, in conjunction with the OPA and AFW, flew 20 GA aircraft from northern California airfields to Eugene (KEUG) with a supply of medical gear, including KN95 masks, destined for front-line workers and firefighters involved with Oregon's 2020 wildfires. In January 2021, pilots with the Northwest EVAC delivered food and personal protective equipment to isolated tribal communities in Washington state. In October 2021, at a time when I-5 was closed by slides, Whatcom County (Washington) DART transported 10,000 empty sandbags from Boeing Field (KBFI) to Bellingham (KBLI) for immediate use by the U.S. Army Corps of Engineers and the Lummi Nation (a tribal nation in Whatcom County).

#### The Beginnings of ODART

Oregon DART was formed during the ramp-up to the "Thunderbird and Whale 2022" (TW22) exercise, coordinated by the National Tribal Emergency Management Council (NTEMC), which spanned tribes in five states. That exercise was conducted in parallel to the Cascadia Rising 2022 table-top exercise in Washington State. As a side note, the name Thunderbird and Whale was chosen to honor the rich oral histories of Pacific coast tribal nations who portrayed seismic events as an ongoing struggle between a Thunderbird (the earthquake) and a Whale (the tsunami).

There were two aviation components to the TW22 exercise. "Thunder Run 2022" was a general aviation airlift operation planned by Northwest EVAC and involved a consortium of DART groups across Washington state delivering relief supplies into the Puget Sound area. "Whale Run 2022" was planned by Oregon DART and focused on airlifting nearly 5,000 pounds of food to tribal nations, six in Oregon, one in Southwest Washington, and nine along the northern California coast.

Unlike DARTs in other states where airport-based pilot groups came together first and then coordinated at a state level, ODART began by establishing a statewide organization with local chapters. ODART filed as a domestic nonprofit corporation in Oregon in February 2023, and received tax exempt 501(c)(3) approval from the Internal Revenue Service in August 2023.

## **ODART's** Mission

From the ODART website: "Our mission is to provide relief to communities suffering from disaster events. We are an all-volunteer aviation resource available to emergency management at the local, State, regional, and federal level. The goal of the ODART is to integrate general aviation resources into an overall emergency response by establishing plans, conducting practical training and exercises, and organizing aviation response operations. In accepting mission assignments, ODART will assign priorities and allocate participating pilots, aircraft, and ground resources to provide support to local, county, State, and regional emergency managers."

The "Volunteer Airlift in the Carolinas" article by Dave Hirschman posted to the AOPA website on October 9, 2024, begins: "There was no master plan. No organizational chart. No job definitions. There was only an acute need among tens of thousands of people cut off by the remnants of Hurricane Helene from food, drinking water, and electricity in the mountains of Georgia, Tennessee, and North and South Carolina and an overwhelming desire to help among those who could." ODART was founded with the vision that there should be a general aviation plan for an airlift response when a catastrophic or disaster event occurs in Oregon, a plan which figures out roles and responsibilities ahead of time and is regularly practiced to avoid chaos and delays in times of need.

## **ODART** Organization

ODART is divided into five aviation sectors which are geographically aligned with the five homeland security coordination regions (Central Willamette Valley, Northwestern Oregon and Urban Area, Southwestern Oregon, Central Oregon, and Eastern Oregon) established by the Oregon Homeland Security Council. One airport in each ODART sector serves as a "supply airport" for that sector. Currently, the supply airports are ODART chapters located at Aurora (KUAO), Albany (S12), Creswell (77S), and Bend (KBDN). An additional chapter needs to be established in Eastern Oregon.If one supply airport is unavailable due to the nature of an incident for which ODART services are requested, then (in the interests of statewide resiliency) another supply airport will be tasked to handle air operations in that sector as well as their own. Impact area airfields can occur anywhere in the state, and as they are activated they become part of the aviation operations within the sector where they are located.

In order to work closely with local, state, regional, tribal, and federal jurisdictions, ODART subscribes to the National Incident Management System (NIMS) developed by the United States Department of Homeland Security and uses Incident Command System (ICS) protocols. In ICS parlance, ODART fits into the Air Operations Branch of the Operation Section of an incident.

#### Flight Operations

ODART generally designates three types of flights. "Red flights" perform aerial reconnaissance of transportation routes and critical infrastructure. "Green flights" transfer relief supplies from depots to supply airports. "Blue flights" transfer relief supplies from supply airports to surviving airfields and landing zones in impact areas, and those flights could also be used to transport relief workers.

Disaster relief exercises are held at least annually. ODART is configured to respond to the aftermath of a "megathrust" rupture in the Cascadia Subduction Zone (CSZ) and can also to adapt its operations to less severe events. Other exercise scenarios will be used in the future in order to involve all counties throughout Oregon.

Recent exercises have involved aircraft with a wide variety of payload and performance capabilities. ODART currently uses float planes as part of its mix of aircraft, but is still looking for volunteers with helicopters. Aircraft types flown by volunteers thus far include AA5, BE35, BE36, C150, C172, C180, C182, C185, C210, C82R, C82S, CH7A, DHC2, FOX, HUSK, M10, M20P, M6, P28A, P28R, P46T, PA11, PA22, PA32, RV4, RV7, RV9, RV10, S22T, SR22, T206, and T210. ODART has also transported relief supplies on the ground using a box truck, a pickup pulling a horse trailer, and a Tesla Model Y.

#### The Communications Piece

Emergencies and disasters are often accompanied by overloading and failures in the commercial communications infrastructure. Disaster-resilient amateur (ham) radio communications are used by ODART to assist with flight safety and to relay pilot reports made during aerial reconnaissance flights over impacted areas. The Winlink global email system is used extensively for airfield weather reports, take cargo manifest overviews, and reconnaissance flight reports. A set of Winlink message templates has been developed to facilitate reports. Use of HF (high frequency) radio bands is a key factor in connecting to a Radio Message Server (RMS) located outside the impact area. Hams also use VHF/UHF handheld radios for communications across the tarmac off and landing confirmations.

#### On the Ground

Ground crews are essential for depot and staging airports as well as at impact area airfields and landing zones. Volunteers help with logistics, safely marshaling and positioning aircraft, keep the flight tracking system (electronic, whiteboard, or paper) maintained at all times with current information on all exercise aircraft, assist with unloading of cargo for short-term storage, create smaller cargo packages if needed for distribution to impact areas, and assist with aircraft loading.

At impact area airfields, ODART is developing partnerships with organizations such as Community Emergency Response Team (CERT), Search and Rescue (SAR), and service clubs in order to help with ground crew operations.

#### **ODART** Today

ODART has recently:

Partnered with Oregon Lions Club District 36R and the Home Depot Foundation to create 300 "Go Kits" of essential items needed by those suffering from disaster events. These kits have been stored in hangers at Albany (S12) and Creswell (77S) for transport to those in need when the time comes.

Appointed a Public Information Officer (PIO) to help with ODART outreach to the media and the general public.

Completed the final leg of the Whale Run 2024 exercise which was delayed from June due to poor flying weather along the northern Oregon coast. A (simulated) "missing plane" inject was incorporated into this part of the exercise, and it involved a USCG helo searching for a (practice) ELT. This activity helped initiate a working relationship with the USCG Air Station at Astoria and will also help ODART improve aircraft safety protocols.

Been named as a recipient of a "Oregon Resilience Hubs and Networks Grant" and plans to build a resilience hub (cache of relief supplies) at Creswell (77S) from which more remote resilience hubs can be re-supplied by general aviation following a CSZ event.

ODART is currently:

Working to establish and maintain professional relationships with emergency management officials throughout Oregon.

Preparing for the next "Whale Run" exercise (on Saturday, June 14, 2025), and looking into other exercise opportunities.

Developing an Operations Manual to guide volunteers.

Exploring methods of soliciting public donations (which are needed in order to purchase relief supplies to transport during the exercises).

Recruiting more volunteers (pilots, logistics, communicators, ground crew, social media).

#### Why Volunteer?

Suddenly, a disaster or large emergency strikes your community! Normal travel and supply routes are impassable. In emergency management terminology, your community is now an island. However,

Some community members need shelter,

Medical supplies need replenishment, and

Everyone is short of food after the shelves in stores and food banks are quickly emptied. Yes, federal help may eventually arrive, but how can local disaster needs be met until those supplies become available? Food, temporary shelters, and urgent medical supplies are available in unaffected areas, but they need to be flown into the impact area(s).

## ODART offers the opportunity to train for flying <u>your</u> general aviation aircraft in times of great public need.

Register with ODART at: https://www.odart.org/volunteer

## Loss of Aircraft Control – Technically Advanced Aircraft (TAA)

Pilots using advanced automation must remain proficient in manual aircraft control to fly safely and not allow the use of the aircraft's automation to degrade their primary skills. Advanced avionics offer many levels of flight automation. Pilots need to understand that no single level of automation is appropriate for all flight situations. If an automation system failure occurs, in whole or part, the pilot should possess the knowledge and skill to address the situation. The Federal Aviation Administration (FAA) strongly recommends that pilots—especially CFIs strive for proficiency in all aspects of flight; particularly those that apply to the specific aircraft flown.

It is critical that pilots maintain proficiency in manual aircraft control to mitigate the risk of loss of aircraft control. Pilots transitioning to TAA, or any unfamiliar aircraft, should receive specialized transition training from a qualified CFI with experience in the particular aircraft's make, model, and equipment.

The arrival of advanced cockpit automation for the general aviation fleet seems to have created a trend away from teaching and practicing basic stick-and-rudder skills. Instruction in this area is typically replaced by a focus on the use and management of cockpit automation. During inflight training, take the opportunity to safely practice unusual attitude entries and recoveries for a wide variety of scenarios. Scenario-Based Training (SBT) should be incorporated in training so you can tackle the complexities of TAA aircraft while providing you with opportunities to practice basic unusual attitude and stall recovery skills.

Deterioration of manual flying skills due to increased reliance upon automation is a strong contributor to manual handling errors. When automation is introduced to pilots, they tend to use it during most phases of flight, resulting in the decay of manual flying skills. As their manual flying skills deteriorate, pilots become more inclined to use automation and shy away from manual flying.

In these scenarios, when piloting skill is needed to prevent or recover from a LOC scenario, manual flying skills are absent. This absence can result from the pilot never having developed such skills, or from their basic skills atrophying to dangerous levels.

It is vital that you safely and consistently request unusual attitude entry and recovery training in all applicable courses, including training in TAA.

One such system inadequacy is the lack of feedback provided to the pilot relating to system faults. When such faults are experienced, the automation will potentially disengage, turning aircraft control back to the pilot. If pilots are unprepared for such a scenario, the outcome can be disastrous.

TAA fared the worst in weather-related accidents, accounting for nearly half (44.4 percent) of glass cockpit fatal accidents compared to 16.4 percent for the traditional GA fleet. Somewhat contradicting the TAA weather-related accident statistics are the numbers concerning continued Visual Flight Rules (VFR) flight into instrument meteorological conditions (IMC).

Studies have shown that in spite of the vast amount of information modern technology brings to the cockpit, GPS and moving maps may reduce pilots' awareness of their position. Because the technology no longer requires the pilot to actively perform the mental calculations and monitoring normally required for point-to-point navigation, pilots tend to become complacent and experience reduced awareness of their position. Memory and awareness of information that is passively monitored have been shown to be significantly poorer than information pilots generate themselves using mental problem solving.

These studies draw a common conclusion: in spite of efforts to increase the pilot's situational awareness, providing the pilot more information through automation often has the opposite effect.

### Tips to help you avoid a Loss Of Control accidents:

**Give yourself some room** - Most stall/spin/crash sequences begin close to the ground. Many happen in the traffic pattern so, when you're thinking about going slow, don't think low at the same time. Practice slow speed maneuvering at altitude where you have time to recover from a stall or spin. Do this regularly to maintain proficiency.

**Manage distractions** - Learn to manage distractions – especially while maneuvering close to the ground. Keep a sterile cockpit while in departure and approach flight segments and while maneuvering. Make sure the aircraft is stable before copying ATC instructions, changing charts, reviewing approach, etc. Assign a passenger to help you scan for traffic.

**Fly by** – **not around** - When viewing scenery or photographing subjects on the ground, fly by your target in straight and level flight, then turn and fly by in the opposite direction. Concentrate on the mission task while stable, then concentrate on the turn. This is also a good time to have a second pilot aboard to share the workload.

**Document your personal performance** - Do this at mission weight and in the environment you'll be operating in. This will tell you what you're capable of doing with the aircraft.

**Seek regular refresher training** - Even though your training was excellent, regular proficiency training will keep you at the top of your game. The Wings Pilot Proficiency Program is an excellent way to keep your skills sharp and your Flight Review up to date.

And finally, practice - It's amazing how quickly pilot skills can go from razor sharp to not so hot. Regular practice is essential to keep you at the top of your game so fly as often as you can. You'll aviate with confidence and besides – it's fun.

### Ask Gary:

Circuit breaker resets - What should be our procedure if a circuit breaker is popped during a flight?

The FAA says that if you have an Electrical Fault, the pilot should reset any circuit breaker no more than once. If it trips again, leave the circuit breaker out and do troubleshooting to determine if there is a smell or other indications that would preclude an unscheduled landing or leaving the equipment tied to the circuit breaker "**inop**" for the rest of the flight. Read the entire explanation at the following website: <u>https://www.faasafety.gov/files/notices/2009/Dec/SAIB\_CE-10-11.pdf</u>

#### IFR tip of the month

"It's not where the puck is at, it's where it's going to be." Wayne Gretzky

This is an excellent analogy of what IFR proficiency is all about. We always need to be ahead of the airplane in flight, plotting the next segment and everything that comes along with that segment. I encourage my students to verbalize "What am I doing now, and what am I doing next."

Start your plan of being ahead of the airplane from the "before takeoff" segment, then move on to know what your next step is or "where the puck is going to be."

Here are some suggestions to help in IFR flight and reduce the single-pilot workload: Takeoff - Self-brief the takeoff and engine failure procedures from T/O roll to 1000' AGL. 1000' Above the field- Perform the Climb checklist. Employ situational awareness in your navigation and don't rely on the moving map for position.

Cruise - Use your Cruise checklist and determine your situational awareness for the flight ahead. Plan for position reports or holding instructions that may be required by ATC. Top of Descent - Get your ATIS/ASOS early. Then perform the Descent checklist prior to descent. Plan for where that decent point should be in anticipation of the point of descent. Some newer GPS units depict this point on the moving map. I use also the method of determining top of descent by taking the altitude to lose x 3 to determine the miles from a fix on where to begin the descent.

Brief the approach and set up radios and confirm the waypoints along the approach route.

Final approach fix inbound - Memorize the DA/MDA and the missed approach procedure so you are not looking for these items "heads down" during the last 1000'. Your focus should be on a stable approach with predetermined pitch & power settings.

Missed approach - Perform the Aviate, Navigate & Communicate functions in that precise order. Being ahead of the airplane reduces pilot mistakes while flying IFR. Fly safe.

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