

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.
- "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

HFC Members fly a B-17!!

On the weekend of May 21-23, the Experimental Aircraft Association's (EAA) "Aluminum Overcast" B-17 Flying Fortress (<http://www.b17.org/>) was at the Hillsboro airport for ground tours and rides for the general public. Each year, the local EAA chapter hosts the B-17's visit, and local EAA members volunteer by working the registration and souvenir booths, watching the aircraft at the entrance/exit and inside, and giving free Young Eagle airplane rides to kids (in member-provided aircraft). After the event, several names are drawn from the total number of volunteers for a free ride in the B-17 during its repositioning flight to Boeing Field/Seattle. Considering that the general public must pay \$425 for 20- to 22-minutes in the air in the B-17, this is quite a deal! The only catch, of course is that the winners must find their own way back home.

This year, HFC's C-182 Plane Captain Steve Payne won a flight for giving the most Young



Eagle rides in his RV-8 (tying with former HFC member James Jula -- they drew straws to decide who would fly in the B-17). HFC Treasurer Shannon Miller's name was drawn from the list of B-17 ground volunteers. So on the morning of May 24th, Steve and Shannon and a half-dozen other volunteers met at the Hillsboro Airport to fly in the B-17 from KHIO to KBF1. Once airborne, passengers are free to move about the aircraft and explore, even crawling down below the cockpit and into the nose gun turret. They may also stand behind the pilots and watch them fly. Normally, passengers may not actually



take the controls, but there is an exception: if one of the B-17 pilots is a CFI, then passengers who are pilots may actually take the controls of the B-17 and fly it! Both Steve and Shannon got this opportunity to take the left seat and fly the aircraft!!

Although each

had only a few minutes actually flying the aircraft (gentle turns were allowed), both can now say they've logged dual multi-engine flight instruction in a 1945 B-17G!

How'd they get back home? It turned out to be very easy! The B-17 parked at the Museum of Flight at KBF1, which is also a public bus stop. A 23-minute bus ride got them to the train station in Seattle, Amtrak brought them to Union Station at Portland, and from there MAX provides service to KHIO (fairgrounds stop).

Yes, Runway Numbers Do Change (But thankfully not often)

During the past month, club member Joe Kelly flew 28M to the non-towered airport at Toledo, Washington (KTDO). Both the Jepp-plate and the Air Nav page stated that the runways were 5 and 23. Upon arrival he discovered that they were numbered 6 and 24. Then the question was how do you report your position? Do you position report relative to the published information or to what you observed on the field? (He still doesn't know. Do you?) He posted an e-mail to HFC members about the discrepancy and called Jeppesen with the information (They were pleased to receive it.) Club member Shannon Miller reported back that he had a similar situation with an Idaho airport. So why would an airport change runway headings? The Earth's North Magnetic Pole is the point on the Earth's surface at which the Earth's magnetic field points vertically downwards (i.e., the "dip" is 90°). This point moves gradually over time. In 2001, the North Magnetic Pole was determined by the Geological Survey of Canada to lie near Ellesmere Island in northern Canada at [81°18' N 110°48' W](#) [81.3°N 110.8°W](#). It was estimated to be at [82°42' N](#)

[114°24' W82.7°N 114.4°W](#) in 2005. In 2009, it was moving toward Russia at almost 40 miles (64 km) per year due to magnetic changes in the Earth's core. So the bottom-line is that since runway numbers are magnetic references they must be changed when the magnetic pole moves enough to warrant the change.

Bye, Bye LORAN

The Department of Homeland Security is dismantling the 24-station Long Range Aids to Navigation (LORAN) system, including sites in Alaska, Washington, and California. A move expected to save \$37 million in 2010.

LORAN is a land-based navigation system that was developed during World War II for military ships and aircraft. The system put out radio signals that could be used to triangulate a position. LORAN-C was developed for civilian use in 1957 and used signals from 24 land-based towers. Today, with most operators using GPS, and the government determination that LORAN was no longer needed, thus President Obama ordered stations shut down to save money.

The Coast Guard has maintained the LORAN system for more than 52 years. The Coast Guard demolished Alaska's tallest structure, a 1,350-foot tower on the Seward Peninsula in April. The tower at Port Clarence was deteriorating and at risk of collapse. A tower site with a 626 foot tower in Middleton, California should be taken down by the time you read this issue of NOTAMS. As the towers are removed a part of maritime and flight history is going as well. The Coast Guard's civil engineering unit from Juneau and a private company used explosives to take the Alaska tower down and the scrap metal is being sold. The tower was located at Port Clarence, about 70 miles northwest of Nome. It was completed in 1961 and was the tallest tower of its kind in the USA.

The HFC Adds a Second Hangar

Based on a vote by the Board of Directors the club has rented a second hangar, D-14. Thus it is in the same row as our initial hangar. D-14 is an "end" hangar thus it's a bit larger as one side of the "T" is useful inside floor space. The new hangar has an office with a window. This will provide a place to do flight plans, meet prospective members, or provide a place for a significant other to sit and relax while you're doing a thorough pre-flight inspection. The initial plans are to place the C-172 in the hangar. One caution!!! On an end-hangar both doors slide towards the neighboring hangar. Before sliding the doors **YOU MUST CHAIN THEM TOGETHER** with a simple hook-chain that is provided. If you don't the inner most door will remain in the neighbor's hangar and you'll be unable to retrieve it without the neighbor's assistance. See Don Brown for combination lock code. If you want to donate furnishings or other items, please coordinate with Don as well. Note: When coming out of the office in D14 the C-172 wing is just about forehead high, so be sure to duck. Don has placed a piece of foam plastic on the trailing edge to help those that forget to duck!!

Flying in other States or Countries

In a previous NOTAMS issue there was an article on "taking your log book with you when you travel". Since that article several club members have reported that they have logged time in various States and Countries. For example, Ron Ems flew in Italy, Greg

Zeuthen flew in New Zealand and Utah, Joe Kelly has flown in Zimbabwe, Hawaii and Colorado. These types of flights add fun and adventure to your flying, while placing wonderful memories in your log book. Several club members have asked how one goes about doing this. So here goes a brief discussion.

First, look up airports where you intend to travel to. Good references for flying in other States are the AOPA "Airport Directory", Air-Nav website, and Jepp Guides. Look up convenient airports and checkout the FBOs located on the field and then give one or more a call. When talking with them ask about plane availability when you'll be there and the associated cost (include an instructor's fees). This might be a good time to try an aircraft that is different from what you're used to flying. If your travel takes you to another country give the AOPA a call and ask for assistance, as they have an international group. Then try to e-mail the overseas airport unless your phone plan offers inexpensive international calls.

The issue of using a safety pilot seems to inhibit some pilots. If you have logged a lot of hours in a C-182 and intend to rent a C-182 at another airport, why do you need a safety pilot or instructor? Because the FBO renting the aircraft will require it for their insurance. But there's a real benefit for you in using a safety pilot; and that is their experience in that specific geographic area. They can point out landmarks, interesting geographic features, special reporting points, and hazardous areas. Did you know for example that the big island in Hawaii has multiple required reporting points as you fly around the island, or that fumes from a volcano can physically disable you? Besides that, I'll bet that you'll learn something new from the safety pilot. Remember this is not an FAA check-ride, it is supposed to be a fun flight and the CFI with you wants to have fun too. Give him/her a chance to do so. So give it a try! Fill up your log book with a lifetime of memories.