

THE HFC NOTAMS
A Quarterly Newsletter of the Hillsboro Flying Club
(Issue 2, September 2008)

The Hillsboro Flying Club NOTAMS is 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, however the newsletter is your newsletter and you are encouraged to submit articles of interest.

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 some very important issues that will affect the club's future fleet and membership. Please attend to provide your input. Next meeting is **October 14**.

There is a special HFC meeting on **October 28** to discuss the re-organization or a transformation of the club. A vote will be taken. Please plan on attending or give your vote to a member who is attending.

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.

Challenge Air
(Submitted by Club Member Ryan Coulter)

It's a rare opportunity to be able to use your pilot skills to really make an impact on somebody's life. Recently, with the help of Shannon Miller, I was able to use my flying skills in a way that I have never really even considered: to empower others.

Challenge Air isn't about giving airplane rides to kids with special needs. The "Challenge" in "Challenge Air" comes from the fact that the kids are, in most cases, actually going to be your co-pilot. They are going to put their hands on the controls and maneuver an aircraft. This is something that would be completely out of the reach of most of these children. Not because they don't have the skill required to manipulate a control yoke, but because they simply aren't often given chances to push themselves. My first co-pilot wasn't sure if he was having a good time or not. He wasn't interested in moving the controls, and not too long after take-off he was motioning that he wanted to

go back down. We truncated the flight a bit, and headed back towards Aurora. This wasn't a great start to the day, as I was apprehensive about my co-pilot not enjoying the ride. His Dad and grandfather were in the back seat, and they re-assured me that all was good and that they were have a good time in the back at least.

I got us set up for final and worked on making one of the greasiest landings of my life. Just as soon as the wheels touched the pavement my co-pilot screamed out with fervor not oft heard in a small airplane. I was shocked, and wasn't sure what emotion he was trying to convey, but a quick glance in the back seat told me what I had wanted to hear: he was screaming with complete, total and unfettered joy.

This is kind of joy that we have all felt in our experiences with airplanes, pilots and the sky, but that we rarely get a chance to emote. It was a beautiful sound to hear come out of this young man's mouth, but the root was obviously in his soul. The tears running down the face of this young man's grandfather (he himself a pilot from World War II) told me that we had done something very special today. We made a connection, which in a child with autism can be a very difficult thing to do.

An event like this really makes you want to be the best pilot you can be. Commercially rated or not, you are expected to be a professional pilot in this situation, and so you immediately have to rise to that challenge. Your radio calls get good, and you fly by the numbers. People are putting a lot of faith in you to safely take their children and often themselves (parents, family) off into the wild blue yonder.

There are tax benefits for doing events like this. They are great flying experience, as you get a lot of T/O's and landings in a crowded pattern. You fly a lot in one day.

But all of those reasons pale in comparison with that feeling of sharing the joy of flying with somebody else. It's like getting to experience your first taste of being airborne again and again with children who might not ever get that chance. And this is as good a reason to be a pilot as any.

I would highly recommend that we all participate in this event next year. Let's bring out all the hardware, and rotate pilots (as it can be fatiguing). It will be fun, but more than fun it will make life a little better for a lot of people, you included.

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 **Brendan Fitzpatrick**. Brendan as most of you know is our current club president. As president, Brendan is responsible for running the HFC board and general meetings as well as the special meetings that are called. He is also the figure

head of our club and thus represents us at special events. It is a time consuming position the he fills with enthusiasm and professionalism.



After Brendan graduated from West Point he did a tour of duty in Germany. While in Germany he decided to try flying and joined an Air Force flying club at Ramstein Air Force Base, which was open to all service men. In the flying club in got in about 6 hours in a Tomahawk. The act of “controlling” an airplane under varying conditions was both a thrill and a challenge.

He received his fixed wing license (SEL) in 1998 and his instrument rating in 2006 with the help of club CFI James Jula. He’s not licensed to fly helicopters yet, but hopes to complete his rotor-wing training in 2008/2009. Brendan has about 300 hours of total flying time. He uses his flying skills to help others including volunteering for Angel Flight operations. (See article on volunteering in this newsletter). He is also active in the Oregon Pilots Association and the Tabooma Flying Club at Pearson Field.

Brendan has several favorite aircraft including Schweitzer 300 helicopter (originally designed by Howard Hughes' company) and a Grumman Tiger. If money was no object he’d love to get his hands on a Beechcraft Starship.

Favorite fly-in restaurant: The Flight Deck at Salem Airport. He also likes the breakfast croissant sandwich at the Wings Cafe in the Eugene Airport.

When Brendan is not flying he likes to spend time watching others fly while attending air shows. He’s also a fan of micro-brews and thus loves living in Portland.

DESTINATIONS

Boeing Field Beckons

(Submitted by Mark Fryburg, CFII)

There is nothing like ending a flight with a visit to one of the world’s greatest aviation museums. That’s enough reward for me to fly to KBFI (King County International Airport/Boeing Field). The second best part is the challenge of learning to fly in busy Class B airspace.

Enroute you may get spectacular views of the Olympic and Cascade mountains and a new perspective of the Puget Sound area.

B-Space

“Class B” is the operative phrase. If you’re confident and comfortable operating in that environment, do your homework on the airport as noted below, plan your flight and have at it. If you’re not in the Class B comfort zone, this flight is a fun learning experience. Make your first flight with an experienced pilot or an instructor who’ll enjoy the museum with you. What great way to get a currency flight or BFR!

Planning

If you’re IFR rated and current, I recommend filing IFR. You’ll get guaranteed radar coverage, good practice in densely populated airspace and a better chance of making your destination in marginal or IFR weather.

If you want to fly VFR, rely on the latest Seattle VFR Terminal Area Chart and the airport’s VFR arrival routes and other information available at www.metrokc.gov/airport.

VFR Routes

Choosing a route will largely be determined by 1) Whether you’re willing to manage the risks of flying over the Cascade foothills to obtain a direct route or 2) Your desire to take a longer but safer trek over the flatlands near the I-5 corridor, perhaps using VOR navigation, 3) Military airspace, 4) How much of the trip you want outside of Class B airspace and 5) Forecast weather. Examine the FAA charts and the airport arrival graphics for VFR waypoints/checkpoints (the little flags), other landmarks, and the VFR Transition Routes on the flipside of the terminal area chart. The latter are for those flying under the Class B airspace.

Enroute

I hope you’ll use VFR flight following for safety all the way from Portland airspace, but be prepared to lose those radar services on a busy day when IFR flights take priority. It’s happened to me a couple of times. Off KHIO Portland Departure is 126.00. If your first ATC call is to Seattle Center, use 124.20. You’ll get a handoff to Seattle Approach near Olympia.

Be aware of the MOA and Restricted Area near Olympia. ATC or the FSS can tell you if they’re “hot.” Be prepared to change course, abort, or make an extra landing enroute due to unexpected weather. If flying IFR, expect to be 100 percent vectored once you get to Olympia.

VFR approach planning

If you have flight following, you’re likely to receive vectors (or can request them), greatly simplifying the approach.

However, if you’ve opted to fly under Class B most of the way, or lose flight following, KBFI has published preferred low altitude arrival and departure routes. Those routes, the local landmarks, “fly quiet” procedures, FBO phone numbers and lots of other useful information about the airport are available at www.metrokc.gov/airport.

If you can find a copy, I highly recommend the printed brochure published by the FAA control tower at Boeing. It has detailed textual descriptions of approaches and departures, how to fly through “congested VFR traffic areas,” and even how to taxi the plane to the runway threshold at departure. It’s no longer in print, but I would be glad to photocopy and distribute at Hillsboro Flying Club meetings if there’s demand.

Radio frequencies

There are plenty of ATC frequencies near the Emerald City. You don’t want to be digging for them in congested airspace. The east and west sides of KBFI’s Class D airspace have separate control tower frequencies. Copy all the freqs down from the AFD, including approach and departure control, before the flight and have that ready on your lapboard.

Get the picture

Use the published or web materials, terminal area chart and aerial photographs available on the web to visualize what the airport will look like from the air, especially how it’s framed by the I-5 freeway and other roads. You’ll get a mental picture that will help you find the airport and identify the parallel runways.

Have the KBFI airport diagram from the AFD handy as a taxi-way roadmap.

VFR arrival

Double your traffic scanning efforts. This is no time to spend more than a couple of seconds staring at your GPS screen or fidgeting with the radio.

If using published VFR arrival routes, rebrief them before you’re within 10 miles of the airport. Note that *none* of them put you into a standard 45 degree entry into downwind.

The two parallel runways are below the highway grade at the south and east sides of the field, so use VASI and normal runway cues to set your glideslope.

Have ground control in the frequency standby window and ready to flip to active well before landing.

Once clear of the active, don’t hesitate to ask for “progressives” (progressive taxi instructions) from ground control if you’re not completely sure of where you’re headed or where the next turn is.

Museum parking

One of the cool parts about visiting the Museum of Flight is parking on the ramp right behind the museum. Phone the institution at (206) 764-5710 prior to the day of flight to check on parking availability and arranging for opening the ramp gate to the museum. They don’t have Unicom, but ground control usually calls them to let them know you’re taxiing to the museum ramp. Mass transit into downtown Seattle? Bus 174 stops right in front of museum – budget at least a half hour for the ride. Museum aircraft parking is only for museum visitors. To use the bus, or rental cars, you’ll have to park the plane at one of the FBOs on the opposite side of the airport and ask for a ride to the museum. It recommends Galvin’s as the most reliable and helpful.

VFR departures

This is the trickiest part, which simply means it requires a little more planning and risk management. If you're on the east side of the airport, the ramp is very close to Runway 13L/31R. Ask an FBO or ground control where the appropriate run-up area is so you don't block a taxiway.

Monitor ground for a few minutes to get an idea of how you may be routed and to get used to the pace and rhythms of ATC communication again. While not required, I'm a big believer in getting a VFR departure clearance from the clearance delivery frequency before taxi. Because you and the tower know exactly where you'll be going, and it may include your clearance into Class B, it reduces hassles and increases safety.

If not requesting a departure clearance, consider using a published departure route and announce it to ground control when requesting taxi clearance. Example, "Boeing Ground, Cessna 7499C, museum parking for Vashon Departure, ready to taxi with X-Ray." (The departures are named Vashon, Blake, Mercer, Renton {if landing there}, Southeast and Northwest). Your Seattle Departure frequency will depend on direction of flight, check the AFD and have the expected frequency in your standby window.

The tower's pamphlet advises, "When 'cleared for takeoff,' the controller expects you to move onto the runway and depart with minimum delay. If you require a delay for any reason, request it **PRIOR TO TAXING ONTO THE RUNWAY.**" Do you suspect they have had some problems in this area?

After liftoff, make sure your climb-out tracks the runway centerline and doesn't drift over the adjacent parallel runway. Don't make crosswind turns over an adjacent runway unless approved by the tower.

Don't become a statistic

Do watch your position and altitude in relation to Class B airspace (and other Class D airspace such as Renton's). You may *not* enter Class B without being cleared by ATC to enter that airspace. Well-intentioned pilots get busted by the FAA every year for not leveling off under the Class B floor and getting the clearance before continuing the climb. This is more than bureaucracy. Keeping out of Class B until you have the clearance keeps you from colliding with heavy iron.

You'll be sharing the airspace over freeways and major bridges with news media aircraft at low altitudes – yet another reason to be extra vigilant.

Give it a try

Flying to Boeing Field is a nice challenge with that will expand your flying skills and reward you with a nice museum visit or other sights in the Seattle area. If you've done your planning, and familiarized yourself with the landmarks, you will have greatly reduced your workload while increasing safety – a big factor in making the trip more relaxing and fun.

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