

**THE HFC NOTAMS**  
*A Quarterly Newsletter of the Hillsboro Flying Club*  
*(Issue 5, June 2009)*  
*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 monthly meeting on the **2nd Tuesday of the month**. The Board meets at 1800 hours and the general meeting starts at 1900. HFC is working on important issues that will affect the club's future fleet and membership. Please attend to provide your input. **Remember that we meet at our new location.**
- The Oregon International Air Show, held at our Hillsboro Airport, is scheduled for **August 28, 29, 30**. If you have interest block off the dates on your calendar.

**DUTY ROSTER**

This issue we are featuring **Fred Hostetler**. Fred has been a club member since 2007 and is currently on the HFC Board of Directors and the club's Vice-President.



Fred has always loved aviation and has been an active in flying model aircraft for many years both for fun but also in competitions. He thought about becoming a pilot several times in his life, but like many "good ideas" it always seemed to get postponed. In 2005 he had a serious surgery that made him think about what was important to do and what could be placed on hold. Piloting jumped up

to the forefront and Fred decided that it was now or never. He started his training at McMinnville in March of 2007 and received his SEL license in October of 2007. He joined the HFC in November of 2007.

Fred currently has about 150 hours on his SEL license. He recently moved up into the C-182 class from the C-172 and really enjoys the extra horsepower. His next goal is to start working on his Instrument rating. His favorite places to fly include Corvallis and Astoria.

When asked what airplane he would like to fly, without worry about cost or required experience, he replied very pragmatically by saying he would like to move up to the Debonair class for more comfort and speed on cross-country flights.

Fred's favorite flights are based on his training. His first take-off is still firmly logged into his memory banks. His instructor said, once he had a C-172 on the McMinnville runway, was okay give it power and let's go! Fred was still sorting out the rudder pedals when he got that instruction and proceeded to do "S-patterns" down the runway. As he approached some runway lights he looked at the air-speed indicator realized that he had take-off speed and pulled back on the yoke. Ah those memories! He is also fond of recalling his first solo and his cross-country flights to Corvallis and Cottage Grove.

Fred still enjoys flying RC aircraft when not piloting a HFC aircraft. He additionally gets in an occasional round of golf and is working on a second home in Astoria. The Astoria house is under construction and the primary purpose is to get away from the Portland area with his wife, family and dogs for long weekends and holidays.

### **ELT Disposal – Don't Trash the Beacon!**

As pilots transition from 121.5 MHz emergency locator transmitters (ELT) to the newer and more reliable 406 MHz digital emergency beacons, many of the older ELTs are finding their way to trash dumpsters and landfills. If the old ELTs are not removed and discarded properly, the device could be accidentally activated and broadcast a distress signal forcing emergency responders, namely the Civil Air Patrol (CAP), to locate the disposed transmitter. "It is time consuming for our members to locate and silence ELTs in landfills and dumpsters," says CAP National Commander Maj. Gen. Amy S. Courter, "but it is something that must be done to make sure all emergency signals are accounted for." If you are discarding one of these devices, please remove or disconnect batteries so the device cannot be accidentally activated. Then, contact an electronics waste facility in your area for proper disposal.

### **FRIENDLY COMPETITION**

Most of you are aware that several members of the Board are encouraging some "friendly competition" for our members. There are multiple categories, but all are centered on flying more and having fun while seeing more of Oregon and the country. The categories are as follows:

- The most hours flown from April 1, 2009 through December 31, 2009 in club aircraft. It makes no difference how many club aircraft you use as the hours are totaled to determine the winner. The hours that are tabulated are from the flight logs in each airplane. **One award.**
- The most hours flown in an individual club aircraft between April 1 and December 31, 2009. The hours that are tabulated are from the flight logs in each airplane. There will be a winner for each airplane (99C, 28M, and 10A). **Three awards.**

- The longest flight from KHIO as calculated by AirNav, which calculates in a straight line. If you go to AirNav (<http://www.airnav.com/airport/KHIO>) for Hillsboro airport and then go down the page looking on the right side, you'll find a box to insert another airport identifier. The airport that you fly to will be inserted into that box and AirNav will calculate the distance. Whoever comes up with the greatest distance is the winner. **One award.**
- The most number of Oregon airports that you have landed at, between April 1 and December 31. There are 57 "approved" airports. We eliminated dirt/gravel airports, airports that were too close to KHIO and thus frequently visited, and those that were very narrow and/or short. In the space after the airports name on the form simply put in the date that you flew to the airport, essentially you're log book date. This category could have a tie and we haven't addressed how to handle that yet but we will before December 31, 2009. See Fred Hostetler for a form if you don't have one, or need another one.

We have not yet determined what the awards will be, however Fred Hostetler is in charge of that matter and will come up with his decisions in late 2009. If the idea of friendly competition is well received by the membership, we will expand and enhance the above categories in 2010. Your recommendations will be requested at the end of 2009.

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### **CLUB HAS A TOWER TOUR**

Nine members of the HFC had the good fortune to receive a tower tour from our great controllers in the KHIO tower. **Lyle Johnson**, supervisor, gave our members the tour. Notes that were taken by one of our Safety Committee, **Mark Fryburg**, are listed below.

- **Taxi**
  - Read back the entire taxi clearance, including hold short and runway crossing instructions.
  - If Rwy 30 is in use, you will be first cleared to run-up area via A-7 (this is to avoid conflicts with aircraft existing run-up area for runway via A-8).
  - After run-up is complete, call ground again for taxi for takeoff, and they will clear you to threshold via A-8. (This is a change from the previous practice of taxiing directly from run-up to threshold without an additional call.
  
- **Takeoff**
  - New FAA policy prohibits them from using "position and hold" if an aircraft has been cleared to land on that runway.
  - "Cleared for immediate take-off" means immediate! Another plane is about to land on your runway. If you cannot quickly roll onto the runway and into the air, say "Unable" to decline the clearance!

- **NORDO**
  - If you're NORDO (No Radio), call tower on your cell phone. Only call for urgent situations, not routine business. It rings in the cab.
  - (Editor's note: I would recommend that you get a list of all ATC and tower frequencies in the region and have it handy in the cabin. Available at [http://flightraining.aopa.org/members/flight\\_bag/pdfs/atc.pdf](http://flightraining.aopa.org/members/flight_bag/pdfs/atc.pdf), though some of these may ring in the admin office. The numbers are also in the Airport Facility Directory, which is more cumbersome to use in a stressful flight situation.)
  - If at anytime you're expecting a call and can't get through to the tower for further instructions, look to the tower for light gun signals. They may already be trying to communicate this way. This is a critical safety issue if you're position-and-hold on the runway and another plane has been cleared to land ...on top of you. This typically happens in stuck mike conditions. (Editor's note: Don't forget you can always try ground control freq or even 121.5 if tower freq not working...and there's always your cell phone.)
  
- **Flight following:** Can be requested from Hillsboro ground before taxi, but it is a cumbersome procedure for the tower so they will do it rarely, on a workload permitting basis. They encourage you to pick it up airborne from PDX departure.
  
- **Radar:** HIO tower has access to Seattle Center's Salem radar, but tower personnel are not radar controllers. As tower controllers their primary responsibility is traffic separation on the runway. They do use the radar to give traffic advice as needed. This is especially helpful if they have a conflict with IFR traffic making an approach ...the guy who forgets to call tower after approach hands him off.
  - Note: They only see targets that have transponders on. EG: They don't see a glider unless it has a working transponder.
  - Their radar is enroute type...only sweeps every 12 seconds and they may miss targets for up to 30 seconds with distractions.
  - Low altitude radar coverage varies with weather, and coverage is worse south of airport. Can see most aircraft in pattern 700 ft & above except south of airport.

## GOING TO CANADA?

If you and your family or friends plan on travelling to Canada via club aircraft, you may wish to checkout the "CANPASS" for you and the aircraft. The Hand's have flown to British Columbia several times and they used this procedure and liked it. The following excerpts are taken from the following website:

<http://www.cbsa-asfc.gc.ca/prog/canpass/privateair-eng.html>

## About CANPASS – Private Aircraft

Do you frequently travel to Canada directly from the United States on a small private aircraft? If so, the CANPASS – Private Aircraft program may be for you!

The CANPASS – Private Aircraft program makes clearing the border easier for private aircraft carrying no more than 15 people (including the crew) and travelling to Canada from the United States. This program allows members to access more airports and provides expedited clearances for low-risk, pre-screened travelers.

### Benefits

If you are a CANPASS – Private Aircraft member, your private aircraft can have the following privileges:

- It can land at any [airport of entry \(AOE\)](#) in Canada;
- It can land at an AOE any time the airport is open for landing, regardless of the hours of business of the local CBSA office;
- It can land at a [CANPASS-only airport](#), which may be nearer to your destination;
- It receives expedited clearance; and
- It can proceed to the final destination if there is no CBSA officer waiting for the aircraft by the reported time of arrival, without the pilot having to make a second call to the CBSA after landing.

### Eligibility

To be eligible for CANPASS – Private Aircraft, you must meet these criteria:

- You are a citizen or permanent resident of Canada or the United States;
- You are admissible to Canada under applicable immigration laws;
- You have provided true and accurate information on the application;
- You have not been convicted of a criminal offence for which a pardon or rehabilitation has not been granted;
- You have not had a customs seizure within the past five years; and
- You are not in violation of any customs or immigration legislation.

### How CANPASS – Private Aircraft works

Private aircraft that meet the CANPASS requirements can land at any airport of entry **any time** the site is open, regardless of the hours of operation of the local CBSA office. The aircraft can also land at a designated CANPASS-only airport. The pilot is in charge of the aircraft and he or she must report all passengers and their goods on behalf of the aircraft. Pilots are responsible for reporting themselves, their crew and passengers to a telephone reporting centre (TRC) by calling **1-888-CANPASS (1-888-226-7277)** at least 2 hours before but no more than 48 hours prior to the aircraft's estimated time of arrival in Canada.

TRCs allow individuals who enter Canada by private aircraft, corporate aircraft or private boat to report their arrival and make their declarations to the CBSA by telephone.

## Where to call

The **1-888-CANPASS (1-888-226-7277)** toll-free line is only available in Canada and the United States. There may be instances when, due to high call volumes, individuals will experience problems contacting the 1-888 number. If the 1-888 number is not available, the pilot must call the appropriate TRC directly (long-distance charges may apply).

TRC	Telephone	Fax	Service areas
Victoria, B.C.	250-363-0222	250-363-0759	All provinces and territories west of the Manitoba–Ontario border

## Pilot responsibilities

To have CANPASS – Private Aircraft privileges, the aircraft may not carry more than 15 people (including the crew). The pilot also cannot charge passengers a fee for passage when using CANPASS privileges.

The pilot must ensure that all passengers have the appropriate travel documents for entering Canada. He or she must also call the TRC **at least 2 hours before but no more than 48 hours prior to** the aircraft's estimated time of arrival in Canada.

During that first telephone call to the TRC, the pilot must provide the following information to the CBSA:

- the estimated time of arrival (ETA);
- the aircraft tail number/registration number;
- the full name, date of birth and citizenship of all persons on board;
- passport and visa information of passengers (including the crew), if applicable;
- the destination, purpose of the trip and length of stay in Canada for non-residents;
- the landing point (must be a designated airport of entry or CANPASS-only airport);
- the length of absence for each passenger who is a returning resident of Canada;
- a declaration of all goods being imported, including firearms and weapons;
- a declaration of all currency and other monetary instruments of a value equal to or greater than CAN\$10,000; and
- for returning residents of Canada, a report of all repairs or modifications made to goods (including the aircraft) while outside Canada.

If the ETA changes by more than 30 minutes or if there are any changes to the point of arrival, the list of passengers or their declarations, the pilot must advise the TRC prior to arrival in Canada. The pilot must remain at the point of arrival until the ETA reported to the TRC has elapsed. No second call to the TRC is required. If there is no officer waiting to meet the aircraft when it arrives at the reported ETA or actual time of arrival,

whichever is later, the aircraft may proceed to the final destination and passengers may disembark.

## **Travelling with non-members**

All persons aboard the aircraft must be CANPASS members. If there is a traveler aboard who is not a member, the pilot has to follow the procedures for [Telephone Reporting - General Aviation Aircraft](#). A person's CANPASS membership does not extend to members of his or her immediate family or to friends travelling with him or her. Each person on the aircraft has to be enrolled in the CANPASS – Private Aircraft program.

## **Declaring goods**

All travelers aboard must declare any personal goods they are importing, including firearms and weapons, and report currency and other monetary instruments of a value equal to or greater than CAN\$10,000. For more information, see [Cross Border Currency Reporting](#). If duties or taxes are payable, the border services officer at the TRC will ask for the traveler's mailing address and Visa or MasterCard number and expiry date.

Although the pilot is solely required to call the CBSA with the information on each person on board the aircraft, which includes the declarations of goods, each individual is ultimately responsible for complying with customs and immigration legislation.

## **Privacy**

Once an applicant has completed and signed the CANPASS application form, the CBSA is authorized to collect personal information such as name, date of birth, address, citizenship, proof of citizenship and residency information. All personal information provided is protected under the federal *Privacy Act*. The information will be used for background security checks and is not shared with a third party. All information is stored in a secure central database, which in turn is protected by various methods, including firewalls. Access to client information by employees is also controlled and monitored.

## **Security measures**

Participation in the CANPASS – Private Aircraft program is restricted to pre-approved travelers. Applicants undergo a detailed security clearance check before being enrolled. Every time CANPASS – Private Aircraft members enter Canada, their membership information is verified against customs and immigration databases to ensure their compliance with the program's regulations. Each member's eligibility is re-assessed annually.

## **Cost**

The non-refundable processing fee is CAN\$40 for each applicant 18 years old and older. The fee is waived for those under the age of 18.

## Application process

Your participation in this program is strictly voluntary. The information that you provide will be used to determine your eligibility. If you are accepted into the program, your membership will be valid for **five years**.

If you are under the age of 18, written consent from a parent or legal guardian is required.

### *How to apply*

1. Complete and sign the CANPASS application form: [Form E672 \(PDF, 221 KB\)](#).
2. Send the following to a [Canadian processing centre](#):
  - o the completed application form;
  - o the **non-refundable processing fee of CAN\$40 for each applicant 18 years old or older**; and
  - o a photocopy of your [proof of citizenship or permanent resident status](#).
3. If you are accepted, your application will be processed in approximately four to six weeks.
4. Applications that are incomplete or do not include all the necessary documents and the non-refundable processing fee will not be processed. The CBSA will send a letter asking you to submit the missing information.

## Proof of citizenship or permanent resident status

Applicants must provide acceptable proof of citizenship or permanent resident status in Canada or the United States. Please send photocopies of the documents with the completed application form. These photocopies will not be returned.

If you are a **Canadian or U.S. citizen**, please provide **one** of the following:

- birth certificate and photo identification;
- valid passport;
- citizenship certificate or card;
- certificate of naturalization;
- certificate of retention of Canadian citizenship;
- certificate of Indian status in Canada; or
- certificate of registration of birth abroad.