



# Valley Flyers

*"Just Plane Fun!"*

885 Lancaster Dr SE  
Salem, OR 97317

December 2017



## Holiday Party

For December, we will be skipping the fly out event for our annual Christmas party. Joan and Vern have agreed to host the party, starting at 6:00 PM on December 16<sup>th</sup>. The club will provide meat and some fixings. Each member is asked to bring either a main dish or salad, and a small dessert to share. We'll also do a gift exchange, so bring a fun gift in the \$10-15 range (aviation gifts are always fun). Bring your family or friends for a fun evening together. Please RSVP to Joan by December 9<sup>th</sup> so that we can get the plans finalized. Feel free to text or email Joan if you have questions.

## Monthly Events

In January, we will do a flyout to Chehalis (KCLS) for dinner at the golf course. The restaurant there is excellent, and just across the street from the airport. We will leave Salem at 3 pm on Saturday, January 13<sup>th</sup> for an early dinner. The restaurant is only open until 7, so we would prefer to arrive a little early. This event will be posted to the FATPNW facebook group, so we may get to meet some fellow pilots from around the northwest!



Mt Jefferson over a low cloud deck – Chris Eriksson

## Member Introductions

Over the last few months, several member introductions were missed. Therefore, over the next month or two, we will be including introductions for

members who have been missed, as well as the new members.

### Ian Guthrie

I joined the world of flying as a student pilot earlier this year after a couple of years thinking about it. Designing avionics for a living helped me make the decision to start because I wanted to get a better feel for how what I make gets used in the real world. I look forward to gaining my private pilot certificate so I can go sight seeing and photographing the Pacific Northwest from a new perspective with friends and family.

### Virgil Royer

Virgil Royer joined the club in October of this year. He is a family law attorney in Salem and loves to fly as a hobby. Although he just earned his pilot license in June of this year, Virgil is already working towards his instrument rating and finished his instrument ground school program in November. Virgil's favorite flying experience was taking his wife to Port Townsend and the San Juan Islands for a weekend getaway this past summer. His favorite aviation anecdote is "to go up, pull the stick back ... to go down, pull the stick back harder." Virgil also highly recommends the following books: Fly the Engine (second edition) by Kas Thomas, and The Thinking Pilot's Flight Manual (volumes 1 and 2) by Rick Durden.



Winter Flying Wonderland!

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## **Congratulations New Private Pilots!**

This last month, we had two checkrides, with Jordan Snyder and Kirby Headrick both completing checkrides early in November. Both new private pilots completed their checkrides successfully after training with John to start with, and then Todd to finish the training.



Jordan Snyder accepting his new Private Pilot Certificate!

## **January Annual Club Meeting**

We will have our annual club meeting on January 17<sup>th</sup> at 6:00 pm. The location is still to be determined, but will be included in the January newsletter. The club will provide drinks. We have three positions up for election. This year we will be electing for the positions of President, Safety Officer and Treasurer. If you are interested in running for any of these positions, contact any board member and we would be happy to assist you and provide information on the position.

## **Refueling the Aircraft**

Just a quick reminder on the fueling policy for the club planes. If you take the plane out, and it has full tanks (or as full as we usually fill them), and fly for an hour or more, please refuel when you land. The exception to this would be if you are only doing pattern work, about an hour of pattern work will not use as much gas, and it is ok to put it away as is. If you took the plane out, and it was a bit low on gas to start with, even if you do not fly a full hour, please fuel it. Otherwise you leave the next person to fuel it before and after their flight. If the pump is broken, and it is normal business hours, please stop by Salem Air Center, and they will pull the truck up and fuel the planes for the same rate as the self serve. If the pump is broken and Salem Air is closed, please leave a note to that effect on your tach sheet, so the next member knows you were unable.

## **Future Pilot**

Alison and Mark Neubauer shared this picture of their son, Peter, flying 5ED. Looks to me like a pilot in the making!

**He decided to reach up and grab the yoke, and then proceeded to look at the Garmin screens (he loves screens). I love the binky while flying....**



Peter Neubauer learning to fly early!

## **Cold Weather Starting**

It is that time of year again, where the batteries will be weakest, and the engines hardest to start. Just a reminder for some tips to start the engine. After making sure the keys are out of the ignition and that the ignition is indeed in off, pull the prop through 4-6 times in the direction of its normal travel. Then prime it. Keep the electrical use to a minimum before starting to conserve the battery for the start. If the battery is getting weak, do not continue until it dies. Turn off the master between attempts to preserve the starter health. Prime as needed, but if you notice fuel dripping out the bottom, the engine is flooded and you will need to use the flooded engine start procedure. Call a board member or instructor *before the battery is dead* if you need help getting the aircraft started. If this procedure is new to you, call one of us to walk you through the proper procedure.

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