

Oregon Alphabet Challenge

Bush-edition

Researched and developed
by @G and @Medtner



Seal of the Oregon Territory with the Latin phrase:

"Alis Volat Propriis"

"She Flies with Her own Wings"

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Welcome to Oregon!

Introduction

So, you want to be a bush-pilot, eh? Well, this is the challenge for you! Waiting for you is a plethora of weird and improbable airfields; a farm strip with hills on all sides; a big slab of old and cracked asphalt on a mountain top; airports carved into the lush forest at the bottom of valleys and canyons; a deep dive into Hell; spider-infested dirt strips; a sloped and curved runway that'll mess up your depth perception; an Oregon-version of the famous Courchevel.

You name it, we've got it!

The Challenge

Initially created for the PilotEdge community, but **completely open and free for all** to use, the ABC challenge is simple: Fly from field A to field B, and then to C and to D, and so forth. Make use of GPS direct/direct if you must, but you will fool only yourself, and you'll miss out on the essence. Go explore and enjoy the landscape, and the various interesting airports enroute.

The NOTAM

If you've successfully installed the scenery or don't need it (see next page, or separate read-me), this document is not mandatory. Some of these bush-fields may be difficult to land at, or indeed difficult to find. The NOTAM exists to be useful as well as entertaining, adding immersion and purpose to this adventure.

Bare Bones

For a bare-bones flight plan, **skip to page 6**. It consists of a table with basic info and a short-form NOTAM for the airports.

Meaty Bones

For the pilot who wants all the info on a silver platter, the long form NOTAM is researched and written with you in mind. **You'll find it on page 8**. It has one page per leg, complete with guidance on how to find/approach/depart the airports as well as other stuff you may find useful, vexing, entertaining, or simply fantastically useless. It may also include other interesting airports or points of interest you can find on your way.

"To finish the moment, to find the journey's end in every step of the road, to live the greatest number of good hours, is wisdom."

- Ralph Waldo Emerson, "Experience" (1844)

READ-ME:

Limitations

This challenge has been researched by looking at literally every single airport/airstrip in Oregon, numbering about 400-500. We picked airports that would keep the legs short (average length is around 90nm), and that would explore the whole state fully while avoiding repetition. Where we couldn't find suitably "lettered" airports we've employed artistic license, without sacrificing the intent of the challenge. The minimum runway length is about 1000 feet.

Disclaimers

Oregon ABC-Bush is supplied as Freeware, as such you should not have been charged to obtain this software. Please do not redistribute.

Oregon ABC-Bush is provided "AS IS", and you, its user, assume all risks when using it. No support will be provided.

The authors of Oregon ABC-Bush accept no responsibility for damages resulting from the use of this product and makes no warranty or representation, either express or implied, including but not limited to, any implied warranty of merchantability or fitness for a particular purpose.

Ortho was added to small areas around the airports, and screen captures of parts of this in the documentation, using Google map images.

They are used for non-commercial, recreational and simulation purposes. Properly attributed with source as per Google fair use guidelines - <https://about.google/brand-resource-center/products-and-services/geo-guidelines/>.

X-Plane 12 - users

All but one airport has been given touch ups* and they look utterly stunning. They will look their best with Orbx TrueEarth Oregon and Orbx TrueEarth Washington (alternatively other Ortho-scenery), and are supplied with the challenge as freeware.

Note that these airfields are updated from the X-Plane 11 sceneries, complete with XP-12 compatibility fixes and other enhancements. Compatibility with X-Plane 11 is not guaranteed. Go get X-Plane 12 instead!

It is highly recommended to take a few minutes to install these airports!
(see “README – Oregon ABC-Bush.txt”)

In addition, you will need these free X-Plane libraries:

- **World Models**
<https://forums.x-plane.org/index.php?files/file/32135-world-models-library/>
- **Prefab Library**
<https://forums.x-plane.org/index.php?files/file/27582-prefab-scenery-for-25000-airports/>
- **Opensceneryx**
<https://www.opensceneryx.com/>
- **RD Library**
<https://rdesignx.weebly.com/freeware.html>
- **CDB Library**
<https://forums.x-plane.org/index.php?files/file/27907-cdb-library/>
- **Misterx Library**
<https://forums.x-plane.org/index.php?files/file/28167-misterx-library-and-static-aircraft-extension/>
- **Handy Objects**
<https://forums.x-plane.org/index.php?files/file/24261-the-handy-objects-library/>
- **JB Library**
https://forums.x-plane.org/index.php?files/file/26531-jb_libraryzip/
- **PP Library**
<https://forums.x-plane.org/index.php?files/file/37088-pavement-paintings-library-pplibrary/>
- **PM Library**
https://forums.x-plane.org/index.php?files/file/29185-pm_library-objects-for-scenery/
- **PUF Library**
<https://forums.x-plane.org/index.php?files/file/51510-puf-libs/>

We owe a great deal of gratitude to all the X-Plane Library developers, the flight-sim community would be much poorer if it was not for your dedication.

Important note regarding FSX/P3D and MSFS:

All airports are currently listed in official databases and should be available in the sim of your choice. If one or more of the more peripheral airports happens to not be in the sim, simply land nearby or pass over. **

* Touch-up wasn't needed at that particular field.

** We accept no responsibility for triggered OCD, bent props, broken backs, or violated orifices due to landing at the wrong airport.

Preflight: Tips and tricks

For quality of life (indeed survival)

- As this is a bush-pilot version of the challenge, we have tried to use weird, difficult, and beautiful airports – few of which are paved. Some are very short - the shortest being at best 1000 feet. Many are further complicated by being one way in, one way out. Some airports are also in very high terrain – thus complicating the approach/departure as well as making high density altitude an important factor. In addition to being sloped, some of the airports even have doglegs in the runway! *
- While only a handful of the airports have stated runway lengths of around 1000 feet, many will be de-facto shorter because of obstacles. Terrain, runway surface, and other complications will create additional challenge. Short (and soft) field landing and takeoff technique is very much needed.
- Only two airports in the itinerary have fuel **, so make your own plans for how to get fueled enroute. Don't overfill, though – you may need to be lightweight for some fields.
- Apart from KOTH North Bend ***, none of the airports have anything resembling a hint of a shadow of a particle of an instrument approach/departure. Most won't even have lights. Plan accordingly.
- Many legs are quite short, and it's very possible to do several at once. Make sure to stop by other cool airports enroute, or look at POIs. This challenge is all about the joy of exploring, and not just ticking boxes.
- Use real weather if you can for the extra challenge. Go VFR if the weather allows, but if the weather dictates you may of course go IFR.
- Remember to file/close flight plan if applicable!
- Good luck, and bon voyage!

* No animals were harmed in the making (and so forth)...

** OR66 Beaver Oaks has 80 octane, and KOTH North Bend has full services.

*** KOTH North Bend is not quite a bush-field, but it's in our itinerary simply because of the beautiful location, and it allowed us a leg along the coast. It's good to have an ATC-controlled airport too, for once, eh?

Leg / Letter	ICAO	Departure Airport	NM	ICAO	Destination Airport	NOTAM
00 – ? → A	XXX	Your current location	xxx	13OR	Aubrey Mountain Airstrip	Big drop-off to the North-West. Don't land long! Road crossing 2/3 down runway 30, serves as good 1000-foot marker for practice. See page 8
01 – A → B	13OR	Aubrey Mountain Airstrip	100	5OR0	Backachers Ranch	High terrain to the East. Right traffic for South runway. See page 9
02 – B → C	5OR0	Backachers Ranch	31	OR73	Calvert Peak	OR73 not on VFR chart. Coordinates: N42°46.72' / W123°44.04' Extreme terrain. Be careful! See page 10
03 – C → D	OR73	Calvert Peak	124	2OR3	Davidson Field	2OR3 not on VFR chart. Coordinates: N44°47.67' / W123°5.86' Farm field very close to river. See page 11
04 – D → E	2OR3	Davidson Field	44	OR66	Beaver Oaks (Estacada)	OR66 has 80 octane fuel. Traffic pattern on West side. See page 12
05 – E → F	OR66	Beaver Oaks (Estacada)	8	OG20	Fairways	OG20 not on VFR chart. Coordinates: N45°19.24' / W122°33.07' Fairways is 8S8 in X-Plane database. See page 13
06 – F → G	OG20	Fairways	45	7OR6	Green Acres Air Park	7OR6 not on VFR chart. Coordinates: N45°38.21' / W121°35.47' Land South-East, take off North-West. VERY short runway! See page 14
07 – G → H	7OR6	Green Acres Air Park	56	OR28	Harvey's Acres	OR28 not on VFR chart. Coordinates: N45°26.49' / W122°53.57' Runway shorter than listed – fences on both ends. Horses... See page 15
08 – H → I	OR28	Harvey's Acres	30	22OR	Iron Crown	Difficult to find. Runway slopes up to the South. See page 16
09 – I → J	22OR	Iron Crown	35	OR72	Fly JLA Airport	OR72 not on VFR chart nor not in X-Plane. Addon highly recommended. Coordinates: N45°26.52' / W122°19.39' VERY short runway! Land South! See page 17
10 – J → K	OR72	Fly JLA Airport	0,2	OR35	Flying K Bar J Ranch	OR35 not on VFR chart nor not in X-Plane. Addon highly recommended. Coordinates: N45°26.56' / W122°19.24' Airport is across the garden, about 500 feet East. Go IFR? 😊 See page 18
11 – K → L	OR35	Flying K Bar J Ranch	128	49OR	Lands Inn Ranch	High terrain South. Rwy slopes up to North. CTAF 122.90 See page 19
12 – L → M	49OR	Lands Inn Ranch	132	25U	Memaloose	Hell's Canyon. High terrain. Runway slopes up to the South. See page 20
13 – M → N	25U	Memaloose	93	97OG	Bybee Field (Nyssa)	97OG is not in X-Plane. Addon highly recommended. Construction work nearby. Possible crane. Narrow runway. See page 21
14 – N → O	97OG	Bybee Field (Nyssa)	91	68D	Reds Horse Ranch (Objectionable)	Airport is 6OR9 in X-Plane database. Listed as "Objectionable" on the VFR chart. Overfly runway to check condition. See page 22
15 – O → P	68D	Reds Horse Ranch (Objectionable)	31	03OR	Powwatka Ridge	03OR not on VFR chart. Coordinates: N45°51.33' / W117°29.06' Beautiful Trojan Horse: sloped AND curved runway! See page 23
16 – P → Q	03OR	Powwatka Ridge	48	OG42	Quail Field	OG42 is not in X-Plane. Addon highly recommended. Difficult to find. Exceedingly difficult indeed. See page 24

17 – Q → R	OG42 Quail Field	254	8OR3 Riverview Ranch	Very long leg. Suggestions for sights (+ bonus field) enroute, See page 25 8OR3 is one way in – one way out. Land W, takeoff E. Mind the cows...
18 – R → S	8OR3 Riverview Ranch	57	KOTH Southwest Oregon Regl	Fuel available, for once... See page 26
19 – S → T	KOTH Southwest Oregon Regl	72	5S4 Toledo State	Curve approach path from over water to avoid obstructions (power-plant and towers). Occasional driftwood and puddles on runway. See page 27
20 – T → U	5S4 Toledo State	85	58OR Umpqua	Terrain to the North-West. Airpark: look for people/animals. See page 28
21 – U → V	58OR Umpqua	153	05S Vernonia Airfield	Shortened runway to the West. Terrain to the East. See page 29
22 – V → W	05S Vernonia Airfield	162	OL02 West Buttercreek	Uncharted radio antenna near approach end of runway 19. See page 30
23 – W → X	OL02 West Buttercreek	114	OR12 Oxbow	Apt. at the bottom of Hell’s Canyon. Powerlines to the South. See page 31
24 – X → Y	OR12 Oxbow	97	28U Owyhee Reservoir State	Beware of wildlife. There be spiders... See page 32
25 – Y → Z	28U Owyhee Reservoir State	150	OR89 Kinzua	Hazardous - bumpy runway. Land East, Take off West. See page 33
26 – Z → 0	OR89 Kinzua	100	00S Mc Kenzie Bridge State	One way in – one way out. Land East, takeoff West. See page 34
27 – 0 → 1	00S Mc Kenzie Bridge State	124	OG13 Fly By Night	OG13 is not in X-Plane. Addon highly recommended. Vineyard. One way in – one way out. Land N, takeoff S. See page 35
28 – 1 → 2	OG13 Fly By Night	119	22OG Withrotor Aviation	Situated under RNAV-approach to KLKV. Narrow runway. See page 36
29 – 2 → 3	22OG Withrotor Aviation	147	OG39 Longview	OG39 is not in X-Plane. Addon highly recommended. Beautiful airport, but beware of parallel water-runway. See page 37
30 – 3 → 4	OG39 Longview	43	42OR Shotgun Ranch Airstrip	Big hill to the East of the runway. See page 38
31 – 4 → 5	42OR Shotgun Ranch Airstrip	97	5S0 Oakridge State	Runway slopes up to the East. Hills on both ends. And sides. See page 39
32 – 5 → 6	5S0 Oakridge State	61	64S Prospect State	Up-slope in first third of runway 2. Cracked asphalt. Make sure to visit Crater Lake NE of airport on arrival and/or departure! See page 40
33 – 6 → 7	64S Prospect State	172	71OR Cerny	71OR is not in X-Plane/wrong airport. Addon highly recommended. Difficult to find. Look for faded Xs. Horse ranch. See page 41
34 – 7 → 8	71OR Cerny	121	8S3 Santiam Junction State	Noise abatement: Land East, takeoff West. Hill to the West. See page 42
35 – 8 → 9	8S3 Santiam Junction State	86	98TE Hilltop	98TE is not in X-Plane. Addon highly recommended The Courchevel of Oregon. Land NW, takeoff SE. Short runway sloping up to North-West. Good luck! If you land SE, we need proof! See page 43

“Kudos on a job... done.”

- J. Peterman (Seinfeld S8E12, “The Money”)

Leg 00 – ? → A

???? Your current location	xxx nm xxx°	13OR Aubrey Mountain Airstrip
Elevation: Yes Rwy: Hopefully		Elevation: 1680' Rwy: 12/30 – 1950' x 40' grass

Departure notes:

- Depart well rested, happy, and with a curiosity for the unknown and unpaved.

Enroute notes:

- Stop and smell the roses on the way. No rush!



Welcome to Oregon!

Approach notes:

- Big drop-off to NW – don't land long!
- Road crossing runway last 2/3 of runway 30.
- Speaking of the road – the segment before the road is about 1000 feet (see yellow arrow). You can/should use it as a test for whether you can safely land at that distance in this challenge – there will be several 1000-footers later...



Seen from South

Leg 01 – A → B

13OR Aubrey Mountain Airstrip	100nm 195°	5OR0 Backachers Ranch
Elevation: 1680' Rwy: 12/30 – 1950' x 40' grass		Elevation: 1460' Rwy: 02/20 – 3000' x 100' grass

Departure notes:

- Beware of steep drop at departure end of runway 30.
- Lots of mechanical turbulence and thermals in valleys around Oakridge.
- High terrain all around.
- Emergency landing-field 3nm West – Oakridge State 5S0.

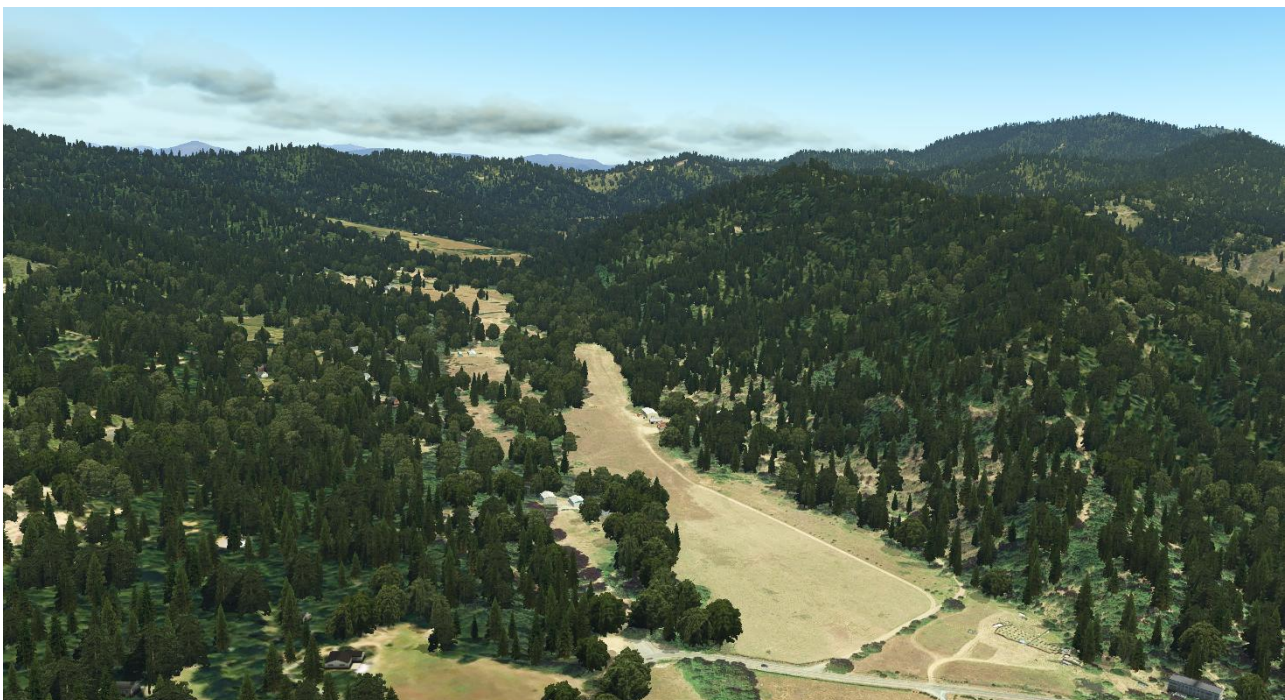
Enroute notes:

- As the bush-strips we're going to have no fuel, you will have to keep an eye out for airports on the way that has services.
- For example, near the end of this leg you'll pass over Grants Pass (3S8), which, indicated by the tick marks around the airport symbol, has fuel:



Approach notes:

- Pretty easy airport to warm up with, with a long and wide runway.
- Suggest right traffic for the South runway due to hills to the East.



Seen from the South

Leg 02 – B → C

5OR0 Backachers Ranch	31nm 330°	OR73 Calvert Peak STOLport
Elevation: 1460' Rwy: 02/20 – 3000' x 100' grass		Elevation: 3808' Rwy: NE/SW – 1627' x 120' asphalt

Departure notes:

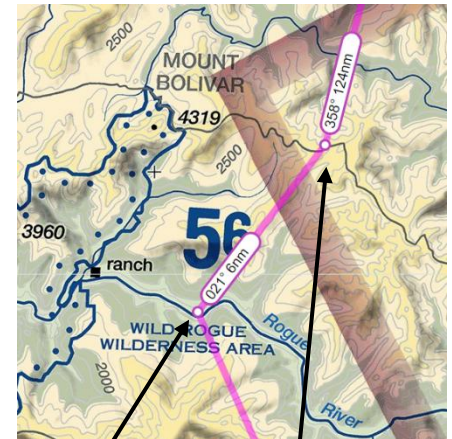
- Be as lightly loaded as safe for the next airport

Enroute notes:

- No autopilot! Warm up those flying-muscles!
- Speaking of warming up, why not stop by OR74 Winkle Bar 6nm South-West of Calvert Peak? Well... It has a short 900 feet bumpy river bar for landing strip: You might die, so it may not be the best way to warm up, unless you wind up in Hell. (We'll come back to Hell later in the challenge!)
- Airports not on VFR chart, see inset for locations near Mt. Bolivar.

Approach notes:

- Airport status is “closed indefinitely” for whatever that’s worth - you’re landing there anyway! Runway is marked with X’s.
- Suggest landing NE, but beware drop-off at North-East end.



OR74 Winkle Bar & OR73 Calvert Peak



OR74 Winkle Bar seen from the East



Seen from the South

Leg 03 – C → D

OR73 Calvert Peak STOLport	124nm 358°	2OR3 Davidson Field
Elevation: 3808' Rwy: NE/SW – 1627' x 120' asphalt		Elevation: 188' Rwy: 13/31 – 2500' x 100' grass

Departure notes:

- For the best experience, depart NE, and stay low over the runway all the way. The drop-off at the end is spectacular! →



View "down the pike" of North-East runway at Calvert Peak

Approach notes:

- Once you get to the town of Albany, some 10 NM South of Davidson, try following the Willamette River. The airport is on the shore, South-East of a riverbank.
- The runway is plenty long and wide, so there is no excuse for rolling out onto Buena Vista Road to the south, or through the bushes North and into the river.



Seen from the North-West

Leg 04 – D → E

2OR3 Davidson Field	44nm 030°	OR66 Beaver Oaks (Estacada)
Elevation: 188' Rwy: 13/31 – 2500' x 100' grass		Elevation: 400' Rwy: 15/33 – 1700' x 75' grass

Enroute notes:

- Why not follow the Willamette River all the way North to Oregon City, and turn East towards Estacada? Just remember to coordinate with Salem Tower if you're passing in their opening hours.

Approach notes:

- Traffic pattern is on West side of the airport due to skydiving using the East side.
- This airport has 80 octane (red) fuel, if your plane can handle it.
- One must also take the time to appreciate the fact that North-West of the airport there is a farm called "*Quackenbush Farm*".



Up = North



Seen from the North. Quackenbush on lower right.



Quackenbush Farm

4.9 ★★★★★ 8 reviews
Farm



Directions



Save



Nearby



Send to your
phone



Share

29009 SE Heiple Rd, Eagle Creek, OR 97022, United States

quackenbushfarm.com

8J9M+XM Eagle Creek, Oregon, United States

Identifies as women-led

Add a label

Leg 05 – E → F

OR66 Beaver Oaks (Estacada)	8nm 262°	OG20 (8S8 in X-Plane) Fairways
Elevation: 400' Rwy: 15/33 – 1700' x 75' grass		Elevation: 525' Rwy: 07/25 – 2500' x 160' grass 16/34 – 2900' x 160' grass

Departure notes:

- Remember to keep West of the airport to avoid skydivers.

Enroute notes:

- Head due West and look for the lovely Oregon City Golf Club, to which the airport is connected. Don't confuse it with Stone Creek Golf Club, which is a few miles South-West.
- Airport not marked on map – see inset:

Approach notes:

- While this is an easy and comfortable airport with two official runways, one could argue that it has an additional 18 runways, complete with touchdown-zones and lovingly cut and green parking spots... FORE!!!



Seen from the South

Leg 06 – F → G

OG20 (8S8 in X-Plane) Fairways	45nm 050°	7OR6 Green Acres Air Park
Elevation: 525' Rwy: 07/25 – 2500' x 160' grass 16/34 – 2900' x 160' grass		Elevation: 800' Rwy: 12/30 – 1150' x 25' grass

Departure notes:

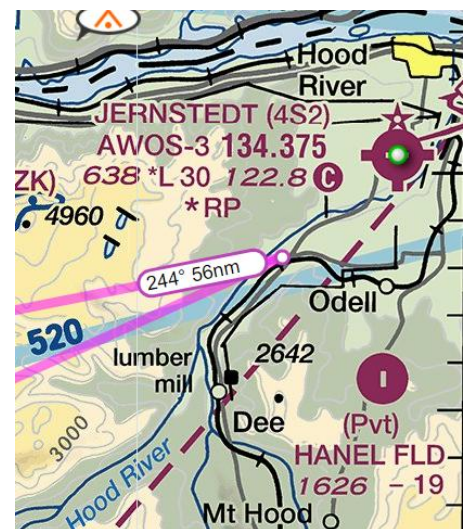
- Be prepared for a demanding destination. Burn fuel to be lightly loaded, and be warmed up...

Enroute notes:

- Green Acres is not charted. To find it see inset:

Approach notes:

- This airport is one way in, one way out. Approach over the river, and depart the other way. There is a big hill at the South-East end.
- While the runway slopes up to the South-East, it's probably not quite as long as charted. Plan on having just about 1000', with a hard stop at the end by fence and road.
- Landing the other direction is, how shall I put this...?
...*unwise*...



Seen from the West

Leg 07 – G → H

7OR6 Green Acres Air Park	56NM 244°	OR28 Harvey's Acres
Elevation: 800' Rwy: 12/30 – 1150' x 25' grass		Elevation: 250' Rwy: E/W – 2100' x 100' grass (closer to 1500' due to horse enclosure)

Departure notes:

- Take off towards Hood River, unless you can outclimb that South-East hill. Suggest banking right and following river North to Columbia River.

Enroute notes:

- Following the Columbia River to the West is a good way of getting there. Just don't cross over to the other side – that's the state of Washington, and you are expected to be faithful to Oregon!
- Be careful around the Portland Charlie airspace.
- Harvey's Acres is unmarked: It's just West of Flying K, and about 2 miles East of Starks Twin Oaks. See inset:
- Look for Baker Rock Gravel pit 1nm North of the airport.



Approach notes:

- Property fence on West end, and Horse enclosures on East end of the runway make for a shorter runway – closer to 1500'.
- Try not to spook the poor animals too much. After all they are here at the

Spirit Horse Farm:



Seen from the East



"Where a Horse can be a Horse."

Leg 08 – H → I

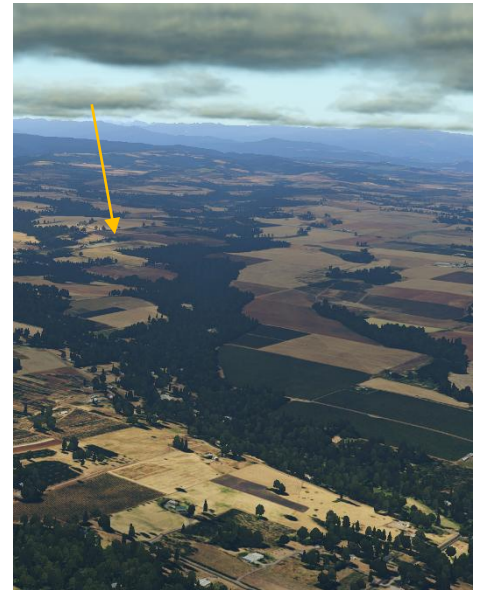
OR28 Harvey's Acres	30nm 154°	22OR Iron Crown
Elevation: 250' Rwy: E/W – 2100' x 100' grass (closer to 1500' due to horse enclosure)		Elevation: 790' Rwy: 16/34 – 1600' x 50' grass

Departure notes:

- Remember horses on East end (scare them not!), and fences on West end.

Enroute notes:

- Finding this airport is a bit of a challenge, being hidden among a billion farms, all of them looking like they have an airport (and many likely do).
- If you pass over the town of Silverton (4 miles North of the airport), you will intercept Drift Creek that runs past the airport. The creek itself is mostly hidden, but the vegetation around is prominent. Airport marked on picture with orange arrow:



Approach notes:

- Pretty straight forward farm-strip.
- It is slightly uphill to the south, which will be of benefit.



Seen from North-West

Leg 09 – I → J

22OR Iron Crown	35nm 017°	OR72 Fly JLA
Elevation: 790' Rwy: 16/34 – 1600' x 50' grass		Elevation: 620' Rwy: 16/34 – 1300' x 150' grass (In reality a shade over 1000')

Departure notes:

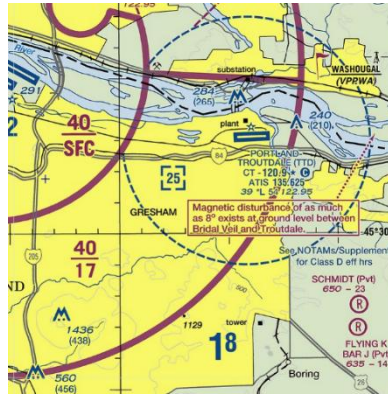
- Easy enough, but make use of the downhill to the North.

Enroute notes:

- If you go directly to next destination, be aware of huge tower just a few miles North-East.

Approach notes:

- Airport is not listed on the normal VFR-chart, but is basically at the same location as Flying K on the Portland Inset:
- This airport likely had a full 1300 feet runway back in the days, but has since gotten a hangar and a house to the South.
- The borders around the airport are high and thick trees/bushes, making approach from the South difficult.
- If you come from the North the bushes are much lower, and you might actually make it. Perhaps maybe...



Up = North



Seen from the North - low approach between trees/bushes will do the trick.



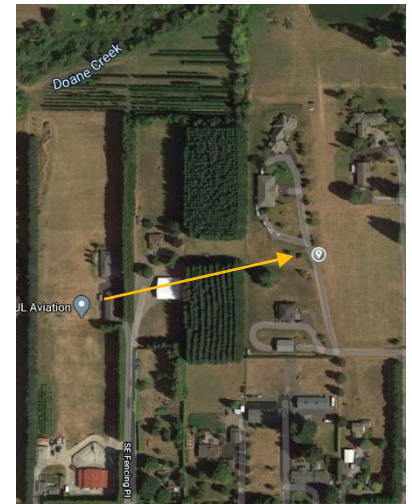
Seen from the North

Leg 10 – J → K

OR72 Fly JLA	650 feet (!!!) 057°	OR35 Flying K Bar J Ranch
Elevation: 620' Rwy: 16/34 – 1300' x 150' grass (In reality a shade over 1000')		Elevation: 635' Rwy: 17/35 – 1450' x 100' grass

Departure notes:

- This is a weird one. You're literally going across the garden. No, literally literally: →
- If you can find a way of taxiing over, it'll be accepted.
- The best thing, of course, is to file an IFR flight plan and have Portland Approach foam, froth, and fume to make way for you flying a 10-mile vectored pattern through busy airspace to arrive back, 650 feet across the bushes in the garden.
- No, but seriously now. If you are going to fly there you should take off to the North and make a careful right turn (you're passing over Schmidt Airport just a half mile North) back into Flying K.

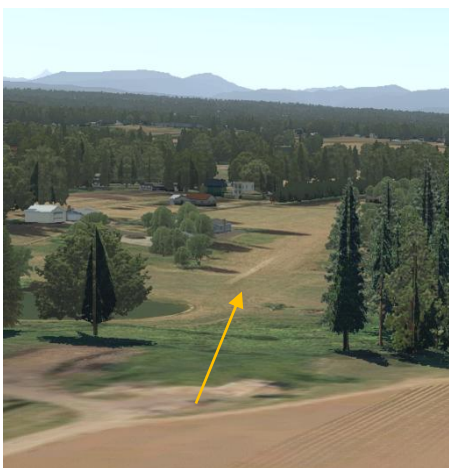


Enroute notes:

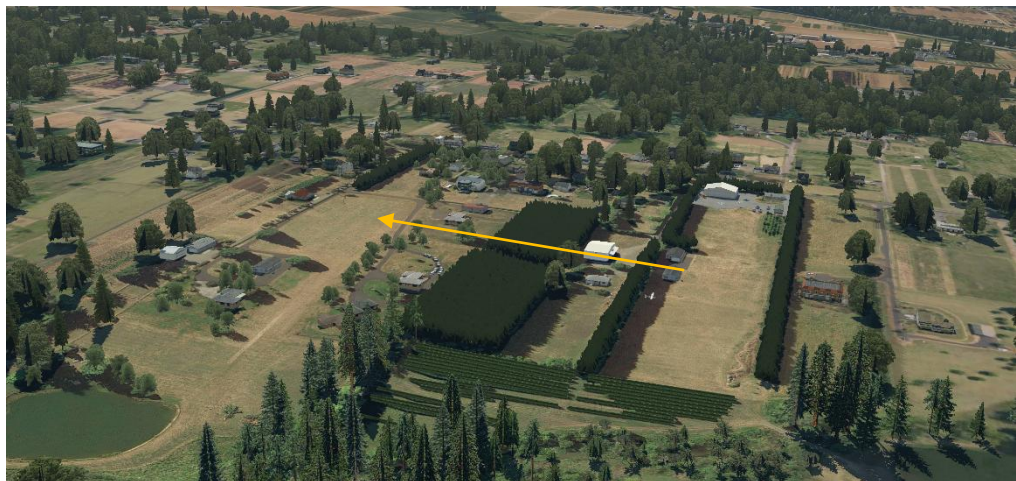
- Make sure to take it all in. There is so much to see in the 17 seconds you'll be enroute. Smell the flowers (or the manure sprayed on the fields).

Approach notes:

- You'd do best to use the same type of approach as at Fly JLA. Low over the fields from the North, squeezing in between the trees.



Approach from North



Overview from the North. You're going from the right field to the left. All 650 feet.

Leg 11 – K → L

OR35 Flying K Bar J Ranch	128nm 097°	49OR Land's Inn Ranch
Elevation: 635' Rwy: 17/35 – 1450' x 100' grass		Elevation: 3880' Rwy: 13/31 – 2360' x 30' grass

Departure notes:

- Take off North, and make sure to avoid climbing into traffic coming into/out of Portland International.

Enroute notes:

- One very obvious route is Eastbound up the Mount Hood Corridor, passing to the South of Mt. Hood.
- All the Redhawk MOAs are from 11000' to 17999', so they shouldn't be a factor.

Approach notes:

- CTAF at 122.90
- There is major terrain to the South of the field, so the base to final 31 will be tight.
- You'd think that terrain argues for landing 13, but then you'd have a downhill. Pick your poison...



Seen from the South

Leg 12 – L → M

49OR Land's Inn Ranch	132nm 053°	25U Memaloose USFS
Elevation: 3880' Rwy: 13/31 – 2360' x 30' grass		Elevation: 6708' Rwy: 17/35 – 3300' x 120' dirt

Departure notes:

- As with landing, pick your poison. Depart uphill into open terrain, or downhill into mountains.

Enroute notes:

- I warned you in Leg 2: We're now going to Hell. Just east of the big Wallowa Mountains is the Snake River that has carved out Hell's Canyon. It borders on Idaho, so be careful not to "cross over to the other side", so to speak.

Approach notes:

- The runway is pretty sizable, but it's needed due to the altitude. Remember to calculate density altitude and make corrections accordingly.
- There is a major drop-off to the South, so expect downdrafts on approach or departure.
- Runway slopes up to the South.



Name/elevation written in the hillside on approach to runway 17



Viewed from North

Leg 13 – M → N

25U Memaloose USFS	93nm 174°	97OG Bybee Field (Nyssa)
Elevation: 6708' Rwy: 17/35 – 3300' x 120' dirt		Elevation: 2150' Rwy: 17/35 – 3000' x 20' asphalt

Departure notes:

- Departing South and staying close to the runway until the terrain drops off at the end is the better and more dramatic option.

Enroute notes:

- Hell's Canyon is worth exploring. Go a few miles North and look at Big Bar and Dug Bar airports, before following Snake River all the way down to the destination.
- Beware of powerlines in the canyon!



Hell's Canyon (Cache Creek airport)

Approach notes:

- Again, a straightforward and easy airport. Just keep in mind that the runway is long and narrow – providing a visual illusion on approach.
- There is some construction going on there, so there may be a crane on the South end of the runway. Be careful.



Seen from South

Leg 14 – N → O

97OG Bybee Field (Nyssa)	91nm 329°	68D (6OR9 in X-Plane) Reds Horse Ranch (Objectionable)
Elevation: 2150' Rwy: 17/35 – 3000' x 20' asphalt		Elevation: 3613' Rwy: 14/32 – 2125' x 20' grass

Departure notes:

- Just mind the crane and you'll be fine.

Enroute notes:

- You need to see Snake River going North, so this is your chance.

Approach notes:

- This is a fun one, and for once the runway appears to be even longer than charted – probably an extra few hundred feet.
- However, the airport is listed on the VFR-chart as “Objectionable”, and there might be some problems, so make sure to overfly the runway first!
- Significant terrain around also makes for a challenge if you have high density altitude.
- A lovely approach is from the North, following the Minam River.



Seen from the South, with Minam Lodge airport in the background

Leg 15 – O → P

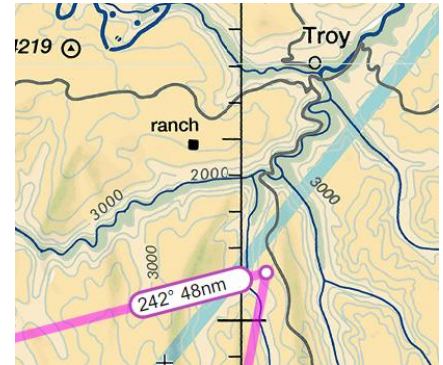
68D (6OR9 in X-Plane) Reds Horse Ranch (Objectionable)	31nm 357°	03OR Powwatka Ridge
Elevation: 3613' Rwy: 14/32 – 2125' x 20' grass		Elevation: 3340' Rwy: 07/25 – 2950' x 60' concrete

Departure notes:

- Suggest departing North, and dropping into Minam Lodge, just over the river. Beautiful little airport.

Enroute notes:

- Finding the next airport isn't difficult in itself, but it's not charted. If you pass the squiggly river leading North to Troy, you've gone too far.



Approach notes:

- This airport is gorgeous.
- This airport is dangerous.
- Behold the lovely combination of sloped and twisted runway – and a steep drop-off with downdrafts.
- The airport is connected to the town of Troy. Don't get carried away by its beauty. It's like a Trojan Horse. It will kill you...



Seen from North-East



Approach to runway 07

Leg 16 – P → Q

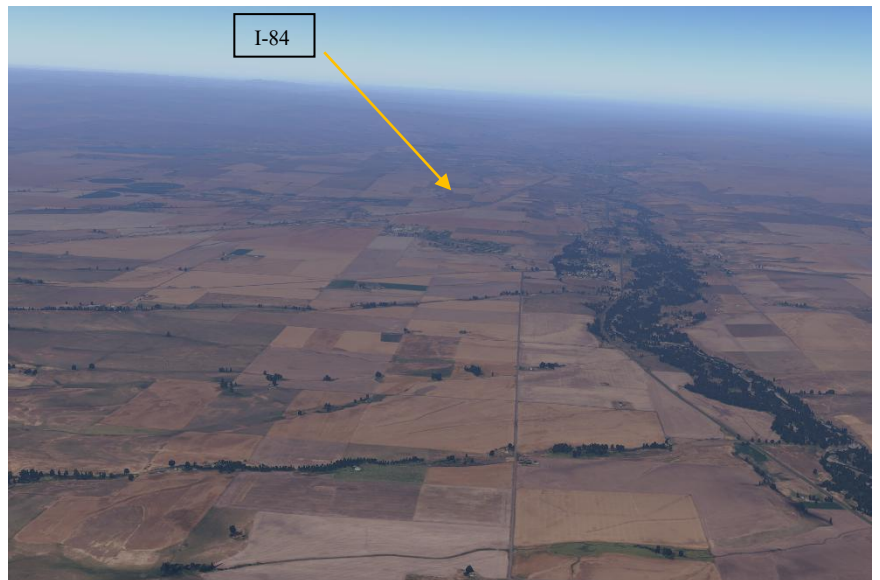
03OR Powwatka Ridge	48nm 242°	OG42 Quail Field
Elevation: 3340' Rwy: 07/25 – 2950' x 60' concrete		Elevation: 1610' Rwy: 16/34 – 1335' x 30' grass

Departure notes:

- Departing South-West is the most reasonable choice, but think twice about whether or not you're going to start your roll before or after the bend in the runway. If you can't make the turn, you'll end up in the trees.

Approach notes:

- If you go direct, at about 10nm out, you'll be above a valley coming from Gibbon, flying Westbound.
- You'll be more or less treated to this view →
- Notice the bend in I-84 outside of Pendleton.
- See if you can try to find the field.
- The field itself is a straightforward farm-strip – and not particularly exciting. There's simply not that many fields with the letter Q in it, as you can imagine.
- The field is pretty short, but it's connected to a larger set of fields, so if you are careful enough, you can likely overrun with no ill effect.



Area seen from the East



Seen from the East

Leg 17 – Q → R

OG42 Quail Field	254nm 218°	8OR3 Riverview Ranch
Elevation: 1610' Rwy: 16/34 – 1335' x 30' grass		Elevation: 840' Rwy: 09/27 – 1800' x 60' grass

Departure notes:

- Settle in, as this is the longest leg in the plan, but the enroute sights as well as the destination are worth it.

Enroute notes:

- As mentioned, the Redhawk-MOAs are from 11000' up, so don't climb too high.
- About 125nm along the route, you'll find a bonus-airport included in the scenery:

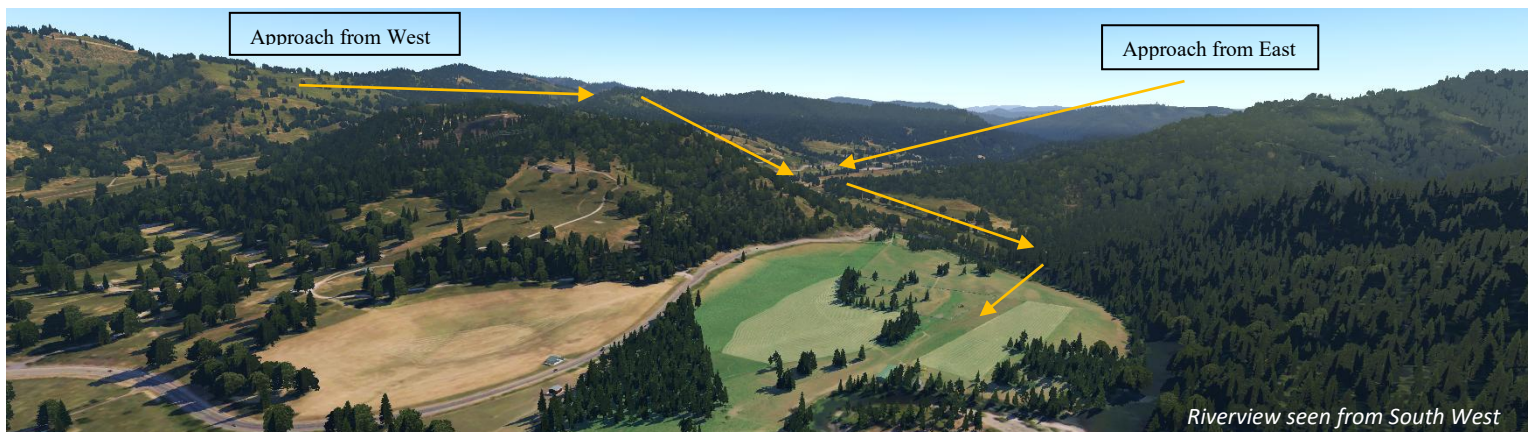
Tailwheel 6OR4

- (Elev. 3130', Rwy: 12/30 – 1700' x 100' grass)
 - Approach/departure note: Land rwy 12, takeoff 30.
- Further south you will pass over a set of lakes and buttes, and a lovely airport named Crescent Lake State 5S2.



Approach notes:

- The suggested approach is from the East, coming over the towns of Tiller and Milo, and then following the South Umpqua River to a very tight right base-to-final. Don't stall-spin into the river!
- Alternatively, from the West, fly over the hill North of the airport and dive down to the bend in the river. This requires agile flying close to terrain to make the descent. Much fun!
- Mind the cows in the enclosure on the East part of the airstrip.



Leg 18 – R → S

8OR3 Riverview Ranch	57nm 286°	KOTH Southwest Oregon Regional
Elevation: 840' Rwy: 09/27 – 1800' x 60' grass		Elevation: 17' Rwy: 05/23 – 5980' x 150' asphalt 13/31 – 4470' x 150' asphalt

Departure notes:

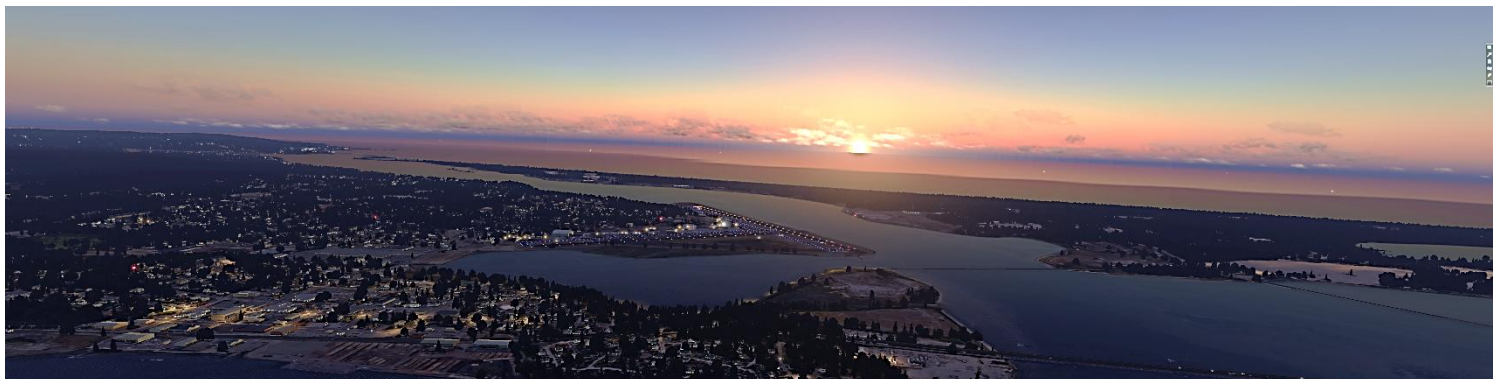
- Suggest taking off to the East, and climb in the valley to a safe altitude to turn around.
- Want a challenge? Do a reverse of the West-approach. It's doable if you've got the power...

Enroute notes:

- This is a short leg that ends in a major regional airport. Why not take a detour? Just add 20nm or so to the plan and go South-West to revisit OR73 Calvert Peak (see page 9).

Approach notes:

- This airport is obviously not a bush-plane field, but by now you must be sufficiently indoctrinated into small and bumpy fields that a large 150 feet wide runway will confuse you. This writer can attest to that paradox, with countless embarrassing ground-loops carved into many large runways around the West-coast...
- Don't forget to call tower before entering the airspace – many of the previous field don't use radio, and now you must warm up yours.
- The reason for including North Bend (as the airport is called) is not just to confuse you, but to have a beautiful airport next to the Pacific Ocean. It also sets up the next leg, which will take you up the coast.



Seen from the North-East

Leg 19 – S → T

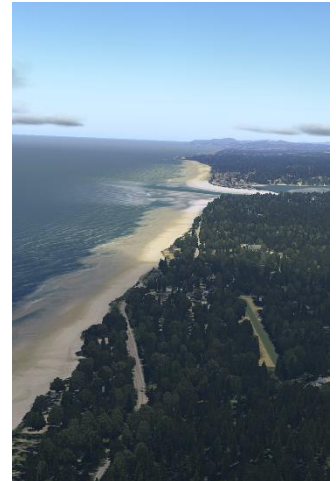
KOTH Southwest Oregon Regional	72nm 356°	5S4 Toledo State
Elevation: 17' Rwy: 05/23 – 5980' x 150' asphalt 13/31 – 4470' x 150' asphalt		Elevation: 12' Rwy: 13/31 – 1750' x 40' asphalt

Enroute notes:

- Follow the coast and make use of the lovely airports on the way.
- There are long stretches of beach too, and you may of course make use of them as landing strips.

Approach notes:

- The best and most scenic approach is to fly all the way to Newport and enter the Yaquina Bay, following it and the river inland. This will in turn (several turns) lead you Toledo.
- Official remarks regarding the airport include a request that pilots make their approach and departure over water to avoid obstructions (there is a sizable plant just North), and also likely for noise abatement.
- The airport is also situated just at the edge of the Yaquina River, and occasionally has water and driftwood on the runway.



R33 Wakonda Beach State



Inlet to Yaquina Bay at town of Newport



Toledo State seen from the South

Leg 20 – T → U

5S4 Toledo State	85nm 140°	58OR Umpqua
Elevation: 12' Rwy: 13/31 – 1750' x 40' asphalt		Elevation: 700' Rwy: 07/25 – 1900' x 100' grass

Departure notes:

- You'd do well to follow the river upstream a few miles, as it is thoroughly beautiful. However, at Elk City - a squiggle or two inland - it diverges into a couple of creeks, and it's time to move on.

Approach notes:

- This airport has been called “One of the prettiest little airports in Oregon”, and who is to argue with that?
- It's a pretty straight forward airport to land at, but just keep an eye out for the terrain. Wind is most likely to produce updrafts.
- A privately owned airpark, it is marked with this lovely little sign. ↑ But who's going to see that from the air? Don't come complaining to us, though, if one of the residents sic their Pomeranians at you...



Seen from South West

Leg 21 – U → V

58OR Umpqua	153nm 344°	0S5 Vernonia Municipal
Elevation: 700' Rwy: 07/25 – 1900' x 100' grass		Elevation: 650' Rwy: 09/27 – 2940' x 45' grass

Departure notes:

- Beware of yapping Pomeranians all over the runway.

Enroute notes:

- Enjoy the trek up the Willamette Valley, as we're not going to be back here for a good long while – we're headed back into the boonies...
- Before arriving, you may want to give 30OR Bero Field a go. It's a STOL-field listed at 1200 feet. More like a shade over 1000, methinks...



Seen from South. Bero nearest, and Vernonia in the distance.

Approach notes:

- This field is also a contender for “the most beautiful airport in Oregon”.
- It's also a non-trivial airport to land at:
 - o Hills on both sides make the long runway useful.
 - o Runway has been shortened on the West side: clearly visible.
 - o A gap in the trees on the East side makes a lower approach to 27 possible, or could be used in a pinch for go-around if you land 9.
- A lovely golf course is situated to the South. Many possible runways there if you are so inclined...



Seen from the South

Leg 22 – V → W

0S5 Vernonia Municipal	162nm 077°	OL02 West Buttercreek
Elevation: 650' Rwy: 09/27 – 2940' x 45' grass		Elevation: 917' Rwy: 01/19 – 2560' x 30' asphalt

Departure notes:

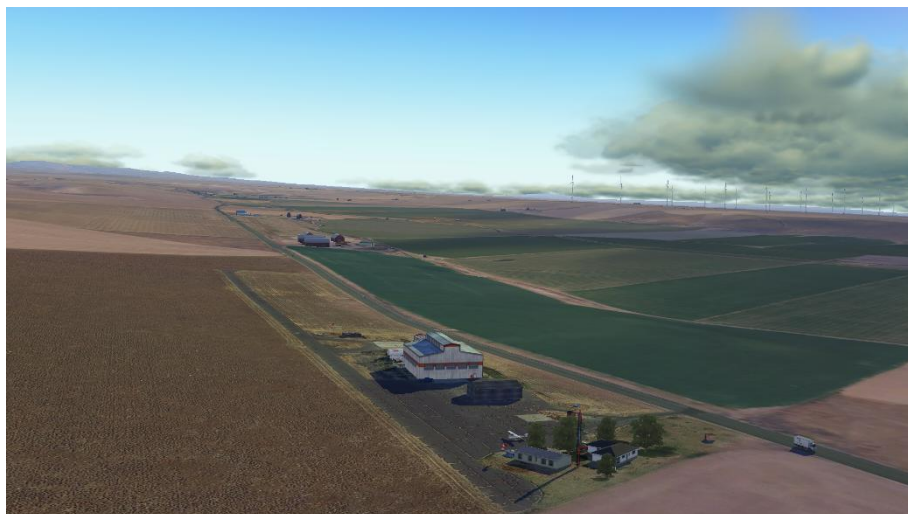
- Have a plan for where you are going, because there is the Portland Charlie to contend with.

Enroute notes:

- GPS-direct is an abomination in the first place, but especially here, where there is an obvious landmark to follow: the Columbia River.
- Follow the river, and either ask Portland approach for a transition or stay outside the airspace, but come back to the river once East of Portland.
- Along the river are a plethora of interesting airports, too numerous to mention. Just take your time and find a new favorite.
- Once past the town to The Dalles, you must pay attention to the R-5701 and R-5606 and the Boardman MOA. They have various altitude restrictions, so read the chart carefully. Go around if needed.
- Going around the R-/MOA, be cautious for a shite-load of windmills.

Approach notes:

- Once you've untangled yourself from the windmills, you can approach carefully to a field with very cracked asphalt. Should be okay...
- Uncharted radio antenna near the approach end of rwy 19.



Seen from North East

Leg 23 – W → X

OL02 West Buttercreek	114nm 095°	OR12 Oxbow
Elevation: 917' Rwy: 01/19 – 2560' x 30' asphalt		Elevation: 1806' Rwy: 17/35 – 2900' x 50' asphalt

Departure notes:

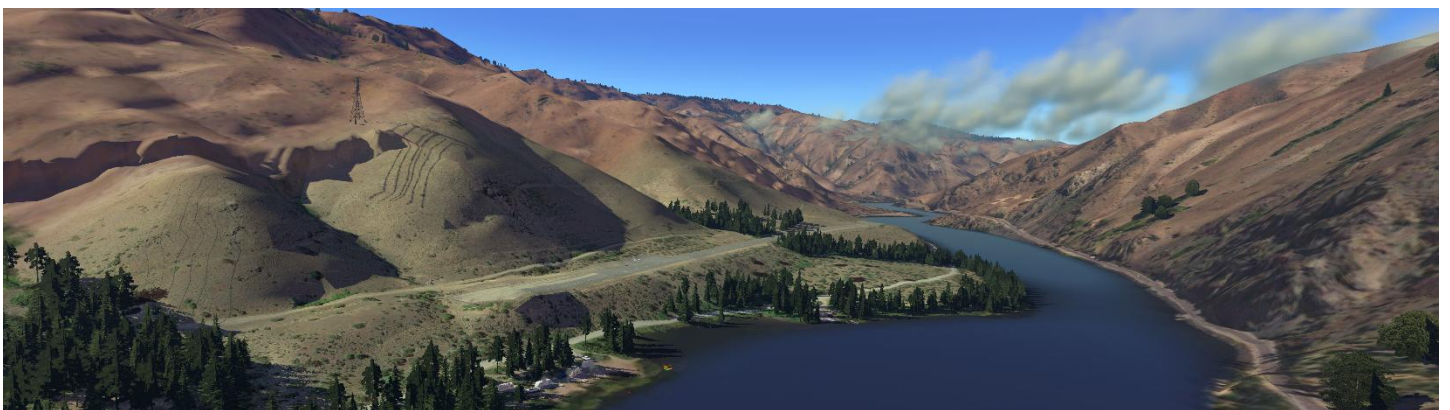
- Hold stick back to not fall into the cracks in the asphalt.
- Don't turn the wrong way and tumble into the R-/MOA.

Enroute notes:

- If you go more or less directly, you'll come over the top of the Wallowa Mountains. Why not? A fun dive down into Hell's Canyon.

Approach notes:

- You should know this canyon, having likely come through here southbound after landing at the wonder that is Memaloose.
- There is a powerline crossing from one side of the canyon to the other a mile or so South of the airport. Don't get tangled... →
- This airport should be easy enough, if the wind isn't howling too badly.
- If you are so inclined, there is a range for clay pigeon shooting at the airport.



Seen from the South.

Leg 24 – X → Y

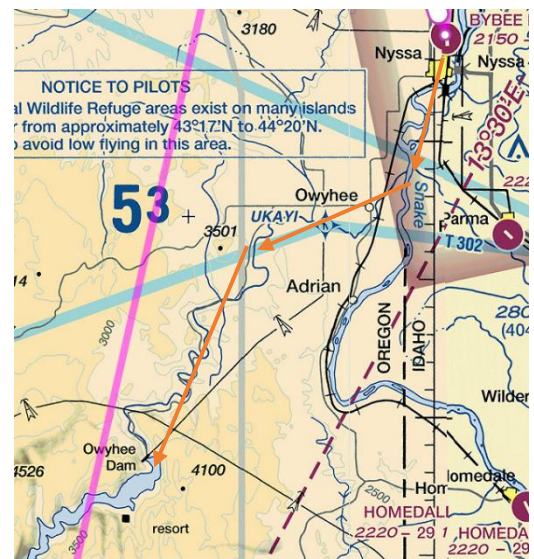
OR12 Oxbow	97nm 179°	28U Owyhee Reservoir State
Elevation: 1806' Rwy: 17/35 – 2900' x 50' asphalt		Elevation: 2680' Rwy: 13/31 – 1840' x 30' dirt

Departure notes:

- If you depart south, be sure to climb enough to not take the powerlines with you.

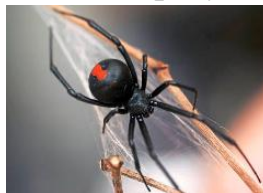
Enroute notes:

- Yet another chance to explore the lovely Snake River. It'll take you past the town of Nyssa (and Bybee-field that you visited previously).
- When you've passed Nyssa the river splits and you could follow the Owyhee river up to the Reservoir (orange arrow) →.
- Follow the Dam, and the airport will be 15 miles South.
- Saddle A MOA is from 10000' up. No factor.



Approach notes:

- This place has been described as a “camp flyers dream”.
- Another pilot comments that “The dream ends when you use the outhouse. Must have been 15 or more Black Widows in there.”



Black Widow



Snake River seen from North-East.



Seen from the North



*All kinds of wildlife:
Moose, beavers, spiders...*

Leg 25 – Y → Z

28U Owyhee Reservoir State	150nm 297°	OR89 Kinzua (Hazardous)
Elevation: 2680' Rwy: 13/31 – 1840' x 30' dirt		Elevation: 3966' Rwy: NE/SW – 3600' x 100' gravel

Departure notes:

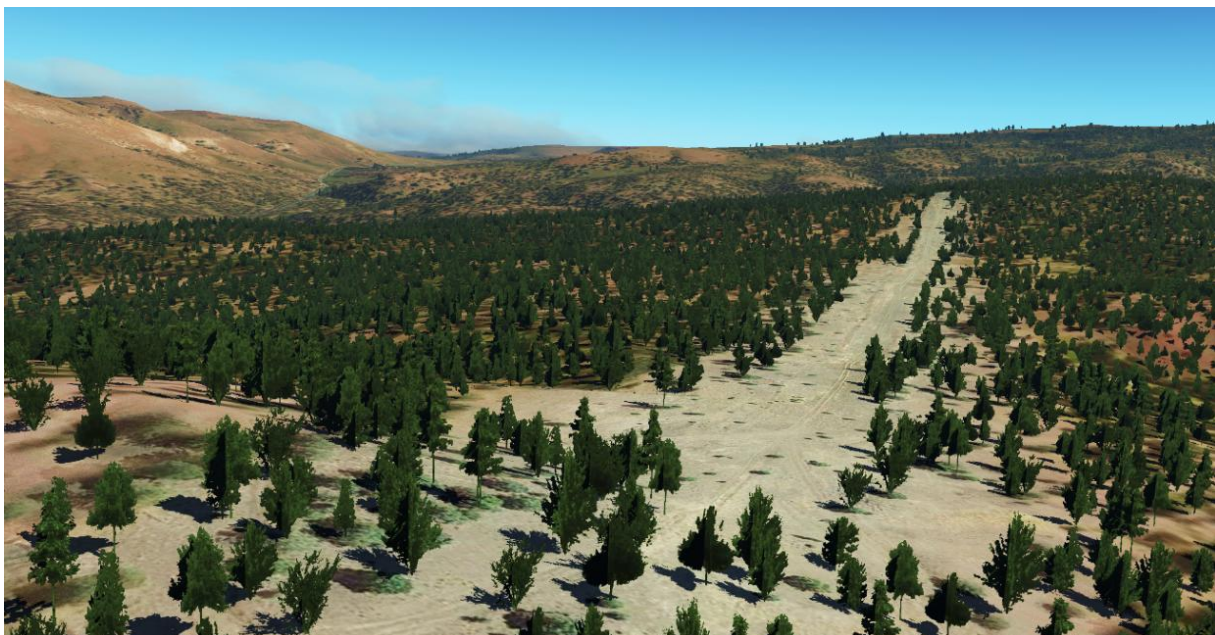
- Check the plane for spiders, moose, and other unwelcome biology. (Beavers are of course welcome!)

Enroute notes:

- While the flight plan takes you North-West, this is the one of the last chances to have a look at the far South-East corner of Oregon, as there are no destinations in that area. You won't miss much, however.
- For safe exploration it's worth knowing that Saddle A MOA is from 10000' up; Saddle B MOA 8000' up; Paradise N MOA 3000' up (AGL!).

Approach notes:

- Look for radome around 4nm South-East of the airport.
- This airport is marked as "Hazardous". Indeed it's a very old and bumpy affair.
- "All landings must be made to East, all takeoffs must be made to West."



Seen from the West. Bumpy and rough ride, indeed.

Leg 26 – Z → 0

OR89 Kinzua (Hazardous)	100nm 227°	00S Mc Kenzie Bridge State
Elevation: 3966' Rwy: NE/SW – 3600' x 100' gravel		Elevation: 1620' Rwy: 06/24 – 2600' x 90' grass

Departure notes:

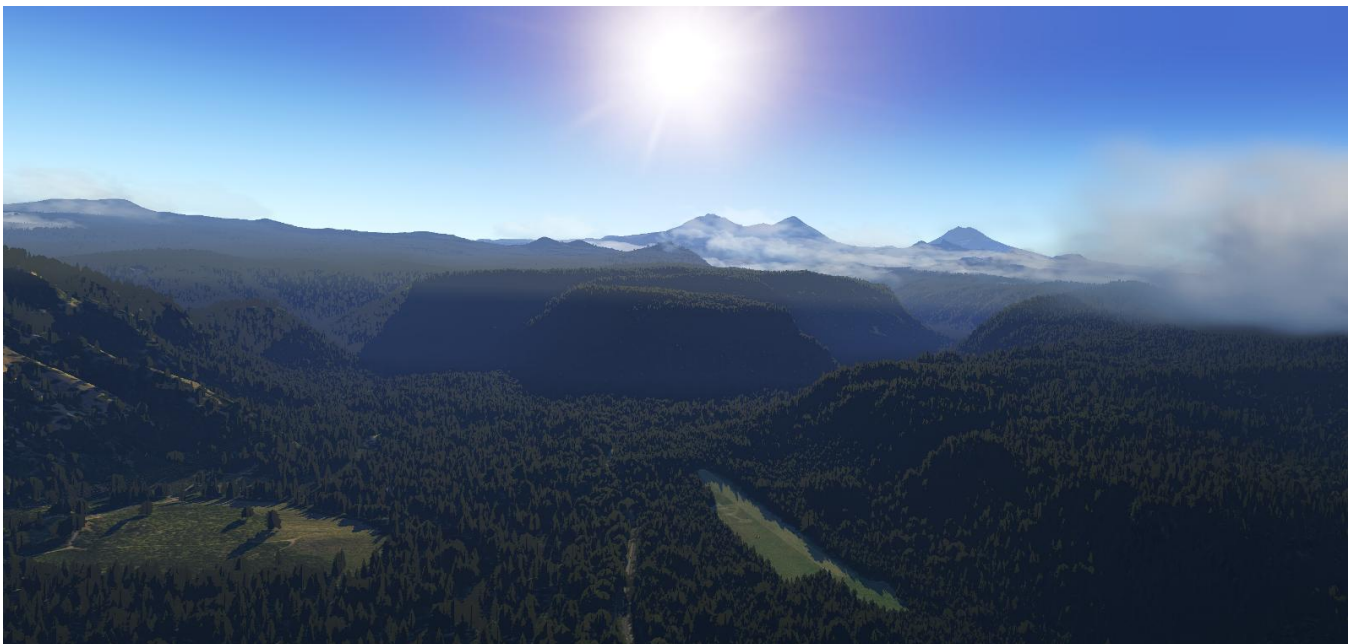
- Just remember to take off downhill towards the West, and you'll be fine.

Enroute notes:

- After about 20 miles direct course you'll be overflying 2OR1 Big Muddy, a very special and lovely airport that is worth mentioning.
- Coming over the mountains, you'll pass just North of the "Three Sisters", a lovely collection of mountains that are very prominent. (see picture)

Approach notes:

- This airport is yet another of those "one way in/one way out"-jobs. Due to sloping runway and trees (and a honking big mountain), all local backcountry pilots recommend landing East and take off West.
- "Know your planes performance", and also "be light and review available material about the strip condition – it's not for all pilot skills."
- All of which makes for a perfect airport for the challenge, in addition to the double "zeros" of course.



Seen from the West, make note of the "Three Sisters" in the far East horizon.

Leg 27 – 0 → 1

00S Mc Kenzie Bridge State	124nm 186°	OG13 Fly By Night
Elevation: 1620' Rwy: 06/24 – 2600' x 90' grass		Elevation: 1640' Rwy: 17/35 – 1600' x 60' grass

Departure notes:

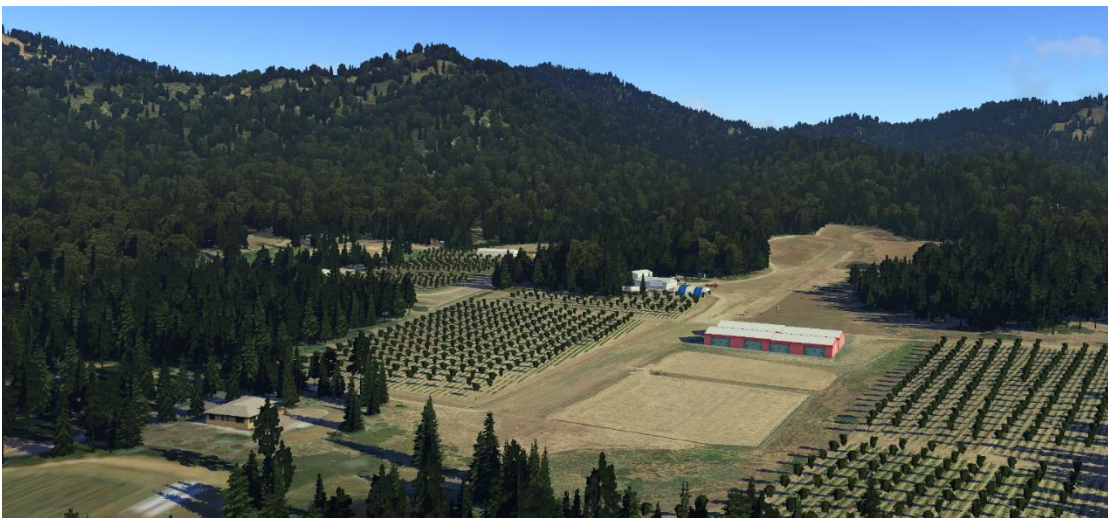
- Make your takeoff calculations and take off to the West, making use of the valley to climb to cruise altitude.

Enroute notes:

- Turning left/South over the Cougar Reservoir is unlikely to be a horrifically un-scenic choice. Just make sure you can outclimb the terrain.
- You'll be passing almost directly above the starting airport, 13OR Aubrey Mountain, and also 8OR3 Riverview. Nobody's going to blame you for visiting them again.

Approach notes:

- Depending on where you stumble out of the mountains you need to keep clear of the Medford Delta airspace.
- This airfield slopes significantly to the North, so, again, one way in, one way out. The hill to the North precludes go-around too.
- This is a vineyard, and you shall not expect to fly out of here the same day. Not even the day after...



Seen from the South-East.



Fly High Vineyard

Leg 28 – 1 → 2

OG13 Fly By Night	119nm 074°	22OG Withrotor
Elevation: 1640' Rwy: 17/35 – 1600' x 60' grass		Elevation: 4920' Rwy: 01/17 – 1300' x 30' asphalt

Departure notes:

- Have you checked the “A” in the IMSAFE check? No? Go sleep it off!
- Remember to depart south, unless you want to fertilize the vineyard.

Enroute notes:

- It's worth flying over Medford and into the valley going to the East, just south of Mount McLoughlin. A scenic route, taking you over Upper Klamath Lake, and past a parcel of private and difficult to find airstrips.
- You may have to cut through Goose N MOA – lower limit is 3000' AGL.

Approach notes:

- It should not surprise you to learn that Withrotor is a company that provides services with helicopters, ranging from firefighting; Christmas Tree harvesting (!!!); pipeline construction; mother-in-law removal; and aerial crane services in general.
- Look for their Sikorsky S-61A and Bell UH-1 Huey.
- While the approach to the short and narrow runway isn't too complicated, you might keep in mind that the airport is sitting smack in the middle of an RNAV-approach to Lake County (in fact just under the FAF).



Seen from the West

Leg 29 – 2 → 3

22OG Withrotor	147nm 359°	OG39 Longview Ranch
Elevation: 4920' Rwy: 01/17 – 1300' x 30' asphalt		Elevation: 2080' Rwy: 15/33 – 5335' x 75' asphalt 15/33 – 2400' x 125' water

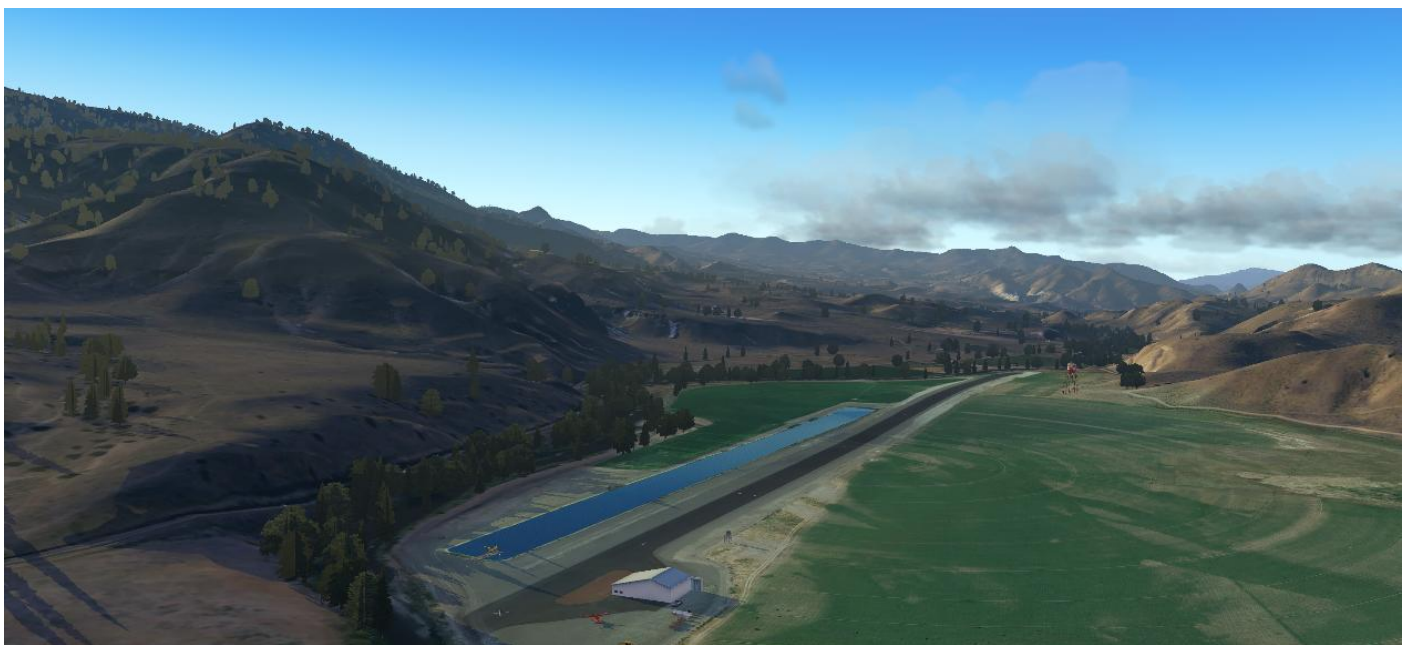
Enroute notes:

- Of the big cluster of MOAs, only the Juniper Low MOA is of importance, as it is from 500' AGL. You've got 3 choices:
 - o Flying low among the bushes.
 - o Contrive to find a route outside the MOA
 - o Call up Seattle Center 127.80.
- Well, there is a 4th choice:
 - o Become a hood ornament for the F-15s that are used by the 173rd Fighter Wing. →



Approach notes:

- It's worth taking the time to do a slow approach up the river canyon. This is really beautiful!
- The runway is big enough to allow you a safe approach. Just don't make any stupid turns at the North end – you might get wet, as there is a parallel water runway there.



Seen from the North

Leg 30 – 3 → 4

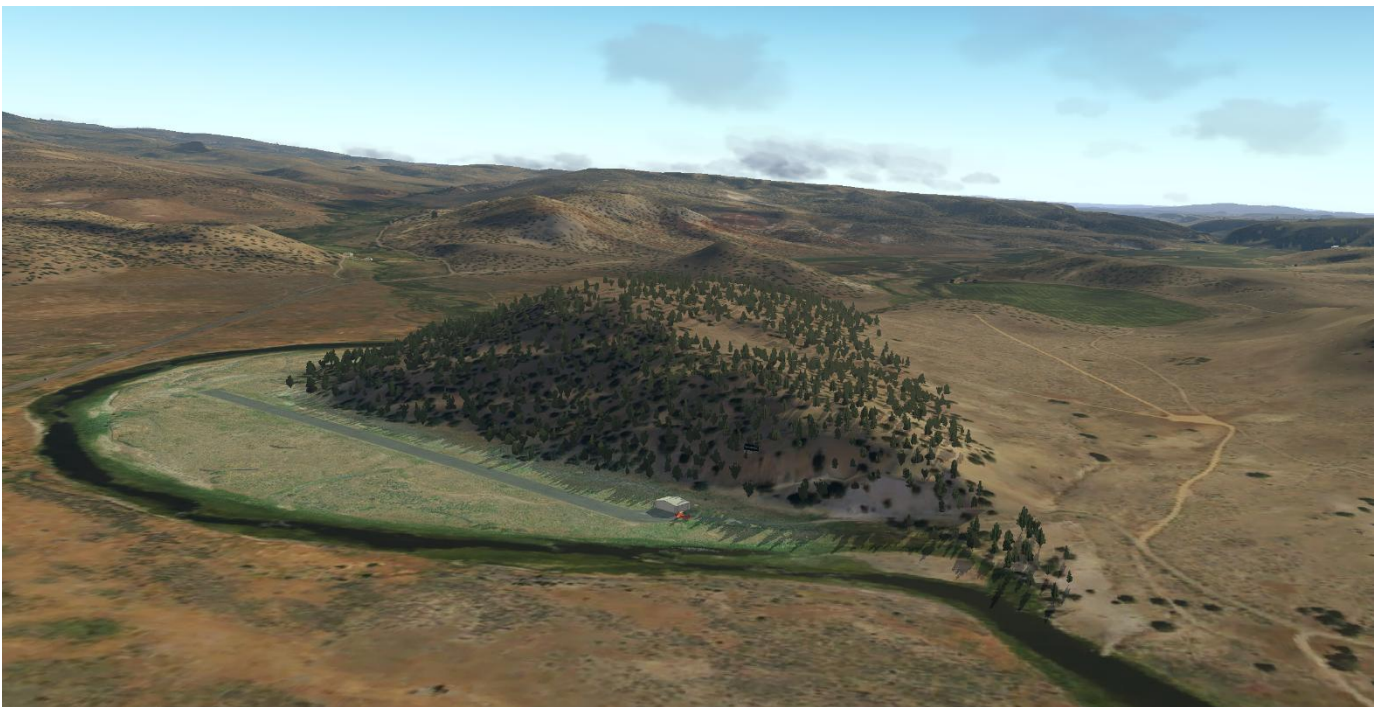
OG39 Longview Ranch	43nm 208°	42OR Shotgun Ranch Airstrip
Elevation: 2080' Rwy: 15/33 – 5335' x 75' asphalt		Elevation: 3430' Rwy: 01/17 – 1650' x 50' asphalt/concrete

Enroute notes:

- This is a pretty short trip. Try following Hwy 26 Westbound and look for 64OG Antone airport.
- Also, there is a very squiggly and great-looking little river called North Fork Crooked River. Worth following. It'll take you South to a road about 3 miles East of Shotgun Ranch Airstrip.

Approach notes:

- The hill East of the airport makes this, if not a challenge, at least an interesting airport to land at.
- The fact that there is a hill just on the other side of the river doesn't make it easier.



Seen from the West

Leg 31 – 4 → 5

42OR Shotgun Ranch Airstrip	97nm 243°	5S0 Oakridge State
Elevation: 3430' Rwy: 01/17 – 1650' x 50' asphalt/concrete		Elevation: 1393' Rwy: 09/27 – 3610' x 47' asphalt

Enroute notes:

- You'll be flying over Bend again, and if you didn't catch it the last time, make a try at 8OR5 Pilot Butte airport. It's a fantastic challenge – extremely narrow and difficult. The Butte to the North of the airport makes it quite scenic too.
- You'll be descending into the valleys around Oakridge where we first started this challenge (at 13OR Auburn Mountain), where you again need to be cautious for turbulence and lots of terrain.

Approach notes:

- If you approach from the East, around the Crescent Lake-area, you'll follow the valley that leads directly to Aubrey Mountain Airport (marked with the arrow. Just keep going, and you'll be on the approach.
- The runway slopes up towards the East, and there are hills on both approach ends. As well as mountains all around. Hills and mountains. What more could one wish for?



Seen from the West South-West

Leg 32 – 5 → 6

5S0 Oakridge State	61nm 165°	64S Prospect State
Elevation: 1393' Rwy: 09/27 – 3610' x 47' asphalt		Elevation: 2578' Rwy: 02/20 – 4000' x 50' asphalt

Departure notes:

- Runway slopes up to the East, but is plenty long if you need to take off that way.

Enroute notes:

- Halfway on this pretty short leg there is an airport called 3S6 Toketee State. It's not particularly interesting, apart from the airport having "elk, deer, *and* turkey on and in vicinity". Get your thanksgiving meal here!
- A weird thing: The forest is spotted with clearings. What are those?



Approach notes:

- This airport is stunning, and it's worth going slightly South-West to the Lost Creek Lake, and following the river up, past the power plant, up to the airport.
- There is an up-slope at the first third of runway 2. Not too bad, but it's useful to endeavor to land either well before or after it.
- Like some of the previous asphalt runways, this one has seen better days, and is very cracked.



Seen from South-West

Leg 33 – 6 → 7

64S Prospect State	172nm 043°	71OR Cerny
Elevation: 2578' Rwy: 02/20 – 4000' x 50' asphalt		Elevation: 4765' Rwy: 11/29 – 1500' x 25' grass

Departure notes:

- This is a bit of a lengthy flight again, but there is one immensely beautiful thing to see at the start of the flight. Just gain some altitude and fly North-East at around 9500 feet.

Enroute notes:

- Within about 20 miles of Prospect airport, you will find the wonder that is Crater Lake. No words are necessary. Just go look! Well, one word: **blue**.
- Enroute you'll be clipping through the Juniper Low MOA. See leg 29 for more info about altitudes. TL;DR: Go around it.



Crater Lake

Approach notes:

- Cerny can be a bit of a challenge to find, and in particular the runway. It's marked with faded "X's", and you can see a couple of trees that guide your way.



Seen from the West

Leg 34 – 7 → 8

71OR Cerny	122nm 262°	8S3 Santiam Junction State
Elevation: 4765' Rwy: 11/29 – 1500' x 25' grass		Elevation: 3780' Rwy: 06/24 – 2800' x 150' gravel

Departure notes:

- Try to find the road leading North-West on departure...

Enroute notes:

- ... as it will lead you to a Ranger Station, as seen on the sectional chart.
- This is the “Murderer’s Creek Guard Station”, named in the 1860s after a party of eight prospectors exploring the riverbank were murdered.
- Passing on the North side of Bend, you will be treated presented with a gaggle of ranch strips to buzz, explore, or otherwise molest.
- One obvious enroute destination is Tailwheel 6OR4. Remember this bonus field from leg 17? Btw, from NOTAM: “Watch for deer, elk, cattle, and irrigation pipe on runway”. Irrigation pipe? New animal species?

Approach notes:

- Having passed the Black Butte, follow Highway 20 into the mountains. You’ll pass a number of lovely lakes, and a prominent ski area.
- In turn this will take you to the junction, where the Highway splits West and North, and in that junction you’ll find the airport.
- What is more, you’ll find “Little Nash Crater”, which will make for a challenging approach. For noise abatement, it’s requested that you land East, take off West.



Seen from South-West

Leg 35 – 8 → 9

8S3 Santiam Junction State	86nm 204°	98TE Hilltop
Elevation: 3780' Rwy: 06/24 – 2800' x 150' gravel		Elevation: 1320' Rwy: 12/30 – 1040' x 50' grass

Departure notes:

- Take off West for noise abatement. Mind the “Little Nash Crater”!

Enroute notes:

- For this final leg of the Challenge, you’ll do good to follow the Highway 126 Southbound 2-3 miles West of Santiam. This lovely valley will pop you right out at Mc Kenzie Bridge, where you can revisit this gem of an airport. Continuing you’ll pass two additional gems in Oakridge.

Approach notes:

- For the “coup de grâce”, we’ve saved the hairiest, most challenging, least forgiving airport - Hilltop is the Courchevel of Oregon!
- Land 30 and takeoff 12. This is probably obvious, due to the sloping runway, but, hey! Go ahead - try it the other way! You will increase the likelihood of becoming another air crash investigation/analysis on the Blancolirio YouTube-channel – you’ll be famous!
- The runway is listed as being a shade over 1000 feet. In practice it’s a bit less – you won’t be able to use all of it due to trees and the larger hill to the North West. The up-slope is the only thing that will save you.



Seen from the North-West

Afterword

The upslope on the last airport may have saved you, but you might also have been saved by the experience you've gained by flying this challenge. We hope you've enjoyed this trip around the state of Oregon, and that you've grown to love it like we did.

Equally as much we hope you've learned (or have had reinforced) the instinct to explore, to slow down, and to stop and smell the roses (or pet the spiders - or better yet - the horses).

As alluded to in the opening – the journey is the destination.

Thanks for flying with us, and hope to see you in another state, another time!

@G

@Medtner

