



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

February 2015



## Annual Club Meeting Recap

Thank you to all who made it to our annual club meeting on January 22<sup>nd</sup> at La Margarita Express. We had a great turn-out, and it was a fun chance to visit and meet new members. As promised, we had an overview of the accomplishments from this past year, had healthy discussions about our club's finances and rates, held officer elections, and took care of other club business. The following summarizes the highlights of the meeting:

### 2014 Highlights:

- This past year has seen the club grow to 45 members (including flight instructors).
- We completed significant avionics upgrades in both N12382 and N1636H. N12382 is now full-IFR capable. N1636H is VFR only (because no pitot heat), but has all of the equipment needed for those who want a low cost means of IFR practice (in VFR conditions).
- Two of the planes have already made it through annual with two more to go this year.
- We've paid \$10,000 toward the purchase of N12382, and all monthly payments now go toward the principal rather than toward a lease.
- All bills are paid, including some fairly big maintenance items.
- We flew 963 hours! N515ED had 500 hours, N12382 had 250 hours, N70574 had 150 hours, and N1636H had 63 hours.

### 2015 Plans:

- The big ticket item for 2015 is the engine replacement for N12382 that will happen during its annual in April. The cost is estimated to be approximately \$30K and includes a propeller overhaul. We need \$20K to make this necessary maintenance happen. In order to complete this, we need a handful of our members to be willing to advance money to the club (suggested prepayment of \$500-\$2000). Each month, your invoice will be credited until you have been

repaid in full. Alternatively, members can make a no-interest loan to the club that will be repaid this year. As a reminder, we did this same strategy in order to cover the cost of the upgrades to N515ED, N70574, and the recent avionics upgrades. If you are willing and able to participate, please contact Joan Johnson (Treasurer) at [p31frog@comcast.net](mailto:p31frog@comcast.net).

- Randy provided a great summary of our annual expenses and revenue. Although costs have risen in recent years, we've worked diligently to keep our dues and rates low. With the current cost of fuel (\$4.99/gallon), we find that we must make some adjustments in order to maintain the financial health of Valley Flyers. Please see the *New Monthly Dues and Plane Rates* article for the changes that will become effective March 1, 2015.
- It takes a lot of work to maintain our planes and hangars. As the old saying goes, "many hands make light work." Since Valley Flyers belongs to all of us, this year we will be starting Pit Crews to help spread out the workload. Please see the *Your Pit Crew* article for more details.

### Other Business:

- Officer elections were held: Congratulations to our new Secretary, Chris Eriksson, and to Isaac Mosgrove, who was re-elected as Vice-President.
- Article V, Section 2 of the By-Laws of Valley Flyers was amended by the addition of the following sentence:

The President shall be a member who has served in any other office or offices in the Board of Directors for a minimum of two years during the four years prior to assuming the office of President.

### **Words of Wisdom**

Never be afraid to be an hour or a day or two late to your destination. It is always better than being many, many years early.

**Al Gray CFI**  
**503.932.9374**

**Dennis Wyza CFII**  
**503.428.7111**

**John Barringer CFII**  
**503.949.5760**

**Chris Eriksson CFII**  
**847.345.5258**

## New Monthly Dues and Plane Rates

As stated above, we've worked very hard to maintain our low flying rates despite the high cost of fuel, oil, maintenance, avionics improvements, and increased insurance costs. Fortunately, the cost of fuel has finally dropped and is now \$4.99/gallon. As reviewed at the Annual Club Meeting, we've analyzed our fixed costs and our variable costs, which include maintenance, wear and tear, and future needed upgrades. In order to maintain the financial health of the club, the following rates will become effective March 1, 2015, so they will show up on your April invoice.

Monthly Dues		\$54/mo	\$5 increase
N1636H	Cherokee 140	\$82/hr	\$4 increase
N12382	Cessna 172	\$87/hr	\$7 increase
N515ED	Cessna 172	\$98/hr	\$11 increase
N70574	Cessna 182	\$125/hr	\$8 increase

## More Fun is Coming!

Who's up for some fun flying adventures, contests, and camaraderie? As discussed at the Annual Club Meeting, this year we are going to try organizing some club flying events. Alan Lasneski and Chris Eriksson have volunteered to organize events where we can get all of the club planes loaded up and fly out someplace for a good time. How about taking a picnic or BBQ to a remote airport? Or landing on the beach at Copalis? What about seeing a waterfall next to an airport? Some trips may be split up with different PICs for each leg.

Alan and Chris will be working on a schedule for the events so that we'll all have plenty of notice and can reserve time in our schedules. Please contact Alan and Chris if you have ideas for places you'd like to go or if you would be willing to help set up some of the trips.



# PIT CREW

## Which Pit Crew Are You On?

Valley Flyers is your flight club. As recapped at the Annual Club Meeting, there is quite a bit of work required to keep our planes and hangars ready for each of us to enjoy. Recently, much of this work has fallen on just a few volunteers who have selflessly given countless hours. Each one of us is integral to the vitality and health of our club. Since many hands make light work, we'll be forming pit crews for each airplane and hangar. Each member will be expected to help wash and clean one of the planes two times each year.

How is this going to work? Which pit crew are you on?

I'm glad you asked! This is really quite simple. Each board member will be a Pit Crew Chief for a specific plane. Members can select the pit crew that they want to be on (generally for the plane that they fly most often). If there is a particular crew that you want to be on, please contact its Pit Crew Chief by February 15. If you don't have a preference for a specific plane or don't respond by February 15, then you'll be assigned to a crew. We'll work to make sure that the crews are sized appropriately for each plane. The Pit Crew Chiefs are:

- N515ED: Chris Eriksson
- N12382: Joan Johnson
- N1636H: Isaac Mosgrove
- N70574: Randy Ireson

The Pit Crew Chief will organize periodic work parties to wash the planes, clean the hangars, and just have fun working together. Since we live in Oregon, these parties will happen rain or shine. It normally takes about 2 hours to really spiff things up. Each crew will also maintain a list of desired repairs or cosmetic improvements so that we can start taking care of some of the wear and tear that comes along with all use our planes get. Once items have been prioritized, the crews will help to determine where to obtain parts and estimated costs so that we can prioritize the improvements.

After the parties, some crews take several planes and fly out somewhere to dry them off. Okay, we really just look for any excuse to fly together as a group. Thank you in advance for actively participating in your club. We have great members!

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## Winner of “Where is new to you?”

The results for last year’s competition are tallied. The winner visited 9 new airports in 2014, including North Bend, Grants Pass, Klamath Falls, Coeur D’Alene, Yakima, Olympia, Hoquiam, Astoria, and Siletz Bay. And the winner is...Alan Lasneski! And the prize is...a free hour of flight time in the plane of his choosing. Congratulations Alan!



## New Contest: Most Visited

The new contest for this year is “Most Visited.” An award will be given to the member who visits the most airports in 2015. Here are the ground rules:

1. Your first VFR landing at an airport this year counts towards your total.
2. Your first IFR landing at an airport this year counts toward your total.
3. If you visit an airport under VFR, and then visit it again on a different trip under IFR, then you can count that airport twice.
4. You must actually land at the airport.
5. You must actually be PIC. Flight instructors...sorry, but you don’t get credit for your student’s landings. ☺
6. After your flight, send an e-mail to Isaac Mosgrove detailing the airports that you visited and under what conditions they were visited. It would be great if you would send a picture of you at the airport and a small description of anything interesting about the airport or the landing/departure that we can share with other members.

Just for fun, how about if we give an additional prize to the person who has the most creative picture...and another prize to the person with the best write-up (yes... concretely subjective judging criteria will be used). Have fun, be safe, and spread your wings!

Have you had a memorable trip, flying experience, or words of wisdom from which others in the club would benefit, or that you would like to share? Please send your stories, tips, quotes and pictures to Isaac Mosgrove for inclusion in future newsletters.

## Instructor Insight

We’re fortunate to have several talented and experienced flight instructors who care deeply about aviation, Valley Flyers, and each pilot’s safety. The instructors have graciously agreed to share tidbits of knowledge with us through the newsletter each month. The topics and formats will vary. There may be questions to ponder and research, refresher items, tips and tricks, or new things to think about. We all need to work diligently to remain proficient, and our instructors are here to help.

Speaking of instructors, when is the last time you went up with an instructor that wasn’t for a flight review? Please take advantage of our instructors and bring them along on a flight to brush up on your techniques, to learn a new maneuver or procedure, or to just glean information from them


Our instructor’s rates are low and what you learn can be invaluable! Be sure to thank our instructors next time you see them.

## GMA 350 Avionics Tip: Tunes

*Submitted by Chris Eriksson, CFII*

We now have the luxury of listening to music while flying in N12382 or N1636H. Bring along your favorite device that has your music. Any device that can play music through headphone jacks can be plugged into the GMA 350 and played over the intercom of the aircraft. In both aircraft, plugging an auxiliary audio cable between the jack on the unit and the headphone jack of the media player, and selecting the audio button on the unit, will allow you to hear the music.



The jack is on the bottom left of the GMA 350. Turning on the music is then as simple as pushing the  button. After pressing this button, you can change the volume with the volume knob on the GMA. The nice part of having music over the audio panel is that it will automatically lower the volume of the music any time communication occurs over the intercom or aircraft radios. This makes these aircraft great for cross countries and trips around the valley alike. All pilots and passengers in the aircraft will hear the audio over the intercom and can enjoy the music the PIC chooses.

Each aircraft has two cables that fit the most common jack sizes. After enjoying your musical flight, please be sure that the cables remain in the aircraft.

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## Quick Quiz

Submitted by Al Gray, CFI

- **Question:** What are the three most important things a good pilot should always be thinking of?  
**Answer:** The next 3 things he needs to be doing.
- **Question:** How long does it take your eyes to return to normal after they have been exposed to white light at night?  
**Answer:** Up to a half-hour, so think ahead and guard your eyes when you are preparing for a night flight and when you are flying at night.
- **Point to Ponder:** When was the last time you practiced a no-flap landing? Can you touch down and turn off the runway at the same place you do with full flaps? Electrical failures and high winds happen...are you prepared?

## Who's Afraid of the Dark?

Submitted by John Barringer, CFII

I think night flights are awesome. It's generally calm, the air is smoother and the scenery is beautiful with city lights in view. However, a lot of pilots shy away from night flying. Here are a couple of tips to make the transition to night ops a little easier.

First, remember that your vision system works differently in the dark. The "cones" of the central retina virtually shut down in the dark, so our ability to perceive details and colors is diminished. You will see small, distant targets by looking slightly off-center so the image falls on to the nearby "rods", which are very sensitive to light and movement. Also, the physiological demands can change, especially at the end of a long day, so most sources recommend supplemental oxygen for sustained flights above 5000 msl. Also, take some time to become "dark adapted". It can take up to ½ an hour for this to happen, and a bright light will undo it in a heartbeat. Use a red flashlight for all cockpit chores to help maintain your night vision.

Second, a lot of your visual reference points on the ground will seem to disappear. Prior to your flight, study the sectional to pick out well lighted, visible landmarks. Roads, rivers, and other unlit areas will just blend in to the darkness. When returning to the airport, look for the rotating beacon. They can be seen from miles away, and are almost always near the center of the airport. The runway lights can be lost in the ground clutter (especially at KSLE), so homing in on the beacon will get you to the field until you're close enough to pick out the runway lights.

Third, stay a little higher on your final approach. Most visual illusions at night will cause you to feel you

are too high, and landing short is no Bueno! Use the PAPI/VASI if it's available, and fly your normal pattern with your normal turning points. Come in with a little power, and begin your round out and flare when the landing light start to illuminate the runway numbers – and remember, a go-a-round is always a safe option if things don't look just right.

## Salem's Noise Abatement Procedures

Submitted by Dennis Wyza, CFII

We all fly out of the Salem Airport, but do you know what the Noise Abatement Procedures are? The following is extracted from the Salem McNary Field Urban Development Department Airport Division:

The areas surrounding the airport are noise sensitive and we want to minimize the noise impacts on the communities. Pilots are encouraged to participate:

1. FLY FRIENDLY – STAY HIGH
2. APPROACHES:
  - Enter traffic pattern at prescribed altitude or above
  - Avoid low dragging in approaches with high power/prop settings
  - Conduct all instrument approaches according to standard FAA published approach procedures
3. DEPARTURES, GO-AROUNDS, MISSED APPROACHES AND PATTERN WORK
  - Climb runway heading to within 300' of traffic pattern altitude before making initial turn
  - Maintain 1200' MSL (pattern altitude) or higher until leaving the airport traffic pattern
  - All aircraft remaining in the pattern comply with the above, climb to pattern altitude, and follow the prescribed traffic pattern
  - After takeoff, reduce to climb power when practical and safe
  - Fly published traffic pattern altitudes as close to runways as practical and safe
4. AVOID REPETITIVE LATE NIGHT PATTERN WORK
5. AVOID LOW OVERFLIGHT OF RESIDENTIAL AREAS WHEN PRACTICAL AND SAFE
6. PILOT CAUTION: RISING TERRAIN WEST OF AIRPORT

It is understood that ATC instructions, weather, and safety considerations may, at times, require deviations from suggested procedures. These noise abatement procedures are intended to comply with all pertinent Federal Aviation Regulations and the Rules and Regulations for operating at McNary Field.

**FLY FRIENDLY**

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