

# PROP WASH

**The Voice of  
General  
Aviation  
in Oregon**

The Official  
Publication of the



[www.OregonPilot.org](http://www.OregonPilot.org)

Oregon Pilots Association

November/December 2005

## Bend Municipal Airport (S07): Positive Changes in the Air

by Dale Evans

Ask an occasional user of the Bend Airport to describe the facility, and the response will probably focus on the changes that had occurred since the last visit. This likely will become even more true during the next year or so.

In July of this year, for the first time since the city accepted the gift of the airport property in 1942 and promised to develop and maintain a public use airport, the city hired a full-time employee with management of the airport as a primary responsibility.

Airport Manager Greg Phillips is eminently qualified for his task. He is a West Point engineering graduate with fixed wing and helicopter ratings, a former FAA employee with experience overseeing major airport construction projects, and a former inspector of Oregon airports for the FAA. Later, as a Bend Chamber of Commerce employee, he developed

*Continued on Page 4...*

## OPA Annual Meeting Scheduled

The annual meeting of the Oregon Pilots Association is scheduled for Saturday, November 12, 2005 at 10:00am. It will be held at Val Avionics, located at the Salem McNary Field (SLE).

Nominations for new state officers will be received and voted upon at this meeting plus the other business of the state organization. To see a complete agenda, visit the OPA website at [www.oregonpilot.org](http://www.oregonpilot.org).

All are welcome! Please RSVP to [carouselmountain@aol.com](mailto:carouselmountain@aol.com)

or 503-581-3994 as there will be lunch available. The exact cost of the lunch will be posted on the OPA website soon.

Val Avionics is located between the Flight Deck Restaurant and the control tower. Enter the parking lot for the restaurant; Val Avionics is to the north in the yellow hangars. Go through the gate and come to the second hangar.

There is plenty of aircraft parking available at Val's for those who choose to fly.

### PROP WASH

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**Oregon Department of Aviation**  
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**WELCOME  
NEW MEMBERS**

|   |  |
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| <b>Jim &amp; Eva Cone</b><br><b>Bend</b>                  | <b>Eric &amp; Jana Jaderborg</b><br><b>Bend</b>          |
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# President's Message

Our next State Officers meeting will be held on November 12th in the large hanger (yes, it's heated) located on the Salem Airport at Val's Avionics. The meeting will begin at 10:00 am. Lunch will be provided. Please RSVP to Gwen Graham (carouselmountain@aol.com or 503-581-3994) so that there will be enough of the good stuff to go around.

I am happy to report that several enthusiastic and energetic people have stepped up to run for the vacant offices. We have candidates for the President-elect post and office of the Vice President. It appears that we will have new leadership, but we're still in search for someone to run for the office of Secretary, Public Relations Director and several of the Regional Director slots. If you are interested in serving your Association, you can nominate yourself, or if you know of someone who would be up for the job, please talk to them and consider submitting their name for nomination at the meeting on the 12th. Or, if you are unable to attend the meeting on the 12th, submit your name or the name of someone who is interested, to any board member via email or phone.

In addition to the usual agenda items covered during our State meeting, we will have several treats on hand for those in attendance.

The Executive Board has extended a personal invitation to Bob Hidley, Director of the Department of Aviation to be our guest speaker. Remember, you do not have to be an officer to attend any State Board meeting, so if you're interested in what Mr. Hidley has to say, please join us.

We will also be treated with a peak at a very cool and sexy light sport aircraft, the StingSport. A demonstrator aircraft will be on hand for an up-close look.

As you can tell from this issue of the PropWash, we have expanded the newsletter to a 16 page format. Our PropWash editor, Gwen Graham, has been doing a superb job of editing our newsletter, and has been able to attract new advertisers and newsworthy articles. I feel that Gwen has struck an appropriate balance of ads and articles. Hands down, the Oregon PropWash is one of the finest aviation newsletters in the western half of this great country! I say this with confidence and certainty, as I do receive many courtesy copies of other aviation newsletters. Next time you get the chance, please take minute to thank Gwen for a job well done.

I would like to thank Chris Ruck for the stellar job she does in maintaining the OPA Website. I know that Chris spends

countless hours ensuring that the OPA website has current and relevant information posted on it. Bet you didn't know that the OPA website has been getting over 20,000 hits a month! Wow, that tells me that many folks find our site useful. Thanks Chris!

I hope that this summer has been filled with many opportunities for you to take to the skies. Let's keep GA strong and alive in Oregon by flying smart (you do check for TFR's each flight, right?), flying safe (you do obtain some type of recurrent training, right?) and being an ambassador for aviation.

Clear skies,  
Mark Trujillo

Attention:  
Oregon Airport  
Owners & Managers  
.....  
The Oregon Pilots Association  
and PropWash would like to  
spotlight your airport.

We are looking for 400-800 word articles written/ submitted by the airport owner or manager. High resolution photos are welcome.

If you have any questions or would like to submit your article, please email PropWash@oregonpilot.org.

*The editor reserves the right to edit for clarity and space.*



### Chapter Presidents

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| <b>Yamhill</b><br>503-538-1297        | <b>Richard Berthelsdorf</b>                         |

Email corrections and chapter news to  
PropWash@oregonpilot.org

...Continued from Page 1

training courses in business management leadership. His connection with local businesses will help facilitate a better informed public about the social and economic benefits of this important community asset.

The Bend Municipal Airport is located about 5 miles east of the city limits, and is on a 415 acre plot, nearly all of which is zoned for airport development. A north-south asphalt runway, 5,005 feet in length, has a parallel taxiway with markers, pilot controlled MIRL and REIL, and non-precision instrument approaches and VASI to Runway 16. The airport has about 40,000 operations annually, 175 based aircraft, 64 city owned hangars, 29 ground leases, and 47 aircraft tiedowns. Today, there is a paid waiting list of 33 people for hangar space.

The occasional user of the Bend Airport, however, likely will not have discovered the substance of the main indicator of change, the new building construction. Nearly 20 aviation-related businesses and manufacturers occupy space at the airport. These include the well established Columbia Aircraft Company (nee The Lancair Company), Aircraft Investor Resources' new manufacturing plant for its six passenger Epic LT turboprop, and Windward Performance, makers of the record setting SparrowHawk glider.

Significant to the state's aspirations to be a leader in the aerospace industry, and important for the industry's stability at the local and regional level, are the other specialty equipment manufacturers,

installers and maintenance that support general aviation, as well as several businesses that use general aviation. Together, these manufacturers and businesses provide over 1,000 jobs at the airport. If Bend was the sole indicator for general aviation, we would say GA is strong and growing.

Strong and growing is the outlook for the airport facilities as well. Implementation of the Updated Airport Master Plan, approved by the city in 2002, is



underway, thanks to the efforts of the new airport manager. AWOS installation is scheduled for completion this year, as is completion of the Environmental Assessment for the major event next year, construction of a new runway east of its present location. This project is required to correct deficiencies in meeting FAA airport dimensional standards and will replace the existing Runway 16/34. Nelson Road has been relocated from the runway safety zone off the south end of Runway 16, and will allow the new runway to be extended 200 feet south.

## Chapter Chatter

### **BEAVERTON:** *Reported by Jim Graham, President*

The Beaverton Chapter is looking for a few good pilots to fill positions for next year's officers corp. Dennis Winningstad has agreed to become President of the Beaverton Chapter. He will do a fantastic job and is now looking to other members to fill key roles.

As mentioned previously, we have chosen Starks Twin Oaks Airport as our official home and are enjoying having our meetings at an airport. We have "planted" signs out front of the airport so passers-by know we are there and can join us for meetings.

Beaverton Chapter is pleased to welcome new members Brian and Linda Sheets. We look forward to adding more new members in the coming months.

### **EASTERN OREGON:** *Reported by Mel Cross, President*

I would like to begin the Eastern Oregon news by thanking the Idaho pilots for crossing the border into Oregon to do some much needed maintenance on the Memaloose airstrip in Hells Canyon. Having not been there for some time, I did not know the condition of the strip, but apparently it was in bad need

of repair. Hats off to you guys. I will try to take a tractor up there next spring, if that would help.



We have finally relocated the T-33 jet from Woodburn to Baker. This has been quite a mission, and will



still require some tender loving care to make it presentable. We plan on a complete paint job, and all new decals.

In my last news report, I was talking about trying to turn our

chapter into a 501(c) 3 Corporation. This has turned out to be a much larger task than expected with all the legal costs involved. My accountant will do the paper work free of charge, but that still leaves a \$500 filing fee. That is only after we have the corporation formed, which I don't know the cost yet.

Any ideas?

My last subject has to do with OPA: I am concerned about the future of the pilots association, as I think others are. It is very difficult to fill board positions, but that is so true with a number of groups of the present time. Nobody seems to have the kind of time it takes anymore to commit. My question, or thoughts are, can we overhaul how we operate? Can we meet only on an annual basis, or possibly semi-annually? Should we change the requirements for board president? Even more serious, does everyone feel OPA is doing for us what we want it to and what Helen Holman's letter says it does?

We need the membership, but how can we keep it alive? Maybe we should send out a questionnaire, and get a feel about how the members feel. This might be sent to all pilots.

Our chapter is very small, (23) but they seem to pay their dues, most do not attend meetings, but that may be my fault for not giving them a serious enough reason to attend.

Well, I think I have rambled too much, but we all need to give this some serious thought.

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**LEBANON:** Reported by Lora Lee Schmidt, Newsletter Editor

Lebanon Chapter has had a quiet summer for activities. A few members have elected to take in the area happenings – The Madras Air Show, the Tillamook, Car, Plane and Train show.

One of our members, Wally Reed, finished his Ganagobi. His first flight was July 2005. Almost 30 years in the building.

Another middle-aged pilot and member, Bob Ruck, received his commercial license.

Reminder to anyone who wishes to attend Lebanon Chapter Monthly Meetings, they are the third Tuesday of every month. Potluck at 6 p.m. at Norm's hangar.

Planning our yearly Christmas dinner party to be held at Linn-Benton Community College on Tuesday, December 6, 2005.

**POLK COUNTY:** Reported by Dave Martin, President

Fall weather has slowed the flying a bit here at Independence State Airport (at least for me and our open-cockpit airplane). But planning for fall and winter chapter activities continues at full speed. Airport activities during the Independence Hop & Heritage Festival (September 23 and 24 this year) were sufficient to convince us to plan our annual pancake feed for '06 on the festival weekend instead of close to the Fourth of July.

We have a full slate of volunteers for next year's board of officers. The election at our November 17 membership meeting coincides with our popular annual turkey dinner. We will also hear from a former wing-walker. I'll bet she has some stories to tell.

Our board has talked about adding some mentoring activities to our schedule, and I've talked about this

with another chapter president. The idea comes from an annual program conducted here at 7S5 by local members of the Flying Farmers' Association. It consists of a free ground school related to biennial flight review requirements plus scheduling with one of several CFIs who conduct the flight at a reasonable rate. Our chapter has no intention of competing with FFA's successful program here, but other OPA chapters might attract members and increase activity with such a program.

Our board has talked about expanding the mentoring idea to encourage people who are thinking of becoming pilots. Advertised public meetings with a program to answer basic questions could be coordinated with a nearby FBO for an inexpensive first lesson. We would be interested in hearing from other chapters that have tried anything like this.

**TROUTDALE:** Reported by Bob White, President

Dennis Meyer, the TTD Vice President invited Daryl Dasher to speak at the last dinner meeting. He gave a very informative presentation on the importance of dynamic propeller balancing. Daryl owns Dash Air, an aircraft repair station based at TTD airport.

Steve Nagy, the new Port of Portland General Aviation Director will speak at the November meeting. The meeting will be at TTD Airport, above Hangar One at 7:00 on Monday, November 14th.

The December meeting is the is the annual Christmas party. This year the party is being organized by Suzanne Faveluke. Chapter members gather to spread good spirits, sing carols and share a nice dinner. A highlight is the giving of Christmas presents to several families in need through the arrangement made by Rich Powell.

The FBO at TTD is changing soon. Premier has decided not to renew as the FBO, but will continue with their highly regarded engine shop. Gorge Winds,



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an existing TTD flight school has taken over the fuel operation on an interim basis.

The TTD chapter continues to grow since our founding just three years ago. Several new members attended the last meeting and guests are always welcome. The focus of the chapter has been involvement with issues affecting TTD Airport as well as to provide a social network for the members. In addition to the monthly meetings, the club has had several fly-outs and several more are being planned. Interested people may email [tdairport@yahoo.com](mailto:tdairport@yahoo.com) for membership information.



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## ODA Discontinues *Flightlines*

by Chris Ruck

As pilots, whether we realize it or not, we have lost the benefit of receiving the quarterly newsletter "FLIGHTLINES" published by the Oregon Department of Aviation and sent to registered pilots and registered aircraft owners. FLIGHTLINES is no longer serving the purpose of proactively communicating what ODA is planning and doing on aviation initiatives, facility maintenance and enhancements. ODA has foregone the benefit of the feedback of experienced pilots with local knowledge of facility status, conditions and expertise on a broad range of general aviation topics.

So what do we do today? CALL TO ACTION Send a letter to each of the Oregon Aviation Board Members and the new Director of the Oregon Department of Aviation to inform them of the need for effective communication methods is a serious issue and that the re-implementation of a newsletter similar to Flightlines would be a positive and appreciated step to filling an information void. A sample letter for your use is available on the website: [www.oregonpilot.org](http://www.oregonpilot.org). Addresses of the State Aviation Board and the Director of the Department of Aviation are there as well.

Pavement maintenance season may be nearly over for calendar year 2005, however may be the 2006 plan can be communicated more effectively to the entire aviation community.



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# Getting to Know the StingSport

By Dave Martin

Without a doubt, the most exciting new development in general aviation over the past four years has been the FAA's new light-sport aircraft (LSA) category and the accompanying sport pilot license. The work by scores of volunteers plus FAA staff work has resulted in an entire new class of aircraft and a simplified license to fly them.

The all-composite StingSport from the Czech Republic is one of the first new airplanes to be certified under LSA definitions and rules. Though truly high tech in everything from its carbon fiber airframe to its standard avionics package, the Sting complies (just barely) with the LSA



maximum level airspeed of 120 knots at full power and 1320 pounds gross weight. Hundreds are certified and flying in Europe, and now the StingSport is being imported into the U.S. and sold by regional distributors including Pacific Sport Aircraft at Salem, which has a five-state sales territory.

As the retired former editor of *Kitplanes* magazine (for 17 years), I've flown and evaluated many aircraft—most of them homebuilts—that qualify as LSAs. So I was pleased to accept Bill Hollenbeck's invitation to sample the StingSport. I explained that I'm fully retired and no longer write for pay, but that as president of an OPA chapter, I'd be happy to contribute my impressions (both positive and negative) to members through the "Prop Wash." So after an absence of more than two years from the aviation journalist ranks, I'm briefly back in the saddle.

## Sting Facts

Gwen and Jim Graham, whose new Salem flight school is in partnership with Bill in the sale and service of the StingSport, note that this airplane draws a crowd wherever it appears. And it's no wonder. The slightly tapered 28-foot wings (which can be removed or attached in 15 minutes, I'm told) accentuate the well-proportioned empennage and the seductively curved fuselage with its huge swing-up canopy. The nose tapers to conceal a compact propulsion package: a four-stroke, geared, four-cylinder, liquid-cooled, dual electronic ignition, altitude-compensated (no mixture control), 80-hp Rotax 912UL engine. (For about \$5000 more, you can upgrade to the 100-hp version, the Rotax 912ULS.)

The list of standard features is long and impressive: a ballistic recovery parachute, wheelpants, cockpit heat, wingtip strobes (position, landing and taxi lights are a \$1600 option), dual controls (differential wheels brakes on the left side only), Garmin 296 color GPS, ICOM 200 com transceiver with memories, 21.5-gallon main tanks (with another 12 gallons as an option), three-blade ground-adjustable carbon-fiber-covered wood propeller, ELT, Mode C transponder, and an electronic engine information system (EIS) with alert lights.

Standard instruments include an attitude direction indicator, pictorial turn and bank, slip/skid indicator, a vertical-card magnetic compass, VSI, altimeter, airspeed, Rotax tachometer, and a flight hour meter. Options include red LED cockpit lighting, an angle of attack (AOA) system, autopilots, a tinted canopy and many others.

## Let's Go Flying

Jim provided some details and a walkaround as Bill prepared to fly with me. Because the Rotax 912 features a dry sump, the preflight oil check is unusual and a bit cumbersome. With the ignition off, the prop must be pulled through until you hear a "burp" that says the oil can now be measured on the dipstick.

*Continued Next Page...*

The remainder of the outside preflight is standard. Jim showed off the split flaps by lowering them to the half-flap (takeoff) position. The company's insurance currently requires the PIC to sit in the left seat—probably because of the pilot-seat-only toe brakes—so I scrambled into the right seat. The canopy locks can be reached from either seat.

Startup, including use of the electric aux fuel pump, is routine. The Rotax sprang to life. Bill called for taxi and I steered using pedals and the center-console-mounted throttle. A few times I asked Bill for wheel braking.

After pretakeoff checks including an engine runup, Bill got takeoff clearance and demonstrated the departure. At about 45 knots he raised the nose, but we continued to accelerate to a 70-knot climb airspeed, which is  $V_y$ . Climb rate was about 1100 fpm, which is close to book figures for partial fuel. Even with my short sitting height, I could see over the nose at this climb airspeed. The view in every direction is spectacular.

Soon Bill passed me control, and smooth handling and nice control balance between aileron and elevator forces were immediately apparent. There is little adverse yaw even at slow speed, so not much rudder pressure is needed to keep the ball in the center.

Cruise speed was close to 100 knots with the geared engine rpm showing 4800. Full-forward power brought the rpm to 5700 and airspeed to 120 knots level—the LSA maximum. The demo airplane has the 100-hp Rotax, and top and cruise speeds are listed as 10 knots less with the standard 80-hp Rotax.

Bill demonstrated an accelerated stall, which caused a wingdrop but little altitude loss in the recovery. I tried a flaps-up approach stall entered gently, but at 38 knots I gave up looking for a break. The StingSport stall appears gentle if you keep the ball in the center.

My standard full-deflection roll rate check from 45 degrees of bank one way to the other 45 took about 3 seconds each way, which is plenty fast. I also checked pitch stability, which is done in trimmed, steady flight by raising or lowering the nose a bit and releasing the stick. In both cases, the Sting returned slowly to trimmed airspeed and attitude in one cycle. That's good.

Detecting that a thunderstorm was moving closer to the airport, I suggested that we return before visibility became a problem, and we got clearance for a wide right-base approach. About 4 miles from the airport at 2500 feet AGL, the angle to the runway looked only slightly steep. But looks are deceiving in an airplane with a flat glide such as the Sting's 16:1 glide ratio.

As a result, Bill suggested I slow to the 65-knot full-flap speed limit, lower the flaps, reduce power to idle, and make a 360-degree descending turn. And he was right. This baby likes to make like a glider. All of this got us to a 60-knot, on-

altitude short final without advancing the throttle. Bill demonstrated the touchdown, which seemed normal.

I took over for a touch-and-go departure and right downwind pattern for a final. I shot for 80 knots downwind, slowing to 65 turning base and applying full flaps, and on final at 60 knots. This time, accustomed to the glide mode, I got low enough to add a touch of power on short final. I under-compensated slightly for the momentary left crosswind at touchdown, but the resulting landing wasn't an embarrassment. I steered back to our parking spot on the ramp, and Bill applied the brakes.

### Some Reflections

The StingSport flies beautifully.

Bill noted one problem not seen on our flight on an overcast day: Under clear skies, the canopy becomes a greenhouse. There's a tinted-canopy option, but even then it may require a fix such



## Eugene Airport Has a New Runway

On Monday, October 3, 2005 the Eugene Airport dedicated their new 6,000 foot parallel runway 16L/34R with an event that recognized the many people who made contributions toward the completion of the project. Congressman Peter DeFazio, representatives from the Federal Aviation Administration, local elected officials, Airport Manager Bob Noble, and community leaders spoke at the event.

Originally conceived in the 1980 Eugene Airport Master Plan, the new runway will serve as a back-up to the 8,000 foot main runway, increasing the overall safety and efficiency of commercial and general aviation at the airport. The new parallel runway replaces the aging 3/21 crosswind runway which has been removed.

The \$16.5 million dollar construction project included 14,200 feet of associated taxiways and is part of a \$29 million dollar overall project involving the re-alignment of Airport Road, building demolition, engineering and construction



management, and environmental compliance. The new runway will have a Category I Instrument Landing System installed in the fall of 2006.

The Eugene Airport is very pleased to announce the completion of this milestone project.



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## OPA and ODA - The Differences & Similarities

by Gwen Graham

The Oregon Pilots Association and the Oregon Department of Aviation often get confused by pilots when it comes time to pay the yearly dues or biannual fees. Many members think that paying one takes care of the other. Sorry, but it doesn't work that way.

The OPA, in existence well over 40 years, is a volunteer, non-profit organization. In fact, it is the only general aviation organization in the state. There are other groups that specialize by type of aircraft, but OPA is for all aviation-minded people.

OPA's objectives and mission:

- Promote safe flying
- Promote flying to the non-flying public
- Monitor regulatory and legislative activities
- Provide a social forum for pilots and their families

The OPA is the umbrella organization for local chapters. Currently, the OPA has 17 chapters.

Chapter members are encouraged to keep their eyes and ears tuned to their local airport to track activities and potential laws that could affect the aviation community. When something important is at stake, the state leadership wants to know about it. Whether it is to help defeat it or to throw the organization's support behind it, OPA needs to be kept in the loop so it can work on behalf of our members.

To be a member of a local chapter, you must be a member of the state; however, to be a member of the OPA, you do not have to affiliate with a chapter.

On the other side of the coin is the Oregon Department of Aviation. This state agency lists its mission and purpose on their website as:

- serving the state of Oregon through its three-fold focus of advocating for the growth,

*Continued on Page 13...*

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## NW IFR Student: Checkride...

by Brendan Fitzpatrick

No way I could choose another title than that. It is the ultimate event in the pursuit of a rating – fly with a complete stranger who will judge your skills, knowledge, ability and judgment.

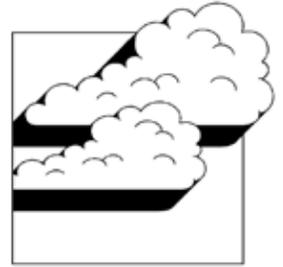
But before we get to that point – just like the private license, you first must pass a knowledge exam (formerly called the written) and an oral exam with the examiner. I took my knowledge exam at Pearson field in Vancouver but I'm sure it's offered at many FBO's around the state.

Weather in Oregon will play a big role in choosing when to take the checkride. Even though this is an IFR checkride, many examiners won't agree to do it in less than VFR conditions. Even if you find one that will, you won't be able to complete the entire exam if it's less than VFR due to some of the maneuvers that are required. So plan your training accordingly. Trying to complete the test after October west of the Cascades could truly be hit or miss.

With the oral exam completed (thanks to Premier Jets for loaning me their pilot lounge) we headed out from Hillsboro towards Scappoose for the Localizer approach. After going missed we headed to the Battleground VOR to complete a hold (also a requirement).

From there we shot a partial panel VOR approach into Scappoose with the procedure turn (also a requirement of the test) followed by the ILS into Hillsboro to minimums (another requirement) We then canceled our IFR flight plan and did two unusual attitudes partial panel and headed for home. All in all was about two hours in the air.

Can I say I peaked and did the best flying of my life? Hardly. Can I say I flew every approach perfectly never busting an altitude? I won't answer that one in print, but I can sum the whole experience up with what is now written in my log book:



*Continued Bottom of Next Page...*



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...Continued from Page 11

improvement and safe operation of aviation in Oregon.

- to the development and realization of its strategic plan by addressing statewide aviation issues, participating in multi-model coordination, carefully coordinating and managing aviation-related legislation, and providing assistance to aviation constituents, airport owners/sponsors and aviation system users throughout Oregon.

ODA has pilot registration and aircraft registration fees that are paid on a bi-annual basis and mandated by Oregon statute.

There is a six-member State Aviation Board that oversees the Oregon Department of Aviation. This Board is appointed by the Governor.

...Continued From Previous Page

### **IFR Flight Test - Satisfactory**

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*Brendan Fitzpatrick is a 250 hour IFR pilot working on a commercial rating in Portland, Oregon.*

Although these two groups are not connected officially in any way, the Oregon Pilots Association Board feels very strongly about working closely with the ODA on aviation issues in this state. As the voice of general aviation, OPA wants to provide insight, information and feedback to ODA.

By your continued membership and active involvement in the

Oregon Pilots Association, we can be the combined voice of hundreds, even thousands, of Oregon pilots. With numbers come strength.

Help keep the Oregon Pilots Association strong for the benefit of aviation in this state by continuing your annual membership.



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...Continued from Page 9

as the cling-on soft plastic sunscreen film that is available.

My only negative comment is that at our weight and balance, I ran out of back trim before getting down to approach speed. With full flaps, I had to use about a pound of back stick to hold 60 knots with full flaps. But I like short approaches, and this minor irritation therefore doesn't last long if I get to do my close-in pattern.

At an exceptionally well-equipped base price around \$85,900 (depending on the Euro exchange rate) plus shipping charges, the StingSport is a really attractive two-seat aircraft package. If it will be flown exclusively as an LSA, it doesn't need the cockpit or external lights package as sport pilots can't fly at night. But for resale value, I would opt for the lights. The 12-gallon aux tank option, including an electric transfer pump, adds about \$4000.

Rotax recommends 92 octane auto fuel, but avgas can be used with some cautions. There's an upside

and a downside to using auto gas. Premium auto gas costs less than avgas, but at most airports you are on your own regarding buying, storing and refueling with auto gas.

Airplanes like this will be attractive to thousands of older licensed pilots who have the option to drop down a notch or two and fly as a sport pilot, which does not require an FAA medical, just a valid state driver's license. (A major caveat is that if you have failed your most recent FAA medical, this option is not available.) No paperwork is needed for a licensed pilot to make the switch; you simply don't renew your medical and fly as PIC only in qualifying LSAs. If you can pass the medical exam and need your private or commercial privileges back, simply get a new FAA medical.

I checked with one of the major aviation insurance agencies about coverage for the StingSport. The annual premium quote was \$2300 for \$1 million liability coverage and \$100,000 of hull protection with a \$100 deductible. To get this rate, the private or commercially rated pilot would need at least 1000 hours total time and an instrument rating. Up to five partners (not club members) with these

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**OPA Membership Application**

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Are you interested in joining a local chapter? No Yes \_\_\_\_\_

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- \_\_\_\_\_ OPA Premium Membership \$ 35.00
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- \_\_\_\_\_ OPA Business Membership \$ 50.00
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**Send this form and your check to:  
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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) \$ \_\_\_\_\_

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qualifications could participate at this premium. The student pilot rate jumps to \$3500 per year.

The September '05 issue of "AOPA Pilot" briefly reviewed seven newly manufactured LSAs, and the staff rated the SportSting among the best. I'm not surprised.

**Contact information:**

Pacific Sport Aircraft LLC is at Graham Aviation, 3280 25<sup>th</sup> St. SE, Salem McNary Field (SLE), Salem OR 97302. Call 503/581-4139 in Salem or 503/936-0039 for Bill Hollenbeck in Hillsboro.

*Editor's note: In the interest of full disclosure, I need to report that I am involved with the sales and service of the Sport Sting. However, marketers of competing products are welcome to submit independent evaluation articles such as this one on their products or disclose the writer's involvement with the product.*  
—Gwen Graham

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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](mailto:PropWash@oregonpilot.org).*



## CHECK OUT THIS AVIATION WEBSITE

by Chuck Forsberg

[www.studentpilot.com](http://www.studentpilot.com)

As the URL suggests, studentpilot.com is targeted at student pilots, both primary and advanced. (Aren't we all students?)

The site has a busy bulletinboard claiming over 100 posts a day. The usual forums are complemented by taildragger and aerobatic forums.



Several users have volunteered to keep their student pilot memoirs ("logbooks") on this site. It's fun reading about learning experiences we've all but forgotten.

The medical section has a number of interesting articles, including a discussion of what aspects of vision really affect flying safety.



## Calendar of Events

Except for the EAA breakfast and the OPA Annual meeting, the pickings for events is slim this issue. However, I have found a few located elsewhere in case any of you get the urge to take a cross country.

--Ed

### Monthly:

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

### November

**3-5** AOPA Expo 2005, Tampa, Florida.  
[www.aopa.org/expo/2005](http://www.aopa.org/expo/2005).

**12** OPA Annual Meeting at Val Avionics in SLE. 10am. RSVP to Gwen at 503-581-3994 or [carouselmountain@aol.com](mailto:carouselmountain@aol.com).

**12-13** Riverside, California. Flabob (KRIR). Veteran's Day Aerial Extravaganza. Airport Open House. Kathy Rohm, 951-683-2309 x104. [Kathy\\_flabob@sbcglobal.net](mailto:Kathy_flabob@sbcglobal.net)

**12** Truckee, California. Truckee Tahoe Airport (KTRK). EAA Pancake Breakfast. 8am - 10am. [www.truckeetahoeairport.com](http://www.truckeetahoeairport.com). Charlie White 530-587-4811. [trkyoungeagles@yahoo.com](mailto:trkyoungeagles@yahoo.com).

*Have an event you would like to let other pilots know about? Send your information to [PropWash@oregonpilot.org](mailto:PropWash@oregonpilot.org). You can also send a digital file of a poster or flyer. We will try to post it on the website and in this newsletter as space allows. Questions: Call Gwen at 503-581-3994 or email the above address.*



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