

# On The Horizon

Southwest Oregon Regional Airport

Feb - Apr 2022

Welcome to On The Horizon, Southwest Oregon Regional Airport's newsletter. Our goal is to keep you up-to-date on airport activities, get to know our tenants better, and tell you more about airport operations. We appreciate any suggestions you may have regarding stories, updates, or questions we can answer for you. Feel free to reach out...David (david@flyoth.com)

## Extrication Training at the Airport

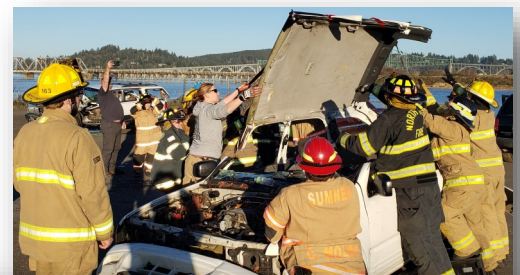


This past January, extrication training took place at Southwest Oregon Regional Airport. Extrication refers to removing a vehicle that is surrounding a person, usually resulting from an accident, and doing so with minimal injury or aggravation to the victim. It is important to get the victim freed and into medical attention as quickly as possible. Various fire service personnel and first responders throughout the region participated in this exercise. Brian Waddington, assistant fire chief for the North Bend Fire Department, explains "The goal of this exercise is to practice various extrication techniques while using different tools and scenarios."



A mixture of 16 vehicles were brought in that allowed participants to practice a wide range of methods and safety procedures. Some of the tools used included hydraulic spreaders, cutters, Halligan tools, belt cutters, step chocks, and axes. Air-

port firefighters also explained how they prepare for similar scenarios with aircraft. The training was hosted by the Southwestern Oregon Fire Instructors Association and included Bandon Rural Fire Protection District, Coos Bay Fire Department, Coos County Airport District, Hauser Rural Fire Protection District, Mast Bros



Towing & Collision, North Bend Fire Department, Siuslaw Valley Fire and Rescue, Sixes River Fire Protection District, and the Fire Science program at Southwestern Oregon Community College.



# BLM Project



One of the airport's tenants is the Bureau of Land Management. The BLM was officially established in 1946 within the Department of the Interior. As their website states, "The Bureau of Land Management's mission is to sustain the health, diversity, and productivity of public lands for the use and enjoyment of present and future generations." (blm.gov) This includes managing lands for commercial, recreational and conservation purposes.

The building that is being occupied by the BLM was built in the 1980s. The airport recently acquired ownership of the building as well. In order to bring the building up to seismic and accessibility standards, a \$3.2 million, 7-phased project has taken



place. In July 2020, the project began and was finished in January 2022.

Several American Disability Act (ADA) standards, such as new markings, special parking spots, ramps, pavement slopes, and other accessibility improvements were made to the building and property. Additionally, the structure is now equipped with new earthquake protections. The second



floor is attached with brackets to the first floor while rods were also inserted from the second floor down into the ground. The goal is to make the building more secure should an earthquake take place in or around Coos County. Both of these improvements, including updating office spaces and entry ways, make for a much safer, aesthetically pleasing, and accessible building. The next project will be to improve the exterior, including painting, sidings, and gutters.



## Tenant Spotlight: Volleycart

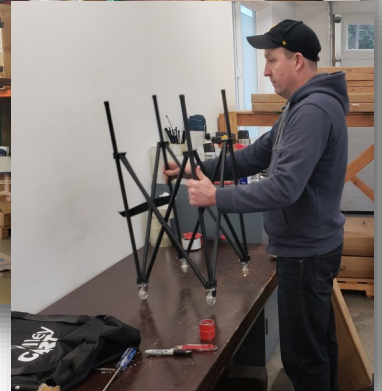
In 2011, David Gregory started Volleycart, a company that provides players and teams a valuable tool with their transportation and storage needs of sports balls. This patented, internationally used product is primarily aimed at club volleyball and basketball teams, however, there are many applications for other sports as well. Over the years, and with the help of his son Matt, Volleycart has grown into what it is today.



David has been a local to the area for over 40 years. While the company was formed in 2011, the product was developed much earlier. In 2001, David was friends with the equipment manager for the Portland Trailblazers. One day, it came up that the team was in need of something to store and transport the team balls. This is where the idea came from. David saw the need to fill this void and he wanted to develop something easy, efficient, and durable. During this time, he also built a free throw ball return system. In 2005, the first manufactured pieces of his cart were shipped and in 2010 a smaller cart was developed as well.

David's son, Matt, joined the company in 2012. With Matt's proficiency in marketing and computer savviness, Volleycart was able to progress to a new level. As David explains, "Our goal with these carts is to help out players and coaches. We are happy to deliver quality products while providing great customer service." David and Matt are glad to own a business in Coos County and are looking forward to keeping their current trajectory into 2022!

Visit [www.volleycart.com](http://www.volleycart.com) and [www.courtcart.com](http://www.courtcart.com) for more information on their products.



## Your Path to Becoming an Air Traffic Controller

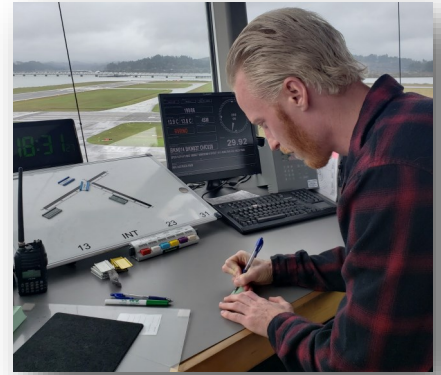


Air Traffic Controllers have one of the most important jobs in keeping the skies safe. They are responsible for separating, monitoring, and directing aircraft while on the ground and in the air. Even though this can be a very stressful job, if you have the right mindset and are determined, it can be a very rewarding and lucrative career path. It may feel intimidating, however, there are a few different routes to becoming an Air Traffic Controller. First, one of the "simplest" ways is through the military. Next, the Federal Aviation Administration, or FAA, sometimes has "public hire" openings. This is where anyone who meets the qualifications, such as being 30 or under and able to pass the medical/security clearances, can take a series of aptitude tests in order to qualify. These do not require any knowledge of air traffic. If you pass and are selected, then your path to becoming a controller has begun. You will receive your offer letter and begin your



training in Oklahoma City.

However, there is also another route. People may not know but many towers are considered "contract towers". This means they are operated by private companies, not the FAA, and the controllers are not FAA employees. The tower at Southwest Oregon Regional Airport is a contract tower. That does



not mean the controllers are any less qualified or knowledgeable but instead this is another avenue to getting into the FAA system. To work at a contract tower, there are programs or schools you can attend to achieve the proper training. After graduating, you go on to work at one of the many contract towers looking for controllers. If you chose, from there, you can apply to the FAA. For more information on Air Traffic Controllers and Contract Towers, go to the FAA website at [www.FAA.gov](http://www.FAA.gov).

No better way to get noticed than to advertise at Southwest Oregon Regional Airport! We offer static displays, digital media ads (in terminal TV's & website), and more! For additional information and pricing, please contact Robert Brittsan at (541) 756-8531. Or you can reach him by email, [robert@flyoth.com](mailto:robert@flyoth.com). Hangar space, manufacturing bays, and parcels of land also available.



**Southwest Oregon Regional Airport**  
*operated by Coos County Airport District*

**Check out our website:**  
[www.flyoth.com](http://www.flyoth.com)

**Like us on Facebook**  
*Southwest Oregon Regional Airport*



 **Coos County Airport District**

**Board of Commissioners**  
Helen Brunell Mineau, Chair  
Michael Collins, Vice-Chair  
Joe Benetti  
Jason Bell  
Brent Pahls

**Executive Director**  
Theresa Cook  
1100 Airport Lane  
North Bend, OR 97459  
541-756-8531