

THE HFC NOTAMS
A Quarterly Newsletter of the Hillsboro Flying Club
(Issue 10, September 2010)
Editor: Joe Kelly



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.
- HFC Annual Club Dinner: A Saturday night in January 2011

AVIATION TRIVIA
(Answers on last page)

Question #1. What special piece of equipment did Wilbur Wright carry aboard his aircraft when he flew over New York Harbor in October, 1909.

A. A 22 caliber handgun. **B.** A silver shamrock for good luck. **C.** A red canoe.

Question #2. True/False: The origin of "logbook" and "logging time" has to do with wood logs.

Question #3. Today the event in Oshkosh is called EAA AirVenture Oshkosh. It has been in existence, though not by that name, since 1953. What cities have hosted this event?

- A.** Oshkosh and Green Bay
B. Oshkosh, Milwaukee and Beloit
C. Oshkosh, Milwaukee and Rockford, Illinois

Question #4. According to FAA regs what color should an airport windsock be?

A. Only orange **B.** Orange or orange and white stripe **C.** Orange, white or yellow

OSHKOSH TRIP REPORTS

STEVE PAYNE'S TRIP TO OSHKOSH
(Submitted by Steve Payne)

This was my 3rd consecutive year flying my RV to Oshkosh, and my 24th visit to the convention. My trip out with my new Mountain High Oxygen system was uneventful, but once again no tailwinds on the eastbound trip, even at 13,500. The weather



enroute was fine, as I was bound for Dayton, OH for a couple of days prior to heading up to Oshkosh. This allowed me to avoid the convective activity that closed in on Montana and the upper Midwest in the days leading up to Oshkosh (of course this was all blind luck rather than design). I managed to stay VFR on top the entire way and used the XM weather feed to plan a route around any active cells in the Midwest with the help of my trusty other half and navigator Kitty, who was in the back seat.

I was getting reports from my brother, who was part of the convention set-up crew, that as of the Friday before the convention, they were not allowing even the scooters on the grass not to mention aircraft, so parking would be a serious issue. As of noon on Saturday when I departed Dayton for Oshkosh, the field was still closed. I had reserved a hotel room in Appleton and was fully prepared to head there instead of Oshkosh. When nearing Oshkosh, I tuned in the ATIS to find out that they were allowing show planes only into the field (homebuilts, classics, and warbirds). Both the Deb and my RV count as show planes. I decided to go ahead and land and was given a place to tie down right off of the main elevated north/south taxiway that is in front of the show line. It turns out that they would open the field long enough to fill the taxiway, then close it again until those planes could be moved to permanent parking. They would then open it again until the dry parking and the taxiway was again full, and then close it. Whether you got in really came down to blind luck. If you were in the area when it opened, you were in; if not, you went to Appleton or Fon-du-Lac.

We moved to the homebuilt parking area early on Sunday. As of Saturday, it didn't look like there was going to be a convention. There were no planes, few people, and a lot of puddles and mud. By Sunday things looked a little better. More planes flew in and the grounds looked like they might actually come together. By Monday, you really couldn't tell there was ever a problem in the main convention area. The space between the theater in the woods and the warbird parking which is the main convention grounds, looked just like it always did. If you were to fly over the grounds (which I did Tuesday when I flew out for breakfast), you would see that the entire GA parking area was empty, as was the show planes parking area that extends a full mile to the south of the main area due as the ground would not support aircraft. All of those planes had been diverted elsewhere.



The show proceeded and the crowds were in good spirits, the air shows were great, and the displays and forums interesting. I didn't encounter the usual array of really interesting aircraft that I have seen in other years, but it was a sunny, dry, and pleasant convention until I left on Wednesday afternoon. Despite the crowds, we managed to bump into the HFC contingent on the grounds on several occasions and swapped some stories of our adventures thus far.

We had an uneventful ride home, with a very pleasant stop in Glacier National Park for a couple of days. The only IFR I flew the whole time was the last leg home, although it could have been done VFR as was evidenced by the fact that two other local RVs returned from an overnight in Billings on their way home from Oshkosh and arrived at Hillsboro within five minutes of us, and neither was IFR.

Overall a great trip, the only dissatisfying part was not being able to watch the usual volume of arriving traffic which for me is a highlight of the convention. I do hope to get back next year, as there are rumblings of setting a new mass formation record of 40 aircraft that I hope to be a part of (fingers crossed).

The DEB'S TRIP TO OSHKOSH (Submitted by Shannon Miller)

Last November HFC members Ron Ems, David Halmos, and I were eating breakfast at the monthly Twin Oaks pancake breakfast. The topic of Oshkosh Air-Venture came up, and I said, "We should fly there next year!" Without any hesitation, both Ron and David agreed it would fun, and later that day both N1310A and N1228M were reserved for a week in late July, 2010. Member Adam Stites later agreed to fly with David in N1228M, and Ron and myself would fly in N1310A. Not long after that, Joe Kelly reserved N7499C and we were planning a three-plane group flight from Hillsboro to Oshkosh.

For various reasons, Joe had to cancel, and N1228M was down for maintenance during Air-Venture. There was no room for four people plus camping gear in the Debonair, so in the end, only Ron, David, and myself flew together in the Deb. We packed as lightly as we could, and even removed one seat in the Debonair, but because of weight we still could not fly with full fuel, and this limited the leg lengths for our trip. Despite the fairly drastic change in plans, it was a great trip, and we had a lot of fun. Adam loaned us his Garmin 496 handheld GPS with XM/WX weather, and once you have that, you feel naked flying without it.



We departed KHIO early Thursday morning in mid-July. The weather was nice except for a low and relatively thin overcast over the Hillsboro area, so we flew our first leg IFR. We fueled up in Lewiston, Idaho, then flew on to Laurel, Montana where we spent the night. Friday's flying included a fly-by of Mount Rushmore, fuel in Rapid City, South Dakota, more fuel in Philip, SD, and by then we were finding it increasingly challenging to avoid weather which was building up along our route. We continued on to Mitchell, SD for the night, and after we got the airplane tied-down, got a ride into town, checked into our hotel, and had dinner, a tornado touched down just a few miles away! We called the airport after the storm had passed, and they reported that the winds there never exceeded 40 knots or so, and that they did not see any aircraft damage (they'd moved many into hangars but because of an event they had to leave some planes, including ours, tied-down outside). We did a very careful preflight inspection the following morning. Whew! All was well. So we continued flying east – stopping in Caledonia, Minnesota, and Portage, Wisconsin for more fuel, food, and weather updates. By this time we got word that Oshkosh was still closed to nearly all

arrivals due to recent heavy rains – nearly all of the grassy parking areas were muddy and soggy. Even before leaving Hillsboro, we had planned Fond Du Lac as our alternate camping spot for the week, but it had soft ground as well. However, they were open for arrivals so we flew the Fond Du Lac airport and made it our home for the week. We lucked out and got to park the Debonair on hard surface for the entire week.



Air-Venture itself was a lot of fun. We took a shuttle bus each day between Fond Du Lac and Oshkosh (about a 20-minute ride). If you've never been to Air-Venture, you owe it to yourself to make a pilgrimage there someday. It's huge, and it's impossible to experience it all in a week. There's a big air show every afternoon, lots of workshops and forums (many parallel tracks), just about every aviation-related vendor you can think of, and of course many aircraft of all types and sizes. This was my third time at Air-Venture and I'll probably keep going every year.

But flying a plane to and from Oshkosh is at least as much fun as Oshkosh itself, if not more so! After spending our last day at Oshkosh (Wednesday), we departed in the afternoon in order to get out of the congested airspace during a relatively quiet time ("everyone" else leaves in the morning and it's very busy!). We spent the night in Austin, Minnesota. The following day we flew back to Laurel, Montana with stops in Orange City, Iowa and Rapid City, SD. We had lunch in Rapid City as a thunderstorm rolled through, and then took a nap to wait for the weather to improve. It did, and it was smooth sailing all the way back home. From Laurel we flew over the Rockies via southern Idaho this time, had lunch in Caldwell, Idaho, and back to Hillsboro. I'm already daydreaming about next year's trip!



Trivia Answers

Question #1. C. Wilbur Wright flew from Governors Island up the Hudson to Grant's Tomb and back in 33 minutes on October 4, 1909, making the first successful flight ever seen in New York. His flying machine was equipped with a red canoe for emergency water landings.

Question #2. True. Sailors on sailing vessels of yore placed a log in the water and timed how long it took for the log to float aft. This provided a measure of the ship's water speed. These speeds were entered into a "ship's log", which eventually led to the aviation logbook.

Question #13. C. The EAA Convention as is was originally called, began in Milwaukee with 100 visitors. In 1959 the event became too big for the Milwaukee airfield and moved to Rockford, Illinois, where it stayed for 10 years. The event outgrew Rockford and was moved to Oshkosh where there are two long runways and lots of room for planes to park and room for tents for camping. This year they had 750,000 visitors and the EAA gathering has become one of the world's largest aviation events!

Question #19. C. The FAA regs say that the windsock may be orange, white or yellow.