



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

February 2016



Annual Club Meeting Recap

Thank you to all who made it to our annual club meeting on January 21st at La Margarita Express. It was fun to get to meet many of our new members and catch up with old friends. As promised, we had an overview of the accomplishments from this past year, recognized the winners of our contests over the last year, discussed our club's finances, held officer elections, and took care of other club business. The following summarizes the highlights of the meeting:

2015 Highlights:

- This past year has seen the club grow to 54 members (including flight instructors).
- We replaced the engines in both of our Skyhawks.
- We've continued paying toward the purchase of N12382.
- Except for the engines, all bills are paid, including some fairly big maintenance items.
- We flew approximately 830 hours, even though we were down to one Skyhawk for much of the flying season. The hours flown on N1636H and N70574 were in-line with our projections.
- Thank you to Terrance Hawley and Chris Eriksson for updating the software in the G500 and GTNs.
- The winners of the various contests were announced. Please see the *And the Winners Are...* article for more details.
- We held several great club events and activities, including a BBQ flight to Prospect State airport, camping over 4th of July at Nehalem Bay State airport, the annual BBQ and Strawberry Feed, and our annual Christmas Party.

2016 Plans:

- Randy provided a summary of our annual expenses and revenue. Although N12382's 2015 engine replacement was budgeted, we had not planned to replace N515ED's engine until 2016. Since we had to replace it in 2015, several members generously stepped forward and made

loans to the club to cover the costs and get 515ED back online. As a result, the club currently has \$30,000 to repay in 2016. The 2016 budget projects that the engines will be paid off in the expected time frame without changing our current dues or hourly rates. The Board will monitor this closely and will reassess the budget in the Spring timeframe to determine if any adjustments need to be made to our rates.

- As the old saying goes, "many hands make light work." Since Valley Flyers belongs to all of us, this year we will be continuing 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 President, Isaac Mosgrove, and to Joan Johnson who was re-elected Treasurer and to Al Gray who was re-elected Safety and Maintenance Officer. Isaac's move to President leaves a vacancy in the vice-president position. The Board will appoint a new vice-president to fill the remaining term. If you are interested in serving on the board, please contact Isaac Mosgrove.
- There was discussion about investigating if monthly invoices and the newsletters can be sent electronically. The Board plans to look into this in 2016, but does not currently plan to change to an electronic payment system.
- Several members raised some great reminders about the common courtesy care of our aircraft. Please see *Reminders From Your Fellow Members* for some great reminders that help to create a positive experience for each of us each time we fly.
- Members asked if more improvements can be made to the cosmetic wear-and-tear items in the planes, with many being willing to pay more to help cover these costs. This year, the Board plans to look into options for accomplishing some of the cosmetic upgrades.

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And the Winners Are...

We had several great contests this year. Thank you to everyone who participated in the Most Visited contest and for all the great articles and pictures that were submitted throughout the year. It is so much fun and is inspiring to read about what our members are doing each month. The 2015 winners are:

Most Visited:

Corey Drechsler	33
Chris Eriksson	23
Alison Neubauer	14
Isaac Mosgrove	14
Randy Ireson	13

Corey did a fantastic job planning out flights each month to his as many airports as he could. He hit an amazing number of new-to-him airports this year. In June, he planned a weekend trip where he hit eight airports during his southern trip to California. Way to go Corey! Enjoy your free hour of flight for visiting the most airports in 2015!

Best Write-up:

Although there were many great write-ups submitted, the award for the best write-up goes to Terrance Hawley's 4th of July Campout at Nehalem Bay article in the August newsletter. Terrance captured the fun highlights of the camping trip and included a bunch of amazing pictures.

Best/Most Creative Picture:

Summaries of the various pictures submitted for the newsletter were at the annual club meeting to help in the voting. Again, there were a lot of amazing pictures sent in, but the one with the most votes goes to Quinn Stutheit's picture of Mt. St. Helens.



Quinn's tour around Mt. St. Helens



Glen Nicole landing on his first solo flight.

Glen Solos!

Congratulations to Glen Nicole on his first solo flight on the beautiful Wednesday morning of January 27th. Glen has been diligently flying in all sorts of weather this winter, and was well prepared. Way to go Glen!



2016 Contests

Since we had so much fun with the contests in 2015, let's do them again. 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.

We'll also do the additional contests for the most creative picture and for the best write-up (yes... concretely subjective judging criteria will be used). Have fun, be safe, and spread your wings!

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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.

What Are We?

People often ask “What type of club is Valley Flyers?” An inadvertent incorrect answer could cause confusion, especially in the FAA world.

Valley Flyers is a nonprofit mutual benefit corporation that exists for the benefit of its members. Our membership is made up of both private pilots and student pilots. We do not have any paid employees, and we are not a flight school. However, we do allow our members to receive flight instruction using the club’s aircraft (not all flight clubs allow their members to receive instruction in their aircraft). Although the club does not provide the instructors, we do require that instructors be screened and authorized by the Board of Directors. This allows the club to have confidence that instructors know our policies and procedures, and understand how we expect our airplanes and equipment to be cared for so that they properly reinforce this important information to their students during training.

There is one last item on FAA forms that causes confusion for both the applicants and for the FAA. When asked where you learned to fly, the FAA is asking the location where you learned to fly, not whose equipment you used when you learned to fly. Thus, the expected response is that you learned from an independent private instructor at McNary Field in Salem, Oregon. Although you did use Valley Flyer’s equipment, it is important to understand that you did not learn from Valley Flyers.

If you have any questions, feel free to contact Joan Johnson.

Great Aviation Lies

- I’m from the FAA and I’m here to help you.
- All that turbulence spoiled my landing.
- We will be on time, maybe even early.
- I’m always glad to see the FAA. I’ve got the field in sight.
- We’ll be home by lunchtime.
- This plane out performs the book by 20%.
- Your plane will be ready by 2 o’clock.

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. 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 does this 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 March 1. If you don’t have a preference for a specific plane or don’t respond by March 1, 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: TBD (vice-president)

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!

Where’s the Checklist?

Each plane’s checklist is available at valleyflyers.org for you to have your own copy.

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Reminders from Your Fellow Members

At the annual club meeting, several members raised some great items that are good for all of us to remember. As you know, the basic club rule is "leave the plane better than you found it." The following common courtesy reminders help the flying experience for you and your passengers get off to a great start:

- It is definitely a tight fit to get in and out of the Skyhawks, especially since the seats don't slide back very far. When you and your passengers are entering and exiting the 172s, please try to keep your feet from rubbing against the side storage pockets by the front seats in order to help them last longer.
- Please keep everything off of the top of the panels (including headsets and kneeboards). This will keep our windscreens scratch-free.
- Thank you for tidying up the cockpits after each flight and loosely fastening the seatbelts neatly on the seats. When fastening the seat belts after a flight, please do not cinch them tightly as this crushes the seat cushions and breaks down the upholstery covering.
- Please be careful of which direction the planes are pointed when the engine is running in order to minimize blasting dirt into the hangars. If the tail is pointing at the hangar door, then dirt is probably blowing into the hangar.

- If you fly less than 1 hour AND your flight started with full tanks, then you don't need to refuel the plane ("full" tanks on 70574 is 30 gallons per side, 1636H is filled to the tabs, and the 172s is approximately 17 gallons per side). If the tanks were not full when you started your flight, then please fuel the plane so that it is ready for the next flight. If the plane is too low on fuel when you preflight your plane, feel free to contact the pilot who flew it before you to gently remind them to please leave it fueled. If you are not comfortable doing this, feel free to contact Joan Johnson and she will contact those who need to be reminded.
- Please don't block the taxi-ways (except the taxi-way directly in front of the Skyhawks' hangar). For N1636H and N70574, please do your pre-flight checks in the hangars and only pull the planes out on the taxi-way just prior to when you are ready to start them. This will allow other planes to use the taxiways and ensure that we are good neighbors to the other hangars near ours.
- When checking the oil prior to a flight, if the oil is within the recommended levels, then none needs to be added. If the oil is at the minimum recommended level prior to your flight, then you do not need to add any. If too much oil is added, it blows out (wasted) and allows oil to coat the underside of the planes. It is okay to start your flight in the Skyhawks and Cherokee if there are 6 quarts of oil.

thank you!



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