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CSPA e-BULL-A-TON

An Update on Waldo Lake

By Aron Faegre

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As of a month ago both Stewart and CSPA have each filed requests for summary judgments with the court asking the judge to make his ruling. This is because we feel the record strongly supports a finding that Waldo Lake is navigable, which means the Forest Service (FS) is not the agency allowed to regulate seaplane use of the lake. If the lake is navigable, it is owned by the State of Oregon, and it is the State that is allowed to regulate seaplane use. We want the judge to now make a ruling.

On the federal government side, the strategy appears to be the inverse - to try to keep the trial going as long as possible, by any means. Presumably this relates to the federal government having essentially unlimited funds, while they know normal private parties like CSPA don't have unlimited funds. This has resulted in an odd twist in the case.

A month ago, instead of responding to our summary judgment briefs, the FS instead asked the court for an indeterminate halt to all proceedings because "the Forest Service is going to be meeting with the Governor's office on Friday next week and we may come to a resolution of the whole thing" [I am paraphrasing since I don't know the actual words]. At that point Stewart's attorney, Bill Cloran, got an affidavit from Mike Carrier (the Gov's Natural Resource specialist) who in that document acknowledged unequivocally that the State of Oregon does not agree that the

federal government owns the lake. Cloran filed a brief with all the reasons why the case should go on and not stop, and attached the Carrier affidavit. The judge said let's have a conference call with all parties and talk about it on Tuesday (before the planned Friday meeting). At the conference call there was extensive discussion, following which the judge said "no." He said he wanted to have a decision out by July when the FS rules take effect. He then gave the FS a one week extension to get their final brief turned in, since they had missed the deadline (as best I understand it).

The meeting between the FS and Gov's office is odd, because the State hadn't joined the suit to protect its interests (probably not wanting to appear anti-environment), so formally the state isn't even part of the case. So how does the FS think it can solve the court case with the State?

Our attorney Carson Bowler suggested we try to find out about this planned closed door Friday meeting. I tried, but was unable to find out anything specific. I left messages asking what the meetings with the FS are about, whether someone is representing aviation, like Oregon Department of Aviation, and that we'd like to be at the table if there are seaplane rights being discussed. I received no calls back. We still can't find out what occurred in the meeting.

The following week I got a call from Bowler, who said Karen Bratis (FS attorney) wants to know if we want to discuss things with them, presumably for a settlement. The FS needs to pass an “order” implementing the plan, and presumably the FS could include language allowing seaplanes use of Waldo (under negotiated terms) in that implementing order if we agreed to drop the lawsuit.

I usually brainstorm our legal decisions with our CSPA VP Bill Wainwright, and did so in this case. We concluded I should talk with Steven Stewart to get his input on the issue. We felt that conferring with Stewart was an important first step out of respect for the fact that he has carried the major financial and legal load. My tendency is to go to a settlement meeting with hopes that some good can come out of it. I also remembered that when the accident on the Willamette occurred and that some were calling for passing a bill eliminated seaplane use on all of the Willamette River. In that case Dave Wiley started up settlement discussions that got all parties together and in the end developed our Oregon seaplane rules which are reasonable and truly serve the interests of seaplane safety while allowing their regular use of the river.

I called and talked to Stewart. Stewart reminded me that this is his third attempt to stop the FS from taking over ownership of Waldo Lake over a 15 year period. He won the first two. But he said “they just keep coming back.” Stewart pointed out that if we got a memo of understanding (MOU) with the FS allowing seaplane use, how long would it be good for? They could turn around the next month and say they changed their minds. In fact Stewart says there is already a MOU between the FS and State about how to jointly run Waldo Lake (with the State Marine Board in charge of the rules for the lake) which has been in place for over twenty years. But this whole legal issue is because the FS up and ignored the MOU and now wants to control the lake by itself. So Stewart’s point was that the only result that would truly be meaningful as to who has the right of control over the lake is a judge’s ruling.

In spite of those concerns, I told Bowler to say, “yes we are willing to sit down with FS.” I felt we should be open to working positively with the federal government on these issues. So then the FS said back to Bowler, “what would we be looking for?” So I referred them back to the negotiations we had a year and a half ago during the appeal process, which the FS had unilaterally terminated. I said we wanted to continue where those conversations had left off, which was with the idea that a seaplane might be considered a “vehicle of arrival” like a car or RV, but that after landing (perhaps at designated preferred locations) the seaplane might have no more “powered rights.” Under this idea we might negotiate terms such that we don’t use the seaplanes like power boats on the lake – no motoring tours around the lake, no practice landings, etc.

The FS didn’t even respond to our response. So apparently they decided they didn’t want to negotiate after all. After a few weeks the FS did turn in their responses to summary judgment. And that lead to the normal “responses to responses” and “responses to responses to responses” by the various parties. Not surprisingly, the FS is attempting to have the court delete Stewart’s expert testimony about the history of Waldo Lake and why it is navigable and owned by the State.

That is where it stands. There may be one more oral argument session in front of the judge. But then we should expect a decision before July 17. I’ll appreciate any comments you, our membership, may have.



Aron Faegre
President Columbia Seaplane Pilots Association

A new TSA program called "Playbook" allows the security police to raid and search people, private planes and hangars at GA airports! CALL YOUR Congressional REPRESENTATIVES TODAY and ask them to stop this.

Please get informed!

Best regards,
EAA Chapter 42 Anchorage

See the following WebPages for more information:

<http://www.eaa.org/govt/tsa.asp>

<http://www.aopa.org/advocacy/gasecurity/>

<http://www.nbaa.com/ops/security/programs/lasp/>

<http://download.aopa.org/epilot/2009/090126tsa.pdf>

http://download.aopa.org/epilot/2009/090128LASP_Hearing_Testimony-Houston.pdf

Write your congressional representatives. Let them know how this program affects Joe The Pilot:

<http://www.usa.gov/Contact/Elected.shtml>.

The following is excerpted from the Alaska EEA's (Anchorage Chapter 42), response to the new TSA Program.

Summary-

For the first time in U.S. history a proposed law will force citizens to ask for and get written permission to use their privately owned transportation conveyance. This new restrictive general aviation airport and aircraft security program is called the Large Aircraft Security Program (LASP) and should be stopped. The LASP has questionable ability to fend off a violent terrorist attack with privately owned aircraft. At the same time, it creates an unbearable financial and bureaucratic burden for the already economically stressed aircraft owners and operators. Beyond this, its impact, once applied as law, will render Alaska's transportation structure dysfunctional, since many airplanes delivering goods and essential services cannot operate under the LASP rules. Furthermore, it conflicts with State of Alaska regulations for mandatory onboard carriage of survival equipment and recommended survival guns on cross-country flights.

While crafting this proposal, the TSA failed to consider the inherent differences in the union, and the unique transportation challenges in Alaska. This Notice of Proposed Rule Making does not take into consideration the existing reality of travel in Alaska, with villages with dirt airstrips and no police officers.

The Alaska set of circumstances is totally different from other states in the rest of the nation. What the TSA calls an "all encompassing solution" is a legal death sentence to the functional present day means that provide essential services to most of rural Alaska. With a bureaucratic compliance requirement planned for each airplane, which costs more than many of the airplanes, small businesses that provide essential services will simply go out of business. The airport part of the program is too expensive and can never be financed. Procedures listed by the TSA that are part of this plan will likely cost citizens dependent on air transportation for medical emergencies their lives, if they accidentally appear on the NO-FLY list.

Essentially what is legal now will become illegal once this rule is made into a federal law. For the first time in U.S. history the TSA has also implemented searches of people, private aircraft and hangars without a search warrant in a program called "Playbook."

The devastating result of this "LASP" to Alaskans has yet to be addressed by the many aviation groups who oppose this NPRM. So far only representatives from the State of Kansas are openly challenging the LASP. A general lack of knowledge about this little known proposal will aid in its passing into law.

What is this TSA LASP proposal?

This program is intended to provide a higher level of security to privately owned aircraft with a maximum take off weight of 12,500 pounds or higher. The TSA proposes to apply commercial air carrier security measures to general aviation aircraft, regardless of the type of operation.

The proposal requires crew member (pilot, co-pilot, mechanics) criminal record checks, watch list matching of even non-paying passenger manifests, biannual audits of each aircraft operator by a commercial entity/third party, and new airport security requirement at the airports used by these aircraft. Written consent to make flights must be obtained before an aircraft departure.

Why is opposing this new TSA law so important?

The Aircraft Owners and Pilots Association, Experimental Aircraft Association, the General Aviation Manufacturing Association, National Business Aircraft Association have all agreed that this proposal fails to recognize the inherent differences that exist between private and commercial aviation in the Lower-48

states, has no due diligence in regards to Alaska and attempts to impose costly and unnecessary security regulations without justification.

The direct economic impact of the aviation industry in Alaska is \$3.5 billion, making it the fifth largest industry in the state, according to a 2008 study.

Alaska's aviation industry is also responsible for employing over 47,000 people, which includes general aviation with maintenance and repair, flight schools and manufacturing businesses. -Alaska's heavy bush transport airplanes will vanish due to the LASP.

A **Congressional Research Service** report in 2005 stated the following about the TSA and Department of Homeland Security's assessment for security of general aviation airports:

"Based on an analysis of risk, a variety of options exist for mitigating security risks that can be tailored to specific GA airports and operations. These include surveillance and monitoring; airport access controls; background checks and vetting of pilots, airport workers, and others having access to GA facilities; and physical protections for airports and aircraft. Steps may also be taken to address unique security risks in agricultural aviation, at flight schools, and among business and charter operators. Besides these steps to enhance GA security at airport and operator sites, homeland security efforts since 9/11 have focused extensively on restricting access to airspace around sensitive locations. These airspace restrictions have been highly contentious because they have a direct impact on the freedom of movement by air, they are costly and resource intensive to implement effectively, and their effectiveness in preventing terrorist attacks in some cases is thought to be questionable."

The TSA's logic is based on a terrorist hijacking or stealing a GA aircraft and using it as a weapon. According to AOPA statistics only six aircraft were stolen nationwide in 2003—five small single engine aircraft and one medium light twin engine aircraft.

Conclusion-

The best solution would be to scrap the entire LASP based on its inherent shortcomings and start from scratch.

At this time at least the TSA LASP NPRM should be stopped and rewritten by a rule making committee that consists of representatives of ALL affected parties. This committee must include residents of Alaska, Hawaii, and general aviation pilots and aircraft owners. The very minimum necessary action would be to exclude all "historic aircraft" nationwide, set the weight to 103,000 pounds instead of 12,500, and, most importantly, exclude Alaska completely from this onerous over-regulation.

Since only the TSA leadership is in favor of this measure, the common resistance against it nationwide will increase over time, and as more and more politicians become aware of this unworkable regulation. Those legislators that are the first to oppose the LASP here in Alaska will be seen by the public in the future as the most responsible and caring patriots, because everyone in Alaska will be affected by this over-regulation due to this unfunded mandate.

Watercraft Border Crossing

By: Chuck "I-Am-A-Boat" Jarecki

March 15, 2009

Bob Gadsby
U.S. Customs and Border Protection
1600 Airport Drive
Great Falls, MT 59404

Dear Bob:

This letter is a follow-up to our conversation following your presentation March 6, 2009, at the Montana Aviation Conference.

As a way of personal introduction, I have held a pilots license since 1961 and have over 5000 hours of flying experience throughout the United States, Canada, Mexico and Central America. I fly a Cessna 180 on wheels and a Cessna 185 on floats. This letter pertains to my future floatplane border crossings from Canada to the United States and the associated requirement of using electronic means of CBP notification.

During our conversation I brought up the following:

- 1) A float plane on the water is considered a marine vessel and must abide by U.S. Coast Guard regulations. You agreed with that statement.
- 2) There are several border crossing points where U.S. Customs is located on a body of water that extends into both Canada and the United States. **(See partial list below).**
- 3) It will be extremely difficult for a float plane pilot to have internet access.
- 4) If the pilot's email address is the one entered into the eAPIS registration, all communication from CBP would be sent to that address, not the one the pilot may be using in Canada. If the pilot uses a third party in the U.S., that person may not be available when needed.
- 5) Seaplane pilots often carry a cell phone and/or a satellite phone and could more than likely make contact with the CBP agent at the chosen Port of Entry to provide advance notice of arrival, arrival as a pleasure boat, not an aircraft.
- 6) The principle concern of CBP with airplanes is their ability to reach some distance into the U.S. before being examined by CBP, whereas vehicles and boats are detained at or near the border and can be easily turned back.

With the above points in mind, I pose the following solution: Since a float plane is legally recognized as a vessel when on the water and pleasure vessels are not presently required to provide advance electronic notification, therefore a float plane crossing the U.S./Canadian border while on the water should not be required to provide advance electronic notification.

The floatplane would land on the Canadian side of the international border, water taxi across the boundary line and go directly to the designated U.S. Customs, which has already received by telephone the required advanced notice of arrival.

Please respond with any reason why this solution would not be workable.

Chuck Jarecki
Phone: 406-883-2248
Email: skywagon@centurytel.net

Attachment: Bob Gadsby letter, March 16, 2009

Listed below are locations where a navigable body of water spans the U.S./Canadian border, a floatplane can land on Canadian waters and taxi to the U.S. side of the border. U.S. Customs are available at each of these locations.

- 1) **Oroville, WA**
- 2) **Port Hill, ID**
- 3) **International Falls, MN**
- 4) **Baudette, MN**
- 5) **Drummond Island, MI**
- 6) **Sault Ste. Marie, MI (tentative)**

A few cool videos:

Seaplane shorts by Dave Quam
<http://www.paulbunyan.net/usspa/>

Spend 10 minutes in the cockpit of the Concord:
<http://www.patricksaviation.com/videos/hokeyPokey/3812/>

Colorado Action

CSPA Member John Procter Forwarded This Chain Letter.

You might think this wont effect me, but what if you are flying an amphib and need to stop for gas?

I wanted to let you all know of a very disturbing TSA Security Directive(SD 1542-04-08F) that is being implemented under the radar that affects ALL U.S.airports with commercial Part 121 scheduled airline service. This is reality folks, and several of us here in good ol' western Colorado attended a meeting with TSA personnel tonight in Montrose MTJ and confirmed this shocking news firsthand.

This SD 1542-04-08F would require that every person who steps foot in the airport operations area be screened for security clearance and badged before being allowed to have access on the ramp. If you are not badged, then you must wait to be escorted by a badged representative and escorted off the AOA. This means that if you are flying into GJT, you would have to wait in your cockpit until someone escorted you directly to the FBO. That means no more self-serve fueling opportunities unless someone is there to meet you, no more mingling on the ramp and talking to your buddies.....no more freedom.

However, here is the kicker – Let's say you go through this security clearance at your local airport (a \$175 fee at GJT) and want to fly anywhere else and land at an airport with scheduled commercial airline service i.e. Montrose, Vail, Telluride, Loveland, Long Beach, Ontario, Santa Ana etc. you will have to be badged at EACH airport!

The way the SD 1542-04-08F is written now (and is effective April 30, 2009) there is no provision for a standardized security clearance. Each airport operates independently of every other airport!!!! This is complete madness. This will drive the nail in the coffin of GA, and combined with the TSA Large Aircraft Security Proposal (LASP) would virtually destroy the freedoms that all of us have known our entire aviation careers!

AOPA was not aware of this until last week, NBAA, NATA, EAA are caught off guard. You need to understand what this will do to our industry. The TSA personnel are not even allowing us to view this 14 page directive because it is deemed sensitive to "national security". Our freedoms are being stripped away right before our eyes. As soon as we can get our hands on this document we will make it public to everyone in the aviation community. Please take the time to question your local TSA representatives about this proposal and get involved. If this thing is implemented, just think how long it will take to be a requirement of EVERY airport in the U.S. If there was ever a time for action, this is it.

AOPA Response

Mr. Miller

Thank you for contacting the AOPA Pilot Information Center. Yes, AOPA is aware of this mandate. Unfortunately, despite our best efforts, the TSA is proceeding with this program. While the full details of the program are classified, it will essentially require all persons with access to the secure portion of the airport have a TSA approved airport access badge. If you have any specific questions about this program, please feel free to contact us.

If I can be of further assistance, feel free to contact me.

Tom Kramer
Aviation Technical Specialist
AOPA Pilot Information Center

The following information was sent to John Smutny from AOPA

From the WSPA newsletter

After talking with our Vice President of Security, we wanted to offer some input to the concerns being raised about TSA's "search" authority and some suggested tips on how to handle.

While recognizing the TSA's Playbook was put together to handle security during a period of SEVERE risk, known as "red", there have been a number of concerns that the TSA may be over-reaching in their authority with respect to day-to-day operations. When the playbook was initially released, we heard of numerous questionable searches, and those in the aviation industry, including AOPA reached out to the TSA. As a result, those questionable searches or what we might consider an over-reaching of TSA's authority during an elevated risk level, was quickly reigned in by TSA in Washington.

Some tips we would offer if you are subjected to questioning or a search. First, TSA does have the authority to ask to see your medical, a government issued I.D. and your pilot's license under certain circumstances. Most of the time when these checks are completed it is in relation to a special event or VIP event in close proximity to the airport, and the license checks are just to verify that you are in fact a pilot. Under certain circumstances, TSA may be conducting more in-depth screening as part of a Visible Intermodal Protection and Response (VIPR) surge or in support of a heightened security condition. Most times these teams will be accompanied by local law enforcement.

However, if you feel that the search is questionable beyond the request to see those basic documents, keep in mind that the Federal Security Directors should be your first resource to answer questions or resolve your concerns. If you need to get in touch with the Federal Security Director and need contact information, your airport manager/director should be able to provide you with that contact information. If you are unable to get that information in a timely manner, don't hesitate to contact us here at AOPA headquarters and we will gladly get you in touch with the appropriate folks or intercede as necessary.

Safe flying....
Heidi J. Williams, Senior Director
Airports 301-695-2222

Here's a Way To Buy That Floatplane You've Always Wanted

The \$800 billion economic stimulus bill signed into law this week offers, among other things, incentives for buying a new aircraft in 2009. For aircraft purchases placed in service on or after Jan. 1, 2009, a 50% bonus depreciation will apply, and improvements such as avionics upgrades made to used aircraft will also qualify for 50% bonus depreciation, allowing for deductions such as a \$314,800 deduction for the \$358,000 purchase price of a new Diamond DA40 XLS.

<http://aero-news.net/index.cfm?ContentBlockID=f559e852-ee2f-4117-80fc-eb378e3d2bcf&>

2009 OFF ANNUAL PROFICIENCY TRAINING (APT)

Submitted by CSPA member Andy Anderson of Oregon Flying Farmers

Don't forget the annual Oregon Flying Farmer (OFF) APT Day activity on Saturday, April 18, 2008. It will be held *rain or shine* at the Independence State Airport (7S5). Place to meet is the EAA Hangar, 4803 Airport Rd., just south of the FBO hangar. The FAA Safety and FAR Up-Date seminar is planned for 2 to 3:30 pm and will fulfill the FAA requirements for pilot proficiency training. Jim Hultgrien, FAA Safety Team Program Manager from FSDO, Hillsboro, will be the speaker. The seminar will also count for the FAA Wings program.

Individual one hour flight training, with a CFI in your aircraft, will be scheduled during the day on request. If it rains, flights may be rescheduled with the CFI. Call Andy at 503.838.4231 or e-mail:

andyconniel@minetfiber.com for flight time reservations.

Coffee, milk, tea, fruit juice and 'goodies' will be available all day during flight training starting at 8 am. The Starduster Café will be open from 6 am to 3 pm or you can bring a sack lunch and eat in the EAA hangar.

All pilots are welcome whether or not an OFF member. We are inviting pilots from EAA, OPA, 99s, CSPA and the Oregon Antique & Classic Aircraft Club, or any pilot who needs a Biennial Flight Review. The seminar is free but we encourage a donation of \$35 to the CFI.

HAPPY LANDINGS! Andy Andersen, OFF APT Day Coordinator

15th Annual Independence State Airport Oregon Pilot Memorial Tribute

Mark your calendar: Memorial Day, Monday, May 25, 2009

Program begins at 10:30 AM with an Oregon Air National Guard F-15 fly-over followed by USCG rescue helicopters arrival and continues to 3:00 PM. The 2009 Pilot Memorial Event, sponsored by the Independence State Airport Support Group, kicks off with a Welcome by Mitch T. Swecker, Airports Manager for Oregon Department of Aviation, followed by flag lowering ceremony lead by the AMVETS and Fleet Reserve Association while Suzanne Bladow sings the National Anthem. A Pilot Memorial Wreath, provided by the Pines Chapter of 99s, will be placed by BSA Troup 38 who will also help direct traffic. The CAP Cadets will help with parking aircraft.

USA flags, provided by U.S. Representative Kurt Schrader, and Memorial Vases for lady pilots, provided by the Airpark So-n-So's, will be presented to families of the ten deceased aviators for their service to the community and the military. A Missing Man formation flight is planned by 4 local RV pilots lead by Denny Jackson. Rescue demonstrations, display of aircraft and helicopters along with open hangar displays will continue until 3:00 PM.

The Polk County Chapter of the Oregon Pilots Association is providing a Community Picnic for \$5 in the Nutsch Aviation Hangar at 11:30 AM. Note: Parking is limited. Shuttle bus service is available from the Marquis Spa parking lot at the corner of Hoffman & Stryker Roads. until 3:00 PM.

Information available from Andy Andersen, 503.838.4231 or andyconnie1@minetfiber.com



Info on TFR's from Bruce Hinds at WSPA

http://tfr.faa.gov/tfr_map_ims/html/index.html.

BC Parks Pre-Authorization

From: The BC Floatplane Association, Contributed by CSPA member Ted Millar

A reminder to get your preauthorization done on the website before April 30. Only current members (those who have paid their dues) have access to this privilege.

A brief historical recap might be useful to those not familiar with the origins of the MOU & Partnership Agreements.

Prior to 2004, all lakes in all Parks required prior authorization for access, period.

BCFA's long negotiation with Government and Parks spearheaded by Director John Baker resulted in a new Parks regulation, with a reversed default position, whereby all lakes in all Parks are accessible without prior authorization, with the exception of a small number of specific lakes listed in Section 27. Section 27 and Schedule A can be found on BCFA's website under Member's Home button.

Some of the Sec 27 lakes, listed in Schedule A of our Agreement, are available for Seasonal pre authorization only to current members of the BCFA.

The MOU and Partnership Agreements provide a mechanism for us to access the Schedule A lakes. More importantly, this mechanism maintains a positive engagement with BC Parks ensuring the all important Section 27 of the Parks Regulations is not amended to the previous default scenario through pressure from activists within and outside Government.

Please keep your membership current and apply for the BC Parks Seasonal Pre-Authorization to keep this Agreement active and preserve our freedom of flight.

You can access the BC Floatplane Association with the following link,

www.bcfloatplaneassociation.com

WASHINGTON AVIATION STUDY

Last chance for Washington pilots to comment on state's aviation study

Washington State is getting ready to finalize its long-term air transportation study (LATS), and there are a few proposals that concern AOPA. Written comments are due by April 17.

Read more here: http://www.aopa.org/whatsnew/region/2009/090311wa.html?WT.mc_id=ebrief

Idaho Aeronautics Searching for New Recreational Airfield Opportunity.

Forwarded by CSPA Member Chuck Jerecki

With approval from the Idaho Aeronautics Advisory Board, the Idaho Division of Aeronautics is starting an informal search for one or more airfields in the state that could be upgraded to serve as an addition to our present premier recreation destinations. If you have a suggestion for such a location, please let me know.

Our already popular and nationally known recreational fields (Johnson Creek, Smiley Creek, Garden Valley and Cavanaugh Bay) are valuable economic and tourism assets to the State and provide excellent recreational flight destinations for pilots from all over North America. Unfortunately, they also experience periods of heavy use during our relatively short summer season. The need for additional recreational airstrips will likely increase in the future and it is becoming increasingly difficult, in light of restrictive federal, state, and local regulations, to develop new facilities. We should begin our search now for one or more possible locations.

Our premier recreational airports have certain attributes in common:

- They are located in scenic areas.
- They have relatively benign landing and takeoff restrictions with smooth, grass surfaces.
- They are near water, hiking, fishing and other recreation.
- They have good facilities including, in most cases, warm showers, flush toilets, good camping facilities, and courtesy cars.
- They are also near small communities where food, refreshment, and entertainment are available.
- They have the water essential for irrigation.

There are several possible avenues for this effort. We could upgrade an existing state-operated airfield, we could assume operation of an existing field from another government agency (either federal or local), we could take over a private strip for public operation or we could develop a new field from scratch (probably most easily done on State lands controlled by the Idaho Department of Lands). Due to limited funding, we could initially operate these new fields with minimum improvements. As funding became available, we would make the desired improvements. Among other considerations, it may be desirable to develop a recreational field at a lower elevation that would allow a longer usable season than our existing mountain strips. In any case, I feel that water rights, or water availability, to provide irrigation is important.

If you have any ideas for new recreational airfields, please let me know. My phone (208) 334-8788, email john.dethomas@itd.idaho.gov or postal at P.O. Box 7129, Boise, ID 83707. Please pass this request for information to anyone with possible interest.

A note from OPA

Mr. Faegre,

Good Day, I'm Brendan Fitzpatrick the President Elect of the Oregon Pilots Association (OPA) I hope you're familiar with OPA - if not we're a not for profit organization dedicated to protecting and promoting general aviation in Oregon. I was lucky enough to fly in Dave Wiley's T-Craft for a few hours - so I know the joys of seaplane flying and your desire to protect your right to do it.

As a statewide organization we're reaching out to other groups that have similar goals in the state to partner to find ways to help both organizations succeed. Let's face it if someone doesn't belong to either of our organizations and they join just one we both benefit. As some first steps towards collaborating please consider...

1. Listing any events you have that are open to the public on our calendar <http://www.oregonpilot.org/calendar.html>. You can just e-mail me the normal details of the event and I'll post it for you.
2. In our newsletter, Propwash, we just decided to start a guest column. It's published 6 times and year and the latest issue can be found here <http://www.oregonpilot.org/> and on the menus on the left choose Newsletter. Would you or someone from your group be up to a short article (200-400 words or so) It could be about the joys of seaplane flying, what your organization does or has accomplished, etc
3. Lastly, I produce a short TV show on the web about GA flying in Oregon. The latest episode is always posted here...<http://www.oregonpilot.org/membership/opa-tv.html> (high speed internet suggested) I'd be glad to fly with you or one of your members and make a show that can be posted in numerous places on the internet. Let me know - especially after the summer gets

TSA Revises Operation Playbook Steps Up GA Scrutiny

The Transportation Security Administration is updating its Operation Playbook security program following concerns about questionable TSA inspections at FBOs. The TSA has also put in a request for the federal Office of Management and Budget to perform a threat and vulnerability assessment of 3,000 general aviation airports as it steps up scrutiny of general aviation.

<http://www.ainonline.com/news/single-news-page/article/airports-used-by-ga-to-see-growing-tsa-scrutiny/>

CSPA Classified

Engine and Seaplane Props For Sale

I'm upgrading my 172M to a O-360 and want to sell the old engine: Lycoming O320-E2D w/ RAM 160 HP Modification S/N - L42229-27A

Engine is in service at this time and available to be flown.

Presently land based in Eugene, OR

Hours SMOH - 896 Hrs. Total Time since new 2307 Hrs.

Accessories included: mags, air, starter, carb, etc. (no exhaust, no mounts)

Props are matched for the 320-E2D Land/Sea (straight float configuration):

Land Prop McCauley 1C160/CTM7557M1

Sea Prop McCauley 1A175/ETM8044

Both are in excellent condition with current prop logs and annuals.

Contact: Dave Wellman
Eugene, OR
541-984-1442

1945 Grumman G44A

Super Wigeon 8628TT

s/n1427 414U

McKinnon conversion - 5500 Gross Land and Water
Lycoming 270 hp GO480 engines- 525 SMOH on both
3 Blade Hartzel props- 350 SOH both
154 Gal fuel

Retractable Floats

Cabin Heater

KX 175 B radios, DME, Transponder

Wool/ leather interior- very nice

Airframe-very clean

Annual good to 9/09

Based inland N/W for the last 45 Years- Fresh water only. A True Classic Amphib

Contact Bob: 208-755-6774

\$350,000

This widgeon belonged to Dwight Calkins in Spokane for many years. Has been flying to Priest Lake and beyond since the mid 60's. It is a VERY nice Widgeon.

Aircraft for Sale

1942 Taylorcraft L-2, DCO 65 - N47625

Airframe: 2166 Est.

Engine: 2190 Est., 72 SMO

Prop: 2190 Est., 670 SMO

Exterior Color: Olive Green

Interior: 2 place

Restored in 1991. Continental C-85-12F engine overhauled 2002, installed in 2006.

Inspection Status: August 2008 annual. All AD's thru 2008-24

Clipped wings, vortex generators, steerable tail wheel, lots of mods.

Location: Aurora, OR

Condition: Good

\$24,900.00

Contact. Tim Wiley e-mail tim@stonecenterinc.com

Cell: 503-703-6130

North Umpqua Airstrip houses For Rent

<http://roseburg.craigslist.org/apa/1091032703.html>

Got Airplane Stuff?

Please submit the particulars of the item you're looking to be shed of to Bill Wainwright via email and we'll put them in the next newsletter as space allows.

Email your ad to: btwainwright@comcast.net

And now the most recent headline. There is hope:

AOPA Notes Growing Congressional Opposition To LASP March 16, 2009

Several key lawmakers in the House of Representatives are openly criticizing the Large Aircraft Security Program, increasing the likelihood that the rule will not be implemented in its present form. Homeland Security Chairman Bennie Thompson, D-Miss., says LASP amounts to an "unfunded mandate" and that a "sensible, risk-based approach to improving general aviation security" is needed. Meanwhile, Rep. Jerry Costello, D-Ill., chairman of the aviation subcommittee, calls LASP "a solution in search of a problem," vowing a legislative remedy if TSA presses forward with the rule. After participating in a roundtable last week, AOPA noted that subcommittee members appeared "unconvinced that the agency's proposed LASP is necessary."

And saving the best for last, as explained by Cliff Clavin, of Cheers.

*One afternoon at Cheers, Cliff Clavin was explaining the Buffalo Theory to his buddy Norm.
Here's how it went*

"Well ya see, Norm, it's like this... A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members. In much the same way, the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, as we know, kills brain cells. But naturally, it attacks the slowest and weakest brain cells first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine. That's why you always feel smarter after a few beers."