

THE HFC NOTAMS
A Quarterly Newsletter of the Hillsboro Flying Club
(Issue 3, December 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 important issues that will affect the club's future fleet and membership. Please attend to provide your input. The next meeting is on **January 13, 2009**.

The **ANNUAL HFC DINNER** will be held at **Otto and Anita's restaurant in Multnomah Village on Saturday, January 20, 2009**. Social hour from 6:00 to 7:00. Dinner starts about 7:00 PM. This is our one social event of the year so please plan on attending. Significant others are most welcomed. Please let Don Brown know of your attendance. Inviting a potential HFC member as a guest is also welcomed.

A favorite meeting for pilots in the Northwest is the **Northwest Aviation Conference & Trade Show** which will be held in **Puyallup Washington Feb 22-22, 2009**. Check it out.

Hanger Party - **December 14th, 2008**

Celebrating Chili, Aviation and Our 17th Wedding Anniversary

Hosted by Jim & Lisa Hand- Everyone bring their favorite chili and tasty beverage, - cornbread, a Texas chili, dessert, bowls and utensils provided, Will start in D10, expanding to D2, as needed. 1200 to 1700, December 14th, 2008 if the weather is good, everyone come to fly and eat, if not so good, come to eat and celebrate aviation! Everyone welcome, bring friends and family!

Please RSVP to lhand@adminnw.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. HFC also encourages you to consider a group purchase if you know of other pilots who might be interested.
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. Joe Kelly (joekelly@earthlink.net) has the following items for sale. NO he's not giving up flying, just reducing his collection of "stuff". The items are:
 - a. Air Force olive drab Nomex jump suit for sale. Size is Large. **\$45**

- b. Nine (9) Airplane manuals. They provide good general reading and excellent reference documents. **\$8 each or \$50 for all:**

Cessna 1978 172N Skyhawk; Cessna 177 Cardinal 1971

Cessna 177 Cardinal 1968; Cessna 175 1958

Cessna 210 Centurion 1964; Cessna 150 Commuter 1977

Cessna 310J 1965; Commercial Pilot “Practical Test Standards”

Instrument Rating “Practical Test Standards”

- c. Set of ABC Wide World of Flying It is a well done series that includes test flights, places to fly to, safety items, etc., etc. Hours of video on 13 VHS tapes plus “Fighter Aces of WWII. Entire collection for **\$125**.

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.

FLY WITH HFC FRIENDS

While **Mark Fryburg** is getting his medical squared away he would like to get in the air with you. So if you would like to share a ride with Mark, please contact him. He'll share expenses. **Ben Norris** is trying to get his finances squared away, new baby in spring and new house; he too would like to get into the air. If you're flying out for a burger and would like company give Ben a call.

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 **Greg Zeuthen**. Greg has been a club member for three years and is the currently on the HFC Board of Directors.

Greg has always wanted to fly. As a young lad in Southern California and later in Utah, Greg always looked to the sky and wished that he was up there, piloting his aircraft. But like many of us, school, marriage, children, and his legal career took his time and money. But Greg's wife changed all of that in October of 2004 when, for a birthday present, she



gave Greg an introductory flight at Premier Aviation. But things got delayed until May 2005 when he finally got airborne. It was everything that he dreamed of and this time he would not let go of his dream.

Greg currently has about 250 hours on his SEL license. To accumulate 250 hours in a little over three years makes one understand that Greg would much rather be flying than sitting behind his desk at work! His next goal is to get his instrument rating to better deal with the weather in the Pacific Northwest. His two favorite places to fly are Pacific City for one of those \$100 hamburgers and Sun River to visit his wife's family and to relax.

If Greg could fly any airplane he would love to pilot a Cirrus SR20 with a "glass panel". His other aviation desire is to learn how to fly a tail-dragger.

A small "claim to fame" item for Greg is found on AirNav.com. If you haven't used it before give it a try and when doing so check out the Jerome, Idaho airport (KJER) photograph. It was submitted to AirNav by none other than Greg Zeuthen!

Greg's favorite flight was last summer to Ogden Utah to visit his parents. The flight took about 5.5 hours each way. His route of flight was basically from Hillsboro to Boise to Jerome, Idaho for a fuel stop, Burly, Idaho then on into Ogden Utah. He thought that his wife enjoyed that flight more than any other, which of course makes a flying-husband happy. Another treat was that this was the first flight that he used the XM satellite weather function on his Garmin 496 GPS unit. It worked splendidly and he saw some thunderstorm activity on his route of flight and was able to easily avoid the problem.

Courtesy on the Ramp.

A few reminders and thoughts on scheduling and returning airplanes.

- If you return a plane before your scheduled time and you know there was someone flying it after you, give them a call. Let them know that the plane is back. Ask if they want it fueled.
- If you think someone is going to fly the plane later, call for fuel at 503-693-1096.
- If you can't fly at all, let other flyers know the plane is available. Cancel in the scheduler (800-414-6114) as soon as possible. Also call the next pilot if you know there is one.
- If its great weather and your schedule is flexible, try not to take the middle of the day, like 10-2, and thus reduce the possibility for flights before or after you. If that's the only time to fly, great, the plane is yours. Just think of others.
- If there's an airplane problem that you think affects safety, call the plane captain and/or Don Brown. Also let the next pilot know that there's a problem so that he/she doesn't drive out to the airport to find out they can't fly.
- If the next pilot is scheduled to start in a short time and you're not in a rush, wait for him/her and keep the plane "unbuttoned". Thus you don't have to put everything back and he/she doesn't need to take it all off. **BUT DON'T LEAVE THE PLANE "unbuttoned" and ASSUME THE NEXT PILOT WILL SHOW UP.**

Temporary Flight Restrictions (TFRs)

Before I get into my story, let's look at the FARs to refresh or memories on TFRs which are described in Section 91.145 of the FARs.

A Temporary Flight Restriction (TFR). A TFR is a geographically-limited, short-term, airspace restriction, typically in the United States. Temporary flight restrictions often encompass major sporting events, natural disaster areas, air shows, space launches, and Presidential movements. Before the September 11, 2001 attacks, most TFRs were in the interest of safety to flying aircraft with occasional small restrictions for Presidential movements. Since 9/11, TFRs have been routinely used to restrict airspace for 30 nautical miles around the President, with a 10-nautical-mile (20 km) radius no-fly zone for non-scheduled flights. They are also available to other important people such as presidential and vice-presidential candidates.

Now back to my example. Several weeks ago I wanted to take a scenic flight around Mount St. Helens. I had heard that there were requested patterns around the volcano (clockwise or counterclockwise). I asked a few folks on the ramp and was told everything from "I don't know" to "you can't do it because there's a TFR". That night I called a briefer and asked what if any TFRs were in force by St. Helens. He kindly gave me the whole readout and suggested that I could always check on the web by either going to the FAA.gov site or to simply "Goggle" TFRs. I did both and got the same answers.

The TFR read as follows: On the Battle Ground Vortac (BTG) 011 degree radial at 31.8 nautical miles. (Latitude 46°11'51"N, Longitude: 122°11'18"W). Radius 1.5 nautical miles from the surface up to and including 9000 feet MSL. The reason for the TFR was stated as "Providing a safe environment for volcanic activity". Pilots may call SEATTLE on 202-267-3333 or the US Forest Service on 360-891-5140.



I decided to take the scenic flight the following weekend. I marked my chart with the TFR, which essentially prevents flying into or immediately outside of the volcano's cone. It is difficult to imagine why they restrict flight 1.5 NM from the center of the crater, but allow one to fly to fly 635 feet above it (9,000-8365 ft). I took a leisurely route of KHIO northbound to Scappoose, to Battle

Ground VOR (BTG) then North East to the volcano. I circled counterclockwise (CCW) but found no reason to do so in the TFR. After doing a circle around the volcano I headed West to Longview and then directly to KHIO. The trip took about 1.5 hours in the C182. If you decide to take this flight don't forget to monitor or talk to Portland on 126.0 after clearing the KHIO airspace.

Submitted by Joe Kelly