

THE HFC NOTAMS
A Quarterly Newsletter of the Hillsboro Flying Club
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The Hillsboro Flying Club NOTAMS is a quarterly newsletter to keep you informed on issues, plus offering articles that are of general interest. You are encouraged to submit articles.



EVENTS

- The HFC has a monthly meeting on the **second Tuesday of the month**. The Board meets at 1800 hours and the general meeting starts at 1930. HFC is working on important issues that will affect the club's future fleet and membership. Please attend to provide your input.
- Astoria "Crab, Seafood, and Wind Festival" is scheduled for April 23-25. Since many of our club members like to fly to Astoria this might be a great day trip.
- "Wings over Baker" that includes a steak feed on Friday July 23 and an air show on Saturday/Sunday July 24 & 25. Sounds like a fun event with local color.
- The Oshkosh Fly-in is set for July 26-August 1, 2010. Check out information at: <http://www.airventure.org/>
- The Hillsboro Air Show is scheduled for August 20-21, 2010. The 2010 Air Show is proud to announce the return of America's ONLY civilian jet team - the U.S. Patriots as well as the Marine Corp AV-8B Harrier II Demonstration Team. Check out information at: <http://www.oregonairshow.com/>
- HFC Annual Club Dinner: A Saturday night in January 2011

DUTY ROSTER

This issue we are featuring **John Halbert**. John has been a club member for several years and is currently on the HFC Board of Directors. John always had an interest in aviation and actually started by fling model aircraft in Jr HS. He took an introductory flight at Eagle Aviation, located at Long Beach Airport (LGB), and became hooked. He started his training in 1968 while in high school. In fact, he held down two jobs to afford to take lessons. But it paid off as he soloed when he was 16 years old and received his PSEL license when he as 17. One of his favorite flying activities was to take girl friends to Catalina Island on a date. In fact his wife was one of those dates, so flying has paid off in several ways. Catalina Island is 27 miles across the ocean from LGB and serves great buffalo burgers. College, professional career and family got in the way of flying until late 2006 when John joined HFC to pick up flying where he left off.



John has over 220 hours and is currently working on his Instrument Rating. He spends time at B&E Aviation using their advanced simulator and flies with our Don Brown to get in air-time. In the HFC he prefers to fly the C-182, especially on long XC flights.



When asked about memorable flying events he quickly recalled two. The first was doing a solo XC from KLGB to the high desert in Southern California in a C-152. His flight path took him through the Cajon Pass in a Santa Ana wind condition. The turbulence was terrible and his flight clip board flew up and hit him in the face!!
(Note: Santa Ana winds near Cajon Pass are legendary. It's the only place that I heard a British

Airways 747 report severe turbulence...editor]. His second memorable event was he was landing at KLGB in a C-152 with an instructor. He leaned on the door, which popped open, and then got a bit excited. The instructor had a good laugh.

If cost was not an issue, John would like to log some retractable time and fly a Cessna 350. One of his favorite fly-in restaurants is located at Tacoma Narrows Airport (KTIW) and according to John (and others) they serve an excellent dinner. When John is not flying he is enjoying other hobbies which include ham radio operations, and is an avid skier - he is a member of the Mt Hood Ski Patrol.

FLYING CONTESTS TO CONTINUE

The "flying contests" that were started in 2009 will again be offered in 2010. The categories are listed below. Check them out and enjoy the fun. If you have questions about the contest, contact Greg Zeuthen, who is the contest leader. Awards will be given for the following categories for flights after Mar 1, 2010:

1. The most hours flown in the Club's aircraft
2. The most hours flown in:
 - a. C-172, C-182, Debonair
3. The greatest number of airports visited in Oregon, Washington and Idaho.
4. The farthest distance in nautical miles flown from KHIO in a Club aircraft.
5. The longest trip in nautical miles taken in a single trip from base.

In the event of ties:

- a. In the event of a tie for prize 3, the winner will be the pilot who flew the farthest from KHIO in 2010.
- b. In the event of a tie for prize 4, the winner will be the total numbers flown in 2010.

- c. In the event of a tie for prize 5, the winner will be the total numbers flown in 2010. If the “winner” of this category is also the winner of #4, then the award will go to the pilot who also took the longest trip from base.

The winners of prize categories 4 and 5 could be one or more pilots who travel together on a single trip and share flying responsibilities and expenses. In that case, the winner will be the pilot who accumulated the most number of hours in Club aircraft in 2010.

NOTE: The difference is subtle between #4 and #5 is subtle. In #4 it's the airport that is the greatest distance from KHIO. In #5 is the longest trip from base, even if you don't go the farthest from KHIO. For example, if you fly to Oshkosh, it's 1462 miles, or 2924 round trip. You could win #4. If, on the other hand, I fly from KHIO to Burley, Ogden, Centennial (Colorado), Farmington, Sedona, St. George, Corona, Bishop, Sunriver, Pullman, Boeing Field and KHIO, I've flown 2984. I win #5.

FLY-IN-DESTINATIONS WITH COURTESY CARS

All of us look for an airport that we can fly to for breakfast, lunch or dinner and in some cases having access to a “loaner” car is a real bonus. Some FBO's call the cars “crew cars” but if there are no commercial crews they will often give you the car. Remember a few of the “loaners” are not much to look at but they can get you into town for shopping, a meal, or some sightseeing. A few airports that offer a courtesy car are listed below, but be sure to call to make sure that it is available.

Burns (KBNO)	Newport (KONP)
Grant County (KGCD)	North Bend (KOTH)
Lebanon State (S30)	Prineville (S39)
Medford (KMFR)	Redmond (KRDM)
Sunriver (S21)	

The other option of course is a rental car. Most of us have had very good experience with Enterprise. On a 2009 trip to Grants Pass airport, the FBO had an Enterprise car on the field and it was only \$25/day with unlimited mileage. Just make sure that you always check ahead of time and don't assume that a car would be available.

Sharing a Ride with Fellow HFC Flyers

All of us go through periods of flying inactivity. Sometimes the reason for the inactivity is a lack of funds, sometime it's a lack of time, sometimes it is an illness or temporary loss of medical, but many times it is simply being in a rut. It can start by sitting out many weeks of our famous Pacific Northwest bad weather. Then we don't feel as comfortable as we should, so we postpone flying to some future date that often doesn't materialize for months. Then we are either actually out of currency or, more seriously, no longer proficient. Should I go? There are several ways around this dilemma, 1) ask one of our instructors for a currency ride, or 2) fly with a HFC friend.

All HFC instructors and most instructors in general know what you're going through, and they are there to help you. Instructors are there to make us feel comfortable, not to brow-beat you or to ridicule you. If you're rusty they understand and they'll get you over the hump without humiliation, so don't hesitate to ask one for a currency check ride.

Second, your HFC club members are probably looking for someone to fly with and that person can be you. If you have time to fly check out Schedule Master and see who is flying, then give them a call. Ask if they want company during their allotted time slot. Every member's telephone number is listed through Scheduler under the "user" section. If he or she has room to take you up you'll profit from the experience of just being in the air, listening to and looking for traffic, locking on to and identifying a VOR, recalling those frequencies that you might have forgotten, etc. So if you just want to get into the air but you're not current, fly with a Hillsboro Flying Club friend and you might be inspired to get back into the left seat.

Sharing Time and Costs with Fellow HFC Flyers

Another option to get in some longer flights is to share flight times and associated costs. For example, an HFC pilot decides to fly to Medford but calculates that his flying time will be a round trip total of 4 hours and he can't afford the total cost at that particular time. So he asks around and finds another pilot who would like half of the flight time. Thus pilot A can fly from KHIO to KMFR and pilot B can fly the return trip to KHIO. There are two ways to record this in the billing log and the Treasurer can accommodate either.

- 1) Pilot A signs off in the plane's log and then signs out when at KMFR. Pilot B signs in the log for the trip back to KHIO as a new entry in the plane's log book.
- 2) Pilot A signs out for the aircraft and logs in time *for the whole trip*. Later the pilots decide how to split the time and enter that into the "Comments" section of the log. At the end of the month the Treasurer will assign those percentages to each pilot's invoice. This method is particularly handy if, say, three members are flying and decide to split the flight 3 ways evenly no matter how much each member actually manipulates the controls.

Don't hesitate to take on a longer trip if you're cash shy. Instead call around and ask if another HFC pilot(s) wants to share tach time/costs!!!

Linking Other Interests with Flying

There are many of us that share common interests besides flying. Some of us have, or still are, enjoying the sport of soaring. Some enjoy amateur radio interests, while others enjoy astronomy, camping, or fishing, or hunting. And then there are some of us that enjoy off of the above! Let's all think about ways to combine our mutual interests with flying. Maybe it's a weekend camping trip, or a group of us fly to a ham swap meet. As I get to know each of you a bit more, and/or as I write the NOTAMS Newsletter I'm discovering that we all share common interests besides flying. If any of you come up with a clever idea of how to explore these interests in combination with flying let me know and we'll see if we can put something together.....Joe Kelly