



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

February 2017



## Monthly Events

For February we will be flying to Bend to try a new BBQ restaurant on the field for lunch. The restaurant is the Pickled Pig BBQ and Café. We have so few restaurants in the region, it will be great to support this new one! We will be leaving, weather permitting, Saturday February 18th, at 10:00. If weather does not allow, we will try for an alternate location, and try another time to get to Bend.

For March, let's do a flyout to somewhere local and take a trip up to McMinnville to the museum. We will plan to fly out on Saturday March 18<sup>th</sup>, leaving Salem at 11 am. Weather permitting we will fly up to McMinnville and enjoy the museum for a few hours. If you have never been to Evergreen Aviation Museum to see the Spruce Goose and the multiple other aircraft they have in their collection, you are truly missing out. Enjoy it with us!

## Club Flyout to Chehalis

Well, after one failed attempt a few months back, we managed to make it up to Chehalis for dinner in January. It started off with a cold departure. We fought with 5ED for a while to start it, but finally had to give up and take the other three planes (5ED has been fixed now and starts much easier!) So after some preflights, the ten of us departed for KCLS.



Photo courtesy of Todd Lindley

We left just prior to sunset, for a beautiful flight over the snow. 574 quickly passed 382, but not without a photo opportunity!



Photo Courtesy of Barak Mosgrove

We flew up past Portland and arrived into Chehalis just after dark. The visibility had dropped, but was still calling for 6 miles with clear skies. 574 landed first, an RV landed next, and then 36H and 382. Turns out, the RV was coming down to join us. This event had been posted on the Facebook group, FATPNW (Flights Above The Pacific NorthWest). There we met two guys out of the Seattle area who saw the event and wanted to join. The now 12 of us walked over to the golf club for dinner. They have excellent food, in a very nice location, and extremely close to the airport.



Photo courtesy of Isaac Mosgrove

After dinner, we walked back out to the planes, only to find them covered in frost, and the airport

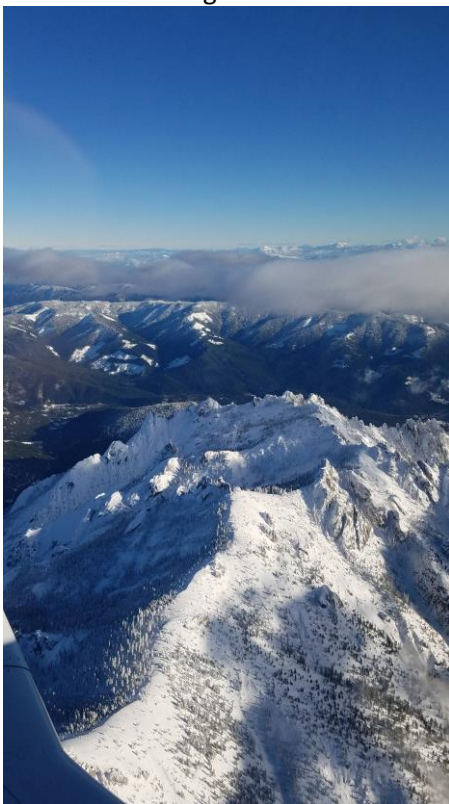
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down to 4 mile visibility, still with clear skies. Mist and fog were moving into the airport. We quickly cleaned the plane of frost by scraping it off with our gloves. As soon as they were clear, we taxied out, and readied our aircraft for departure. Unfortunately, all but 382 had some issues to deal with prior to departure. 574 had a rough running mag, but after leaning it out and letting the engine warm up more, it ran just fine. 36H had a burnt out landing light, which, after some inspection, they departed anyways. Landing lights after all, are only require at night for commercial operations. So 382 took off first again, with 574 right behind, and 36H about 15 minutes later. The visibility reduction cleared within the first thousand feet on departure, and it was smooth sailing after that.



*Photo Courtesy of Chris Eriksson - Southern Oregon Mountains*

## **Annual Club Business Meeting**

*By Isaac Mosgrove*

Thank you to all of the members who attended the Annual Club Business Meeting on January 25<sup>th</sup>. I'm happy to report that 2016 was an excellent year for the club, and our future continues to look bright.

The following are a few of the highlights:

### 2016 Highlights:

- Our membership remained healthy with 54 members (including flight instructors)!

- We now have 43 member pilots and 11 student pilots
- Although we had some members leave, we had 12 new members join
- We did more avionics upgrades!
  - We updated all of the software in the Garmin units in N515ED and N12382 so we have the latest and greatest features
  - We installed Flight Stream 510 wireless datacards in N515ED and N12382 which allows you to have wireless communication between the certified avionics and your tablet/phone that runs Garmin Pilot or ForeFlight
- We had a bunch of club activities!
  - These included outings to Independence, Siletz Bay, Nehalem Bay, Copalis, Astoria, and January's flight to Chehalis.
  - We also had our Club BBQ and Strawberry Shortcake Picnic, a club meeting with the Salem Tower to learn about things that the tower finds helpful and frustrating, and we had a wonderful Annual Christmas Party
- We paid down over \$41,000 of our debt!
  - The new engines in N12382 and N515ED are paid off
  - We paid off the remaining balance on the purchase of N12382
  - We started payments on the purchase of N1636H
- Our finances are healthy!
  - We started the year with \$467 in the checking account
  - We ended the year with \$8000 in the checking account
  - All bills are paid!
- Our planes are doing well!
  - We flew approximately 924 hours
  - Members took great care of the planes this year and we did not have any major unplanned maintenance. Thank you!
- Tim Burnett won the award for the most hours flown at 82.8 hours! As a reward, Tim will get a free flight hour in 2017.

### Other Business:

- Officer elections were held: Congratulations to Chris Eriksson (Vice-President) and Alan Lasneski (Secretary) who were unanimously re-elected to their positions.

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- The initiation fee will increase from \$600 to \$750 starting May 1, 2017 to help with aircraft upgrades.
- There was discussion about ways to preheat the planes to help them start easier during periods of extended freezing weather.
- We gave away two annual subscriptions to Garmin Pilot. Congratulations to Martin Winziers and Bob Botta.
- A special thank you to the following members:
  - Brett Trammell for printing the newsletters each month.
  - Chris Eriksson, Alan Lasneski , and Joan Johnson for organizing many of the club events and gatherings.
  - Joan Johnson for all of her behind the scenes work that she does (buying supplies, washing rags, emptying garbage, and more in addition to managing the finances and billing).
- Discussed goals for 2017. If all goes well, we'd like to do the following:
  - Holding monthly club flyout activities
  - Doing more activities with Flights Above The Pacific Northwest (FATPNW) facebook group
  - Paying off the remaining balance on the purchase of N1636H
  - Equipping N12382 with Garmin GTX 345 for ASD-B compliance
  - Replacing the interiors of N12382 and N515ED
  - Replacing the outside plastic pieces of N12382
  - Purchasing a laptop to be used for the club's financial and billing software
- Discussed goals for 2018 and beyond:
  - Prepare to replace N1636H's engine
  - Finish paying off N515ED and N70574
  - Upgrade N1636H and N70574 for ADS-B compliance
  - Upgrade the avionics in N70574

## New Members

**Chance Conner** - I got my associates degree at Lane CC in aviation, during which I got my PPL, commercial license and instrument rating. I'm looking to now get my BA in aviation and pursue a career in aviation. When I'm not flying, I'm snowboarding, skateboarding, rock climbing, and enjoying good craft beer.

**Josh Rickert** - I'm from Portland originally. Traveled all over. Used to be an all-around computer geek. I've taught computers, wrote software for financial institutions, and did

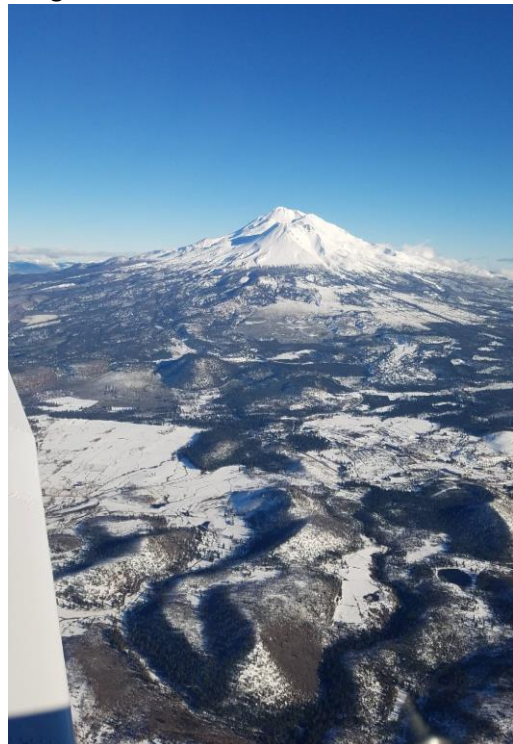
computers in the army. I have a beautiful wife and a 8 year old son. Decided on a career change and graduated Lane's flight program with my commercial instrument last year.

## Medical Reform

The FAA has released the medical reform policies to reduce the requirements on the Third Class Medical. Come May 1, 2017, most of us will not need a third class medical anymore. If you fly with the categories shown below, you are eligible to not renew your medical.

- Less than six seat aircraft
- Less than 6,000 lb aircraft
- Less than 6 passengers
- Less than 18,000 ft
- Less than 250 knots
- Not flying for compensation or hire

If that describes your flying habits, you can continue without a third class medical! Though there will still be requirements. You will need to take a free online course every two years, most likely through AOPA, and visit a state-licensed physician who will go through an FAA generated checklist of items of discussion. Overall, it is meant to be simpler than going to your FAA medical examiner and doing that process. If you have questions about the reform, take a look at [aopa.org](http://aopa.org). They are the most knowledgeable about the medical reform.



*Photo Courtesy of Chris Eriksson – Mt Shasta, CA*

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