

THE HFC NOTAMS
A Quarterly Newsletter of the Hillsboro Flying Club
(Issue 1, July 2008)

The Hillsboro Flying Club will initiate a quarterly newsletter to keep informed on issues, plus offering articles that are of general interest. The newsletter is currently prepared by club member Joe Kelly who in a weak moment volunteered to do so. However the newsletter is YOUR newsletter and we welcome you to submit articles of interest to you. If Joe calls you for ideas, please support the effort as everyone will benefit.

Each newsletter will improve in format and content. Rather than wait to select a newsletter format, insert photos, etc, we decided to get the first issue out and improve as we go along. In the next issue we hopefully will select a MS Publisher format so that articles will fit into designated spaces and will eventually include photos. The newsletter will be distributed in hardcopy at club meetings and by e-mail to the membership.

EVENTS

The Hillsboro Airport's Air Show is schedule for August 8-10. The club will be present. Check out the air show website at <http://www.oregonairshow.com/> . Call a club officer to see if they need your assistance.

Remember HFC as 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 some very important issues that will affect the clubs future fleet and membership. Please attend to provide your input. Next meeting is August 12.

The Salem airport will feature "Hot August Flights on Saturday August 2. See their website at <http://www.hotaugustflights.com/> .

ITEMS FOR SALE

1. HFC is selling its Piper 180D. Most of you have flown it and at an asking price of \$37,500 it is a great deal for someone. Maybe someone you know. Call a club officer for details. Check out the ad in Trade-A-Plane.
2. There are still some HFC shares for sale for those that want to upgrade their membership. Be sure to tell your flying friends of the opportunity.
3. If you have any aviation related gear, books, videos for sale please notify Joe Kelly at joekelly@earthlink.net and he will list them for you. Club members only.

THOUGHTS FROM THE CLUB PRESIDENT: Brendan Fitzpatrick

With so much happening at the club, I encourage each of you to take a part in the decisions that will shape the future. If you can't make it to the monthly meeting, contact me about serving on a subcommittee or anything you can offer the club. Finally

remember, all our budgeting is based on the planes flying – so take a look at some of the destinations shown below – fire up schedulmaster and burn some AVGAS!

PACK YOUR LOG BOOK TOO

Do you travel for business? If so, a great way to keep up your flying skills, and to have some fun, is to rent a plane at a field near your travel destination. It is really simple. Just look up aircraft rentals in the AOPA airport guide, look for schools on-line, or just call FBOs when you're at your destination. During the long days of summer it is fairly easy to book an after-work flight.

Since the FBO doesn't know you or your piloting skills they will require that it is a dual flight. But that's one of the benefits as the "instructors" are always happy to show you the area and guide you through any specific issues in their air traffic area. This is especially true if you want to fly in high traffic areas like Southern California. The time that you log is applicable to your HFC and FAA currency requirements.

I have packed my log book and flown in Georgia, Colorado, Hawaii, Montana, and even Alaska. The Alaska one even saved me money. I was trying to book an air-tour over the glaciers around the Kenai Peninsula. The tour operators wanted \$200 plus a minimum of 4 people. After waiting around to see if others would book a flight that I could join in, I decided to inquire about renting a plane. The fixed base operator next to the air-tour operator rent me a C-152 for \$75/hr with fuel and an instructor. Not only was it educational, the instructor let me fly where I wanted to fly, not where the tour went.

Next time that you travel, pack your log book

DUTY ROSTER

Each quarterly issue of the HFC-NOTAMS will feature a short article on one of our club members. The articles will hopefully provide more camaraderie among club members and give us a little more insight into who makes up the club's membership.

This issue we are featuring **Don Brown**. Don started his interest in aviation at an early age. In fact, he cannot remember when he was not fascinated with flight. He started his flight training in 1966 in Palo Alto, California. He enjoyed his training and wanted to continue to log hours to pursue an airline career. He would have flown in the military but their strict vision requirements prevented it. Don currently has over 2500 hours and still considers aviation as his number one interest. Don has a SEL and CFII ratings.

Don has been a member of the Hillsboro Flying Club for nearly 20 years. When he joined the Hillsboro Flying Club he was employed in the pulp and paper industry. His territory included the Pacific Northwest and Montana. Don used club aircraft and flew about 75 hours per year to support his client's needs.

As an active club member, Don is the official Maintenance Officer for the entire club, as well as the Deb's plane captain. Don works with all of the plane captains, as a team, to insure that the HFC fleet maintains its high level of safety and operational hours. As Maintenance Officer Don is also required to manage the maintenance that is performed by outside repair stations and mechanics. Deciding who performs the maintenance is paramount in getting good value for the club's fleet. When you reserve a club plane try to remember to thank the plane's captain and Don, as they're deserving of your gratitude.

Don's favorite club aircraft is the Debonair, however if he could fly any plane in the world, without any restrictions (including financial) it would be a T-34. He also loves formation flying and has done so with the Beechcraft Club's activities at Oshkosh.

Don's favorite fly-in restaurant is the Grateful Bread in Pacific City. He enjoys a good meal there followed by a walk on the beach. Hard to beat that!!

When Don is not flying he spends time with grandchildren and riding his bike. But knowing Don, if you see him on his bike, he's probably cycling to or from an airport.

DESTINATIONS

As pilots we're always looking for a place to fly. Sometimes it is in search of the "\$50 hamburger" or possibly a local museum. The HFC-NOTAMS will try to suggest a good destination in each quarterly newsletter. This quarter we'll suggest visiting the **OREGON CAVES** in SW Oregon and/or the **LAKE SHASTA CAVERNS**. The flight is simple and short. You can do it in a day, but two days are more relaxing.

OREGON CAVES

If you do try it on a long summer day, be sure that you call the Park Service to sign up for a specific tour time as the facility does get summer tourists from all over. The Park Service schedules tours on a once-per-hour basis during the day and each group has a limited to 15 people. They claim that the tour is moderately strenuous but I say it is pretty easy. The normal tour lasts about 90 minutes. The cost is currently at \$8.50 per adult. They accept the Golden Age Pass if you're in that age group and have a card.

There are also extended tours, candlelight tours, and other special programs. Check the website listed below for details. Or you can call the Oregon Caves Visitor Center at:

(541) 592-2100 ext. 262

Lodging at the caves is limited to a classic Park lodge, Chateau at the Caves. It can be pricy but there are package deals that include breakfast, dinner, lodging, tickets for two etc. Check it out on their website. There are more choices in Grants Pass, Medford, etc. If you fly down there for several days look up activities in the area as there are summer musicals, rodeos, etc. **The Caves website is: <http://www.nps.gov/orca/index.htm>**

There are two great FBOs at Medford Airport and they have deals with the car rental companies. A car will be delivered to you at the FBO. A typical flight plan is as follows:

ARPT/VOR	FREQ	DISTANCE
KHIO		0
Newberg	117.4	11
Corvallis	115.4	53
Eugene	112.9	23
Roseburg	108.2	56
Rogue Valley	113.6	46
Medford MFR		7
		Total = 196

From the Medford Airport get to highway 199. Follow Hwy 199 to Cave Junction. Turn south on Hwy 46 (a gas station is on the corner), and follow this road for 20 miles to the monument. The last 10 miles are narrow, steep and winding. You can obviously print out a map on-line before you leave or the FBO will be happy to assist you.

LAKE SHASTA CAVERNS

If you want a little more flight time and a visit to another cave, consider extending your trip to include the Shasta Lake Caverns. They are located about 20 miles north of the Redding Airport (KRDD) in northern California. To get information on the caverns check out their website at <http://www.caladventures.com/ShastaCaverns.htm> . The cost is \$20 per adult, which includes the boat shuttle across the lake to reach the caverns. The tour takes about two hours, from visitor center back to visitor center. The tours are on the half hour during the summer season.

The Redding Airport is a full service, towered airport located about 120 miles south of the Rogue Valley VOR via the Fort Jones VOR. The total distance between KHIO and KRDD is approximately 311 miles. At the Redding Airport I strongly recommend using the Redding Jet Center. Great people and great service regardless if you arrive in a Gulfstream or a Cessna 182. Their contact information is 530-224-2300 and their website is www.reddingjet.com . They also provide some of the best hotel discounts in the area. For example, they helped us book a \$114 room at the La Quinta Suites for only \$72. Plus the hotel is located next to the Cattleman restaurant which serves excellent steaks.

If you are planning to visit both caverns on the same trip, I'd recommend flying to Redding first and if not needed don't fill up with fuel. Then when you fly back north to Medford you'll be carrying less fuel weight, making your climb easier over the mountains. In my case, I used 35 gallons going from KHIO to KRDD in N1228M.

Hopefully you'll give these destinations a try. The caves, with temperatures of around 55 degrees, are a welcomed treat on hot summer days. (Submitted by Joe Kelly.)