

*Chemical Analysis?*

April 27, 1970

Mr. Roy L. Beals  
375 S. W. Cheltenham Street  
Portland, Oregon 97201

Re: W - Roth Development, Inc.  
Water Pipeline Extensions  
Sun West, Sky Park St.,  
Air Acres  
16 Lots Total

Dear Mr. Beals:

Your plans for the proposed changes in the Air Acres Water System to serve an additional 6 lots in the subdivision known as Sun West, Sky Park No. 2 located at Gordon and Beach Roads, south of the Sunset Highway at North Plains has been reviewed and the following comments are made:

- 1. We cannot approve this well with the casing cut off below the ground surface. Terminating the well casing below grade is of sufficient public health significance that this casing must be raised even if this results in excluding aircraft from the immediate area. We note the plans show there are other pipes protruding from the ground nearby.

An NSF approved pitless adapter may be used. These are manufactured by:

- 1. Matthews Machine & Manufacturing Co., Inc.  
1111 Sumner Street  
Burlington, Iowa 52601
- 2. Williams Products Co., Inc.  
P. O. Box 681  
Joliet, Illinois 60434

These approved devices are available for purchase in Oregon. The well casing should extend at least 18 inches and preferably 24" above the surrounding grade. We have obtained compliance with this requirement at other locations.

- 2. Storage provided is less than one days use. Usually, we require at least 3 days storage. Consideration should be given to providing more capacity.

*12-17-73  
NO LONGER  
APPROVED  
IN OREGON*

April 27, 1970

Water storage tanks usually have a larger vent than the one shown. The tank vents must be provided with a 20 mesh screen to exclude insects.

Please provide us with additional information to show how you intend to accomplish the requirements set forth above, so we may complete our review of the expansion of this water system.

Very truly yours,

Leo G. Farr, Jr.  
Associate Sanitary Engineer

LGF:rrs

cc: Fred M. Bolton, District Sanitary Engineer  
Washington County Health Department  
Washington County Planning Commission  
Roth Development, Inc., 1500 N. E. 25th Street, Hillsboro 97123  
xc: Gary Buford, P. E., 15800 SW Boones Ferry Rd., Lake Oswego 97034  
1531





875 S.W. Cheltenham Street  
Portland, Oregon 97201  
April 11, 1970

Mr. Leo Farr  
Sr. Sanitary Engineer  
Oregon State Board of Health  
P.O. Box 231  
Portland, Oregon 97207

SUBJECT: OSBH approval of Roth Development, Inc. water system.

ENCLOSURES: (2) prints of drawing of EXISTING WATER SYSTEM WITH  
PROPOSED CHANGES  
(1) copy of the WATER WELL REPORT

Dear Mr. Farr:

Roth Development, Inc., seeks Oregon State Board of Health approval of its water system to permit expansion of the existing facility to serve a total of 16 residences. The present system has a potential of 10 residences, with a total of 6 residences actually connected to the system at this time (5 customers in Air Acres plus the Miliucci residence - please refer to the enclosed drawing).

Please return one copy of the enclosed drawing to me along with any correspondence concerning the approval. In the meantime, if you need to call me for any reason, my telephone number is 244-6988.

System water samples are being sent by RDI to the State for bacteriological analysis and to a private laboratory for chemical analysis. For your information the company mailing address is:

Roth Development, Inc.  
Merrill Roth, Secretary  
1500 N.E. 25th Street  
Hillsboro, Oregon 97123

Sincerely,  
*Roy L. Boals*  
Roy L. Boals

Copy to: Merrill Roth

December 9, 1974

AIRPORT TRAFFIC CONTROL TOWER  
Portland-Hillsboro Airport  
P. O. Box 526  
Hillsboro, Oregon 97123

Mr. Lloyd B. Ericsson  
Attorney at Law  
2908 First National Bank Tower  
Portland, Oregon 97201

Dear Mr. Ericsson:

The proximity of the Sunset Airport to the Hillsboro Airport has made it necessary to specify traffic patterns for aircraft at Sunset Airport. To preclude conflicts on Runway 24 at Sunset from conflicting with traffic on Runway 24 at Hillsboro, it is necessary to require that Sunset aircraft depart Runway 24 at Sunset and make a right turn after take-off, or to proceed straight ahead for one mile before starting a left turn. Since the FAA has no authority to speak to this in Part 91.89(c), I see no conflict with the OSBA.

*1974 -  
Departure pattern  
correspondence  
involving Sunset &  
FAA*

I spoke to the FAA representative of the control zone west only because of your mention of arrivals and departures jogging to the west to avoid the control zone. There should be no change to present procedures involving VFR traffic, however, when the weather goes below basic VFR minimums, pilots will of course have to comply with the provisions of FAR 91.105.

I am enclosing the revised Attachment A to the Hillsboro Tower and Roth Development Letter of Agreement. I am hopeful that the traffic patterns shown, which more nearly represent your needs, will satisfactorily resolve your concern.

Sincerely,

Original signed by

DELPHINE J. ALDECOA  
Chief, Hillsboro Tower

cc:  
OSBA







VERNE DUSENBERY  
JEROME S. BISCHOFF  
WILLIAM C. MARTIN  
DAVID P. TEMPLETON  
RICHARD L. BIGGS  
LLOYD B. ERICSSON  
FREDERICK T. SMITH  
ROBERT E. GLASGOW  
STEVEN H. HUGHES  
JOHN L. LANGSLET

DUSENBERY, MARTIN, BISCHOFF & TEMPLETON  
ATTORNEYS AT LAW  
2908 FIRST NATIONAL BANK TOWER  
PORTLAND, OREGON 97201  
TELEPHONE (503) 224-3113

OUR CABLE ADDRESS  
"DUSLAW"  
PORTLAND, OREGON

November 15, 1974

Ms. Delphine J. Aldecoa  
Chief, Hillsboro Tower  
Airport Traffic Control Tower  
Portland-Hillsboro Airport  
P. O. Box 526  
Hillsboro, OR 97123

Dear Ms. Aldecoa:

I think that the West departures will tend to take care of themselves in a manner similar to your suggestion because of the distance from the runway necessary for an airplane to achieve a reasonable altitude before commencing the turn. In order to conform with the traffic pattern requirements, however, it would be my opinion that a left turn would be necessary on the West departure.

As a pilot, I have long felt that a straight out departure is equally safe to requiring a turn which has the effect of placing you head on with traffic entering downwind at that point. However, the industry has apparently long held the standard that there will be a turn towards the traffic pattern after departure and I think our "pact" with OSBA mandates that we do so.

With regard to the extension of the Hillsboro traffic area if and when an additional approach aid is ever installed, the control zone would be extended but the airport traffic area within which contact with the Hillsboro Tower is required would not be according to my understanding of the matter. Please correct me if I am wrong.

Sincerely,

  
Lloyd B. Ericsson

LBE/vas  
cc

Mr. Merrill Roth  
Dr. John Roth  
Mr. Darryl Usher

October 24, 1974

AIRPORT TRAFFIC CONTROL TOWER  
Portland-Hillsboro Airport  
P. O. Box 526  
Hillsboro, Oregon 97123

Mr. Lloyd B. Ericsson  
Attorney at Law  
2908 First National Bank Tower  
Portland, Oregon 97201

Dear Mr. Ericsson:

The documents I forwarded to Mr. Merrill Roth in my letter of August 23, 1974, were copies of the original executed documents. I would be most happy to have you come to my office should you wish to compare.

Your concern over the flight paths, particularly reference the town of North Plains is understandable. My only objection to your suggested flight paths is the left turn after the west departure. I would prefer departures to the west proceed straight-out one half to one mile before starting a left turn. I have indicated this in orange on your photocopy of Attachment A.

In your letter you mention clearing the Hillsboro control zone west by drawing a five mile radius from the center of Hillsboro Airport. I think you should be aware that the control zone to the west will shortly be extended to include the necessary airspace for approaches from that area.

Please let me hear from you at your earliest convenience.

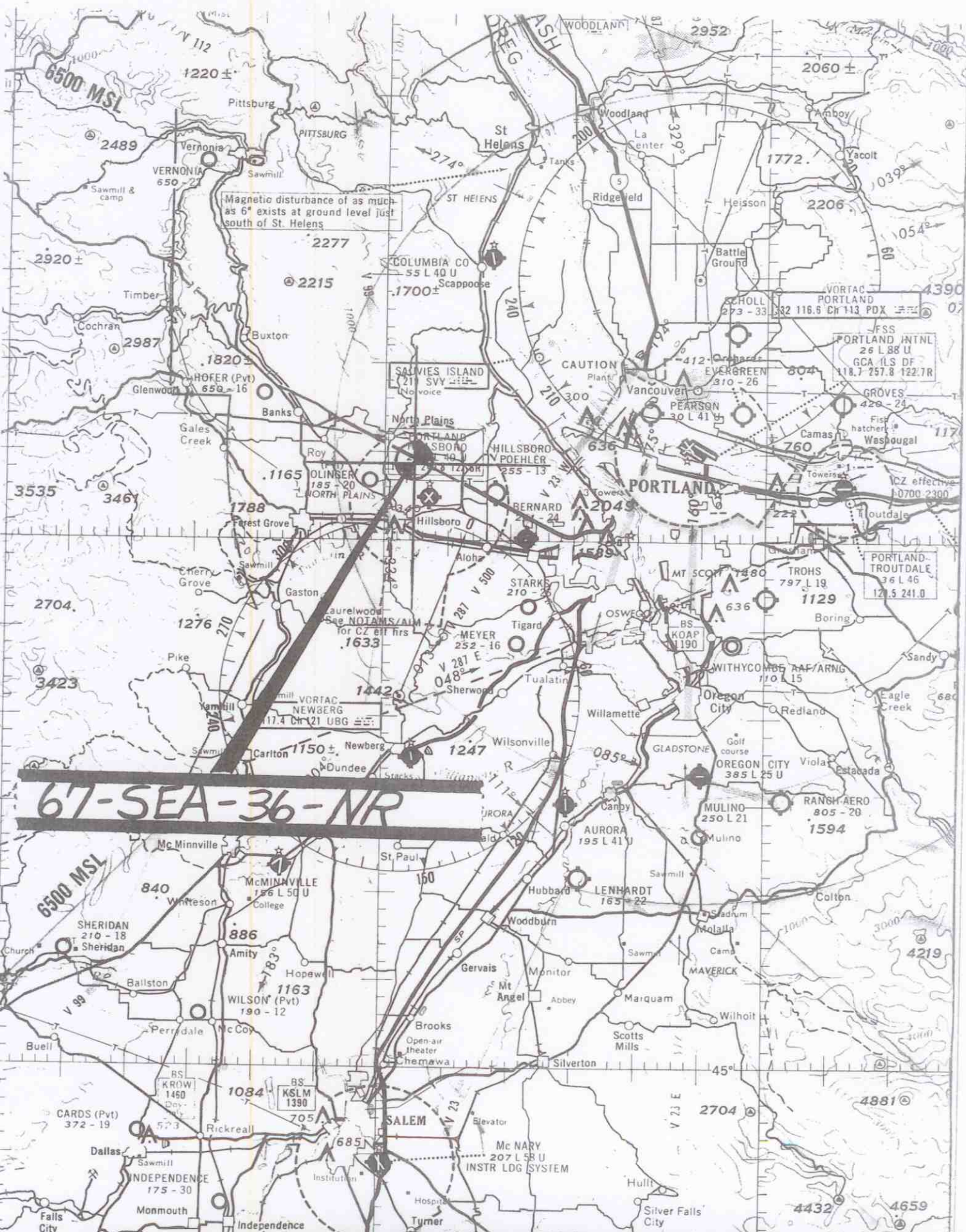
Sincerely,

Dolphine J. Aldecoa  
Chief, Hillsboro Tower

Enclosure

P/KG	CK	RT
CM		MU
cy	JN	SS





Magnetic disturbance of as much as 6° exists at ground level just south of St. Helens

See NOTAMS/AIM for CZ eff hrs  
1633

**67-SEA-36-NR**

VORTAC PORTLAND  
332 116.5 Ch 113 PDX

FSS PORTLAND INTNL  
26 L 88 U  
GCA ILS DF  
118.7 257.8 122.7R

PORTLAND-TROUTDALE  
36 L 46  
121.5 241.0

WITHYCOMBE AAF/ARNG  
110 L 15

RANGH AERO  
805 - 20  
1594

MAVERICK

Mc NARY  
207 L 58 U  
INSTR LOG SYSTEM

