



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

February 2018



Hangar Locks and Codes are Changing

It's time to change the keys and codes to the hangars. The locks and codes will be changed on March 1. If you have not already picked up a new key, please contact Isaac Mosgrove or Joan Johnson to arrange a time to get one. The new door codes will be emailed out in late February.



Sunset over the Olympics – Chris Eriksson

Annual Club Business Meeting Summary

By Isaac Mosgrove

We had a great turn-out at the Annual Club Business Meeting on January 17th. 2017 was another excellent year for the club, and our future continues to be promising. The following are a few of the highlights from the meeting:

2017 Highlights:

- Our membership remained healthy at 51 members (including flight instructors), with 43 member pilots and 8 student pilots.
- We did more improvements to our fleet!
 - We updated software in the Garmin units in N515ED and N12382 so we continue to have the latest and greatest features.
 - We replaced the outside plastic pieces of N12382.

- We purchased new interior plastic parts for N12382 and N515ED, and carpet for N1626H.
- We had a bunch of club activities!
 - These included outings to Chehalis, Kelso, Bend, Jefferson County (OS9) at Port Townsend and Copalis.
 - We had a group attend Oshkosh.
 - We also had our Club BBQ and Strawberry Shortcake Picnic, a club meeting with the tower chief from the Salem Tower, and had an awesome Annual Club Christmas Party.
- We paid off the remaining balance on the purchase of N1636H!
- We purchased a new laptop and accounting/billing software!
- Our finances are healthy!
 - We started the year with \$8,042 in the checking account
 - We ended the year with \$47,381 in the checking account
 - All bills are paid!
- Our planes are doing well!
 - We flew approximately 912 hours
- Jordan Snyder won the award for the most hours flown at 68.5 hours! As a reward, Jordan will get a free flight hour in 2018.



Cherokee over the clouds – Chris Eriksson

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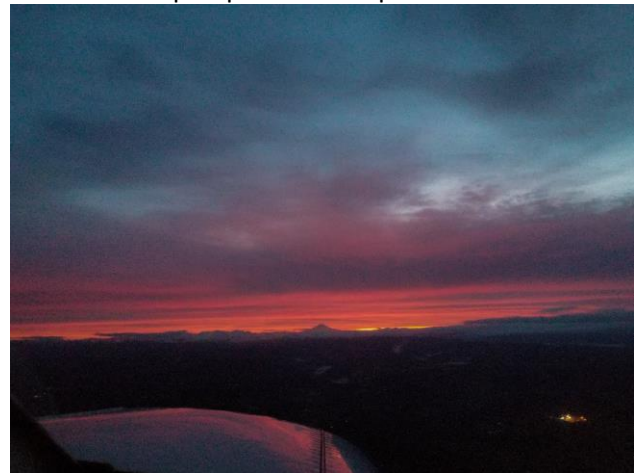
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Other Business:

- The locks and hangar codes will be changing on March 1st. The new hangar code will be sent out at the end of February. If you have not received your new key, please contact Isaac Mosgrove or Joan Johnson to arrange a time to pick up your new key.
- Officer elections were held: Congratulations to Isaac Mosgrove (President), Joan Johnson (Treasurer), and Al Gray (Safety & Maintenance Officer) who were unanimously re-elected to their positions.
- The initiation fee, monthly dues, and hourly rates will remain unchanged.
- There was discussion reminding members to be especially diligent to watch the wingtips and elevators when moving the planes on the ground and in/out of the hangar. Our hangars can be tight, so please use extreme care when moving the planes.
- It was noted that regular glider operations are beginning at Independence. More information will be investigated about ways to help teach members about glider operations so that we maintain safe and friendly skies over Independence.
- A special thank you to the following members:
 - Landon Nye for working on the planes as an IA.
 - Brett Trammell for printing the newsletter.
 - Chris Eriksson and Alan Lasneski for organizing many of the club events and gatherings (they are always looking for help or ideas if you'd like to help).
 - 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 2018. We'd like to do the following:
 - Replace N70574 with a newer Skylane with good paint, interior, engine and old avionics
 - Begin paying off N515ED
 - Equip N12382 with Garmin GTX 345 for ADS-B compliance and Traffic and Weather display on the GTN 650
 - Replace interior of N515ED

- Replace interior plastics of N12382
- Replace carpet of N1636H
- Monitor the health of N1636H's engine to determine when it should be replaced
- Hold monthly club flyout activities
- Continue doing more activities with Flights Above the Pacific Northwest (FATPNW) Facebook group
- Discussed goals for 2019 and beyond:
 - Prepare to replace N1636H's engine
 - Pay off loans for N515ED and the Skylane
 - Upgrade N1636H and the Skylane for ADS-B compliance by Dec 31, 2019
 - Upgrade avionics in the Skylane
 - Repair paint on the planes



Mt Jefferson Sunset – Chris Eriksson

Competition Reminder

Don't forget! When you land at a new airport, email me at Christopher.c.eriksson@gmail.com with the new airports visited. I will add it to the list and we will see who has traveled the most at the end of the year! Have fun and be safe!

Tacoma Dinner

Well, we tried to get to Chehalis for dinner. Isaac, Eric, and Vern all piled into 382, while Mark, Alison, Peter, and Joan squeezed into 5ED, and Landon and myself flew 36H up to Chehalis. But fortunately for us, a low overcast layer moved in over Chehalis when we were about 12 miles out. And yes, I do mean fortunately! As we called to each other on 122.75 to come up with a new plan, some unknown pilot in the area told us that Tacoma also has a restaurant. And since Tacoma was only about 25 minutes farther away, we kept on cruising. When we landed in Tacoma, we found an excellent little pizza pub on the airport! And for those who were not flying, the restaurant also had their own beers

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on tap to go with the pizzas. We stayed until just after sunset, and noticed a cloud deck moving in. So, we quickly fueled up and departed back to Salem. It was a thin undercast layer from Olympia to Kelso, but thin enough that you could see I-5 beneath the clouds. It was a beautiful night for a cross country, and we found some great food up at Tacoma Narrows (KTIW). I highly recommend a trip up there!



The group at dinner in Tacoma – Mark Neubauer

Monthly Events

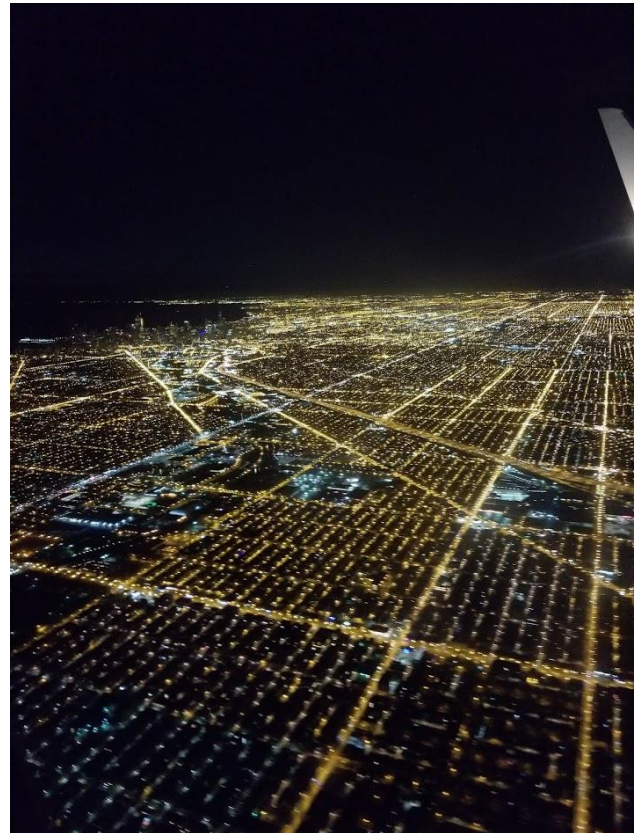
For February, we will have a flyout to Sunriver (S21) to enjoy the town. Sunriver is a beautiful town near the base of Mt. Bachelor. The flight there takes you over the Cascades and the Three Sisters. We will fly there on February 17th, leaving Salem at 10 am.

For March, it seems like a good time to make the journey down to Medford for some In and Out Burger! Let's plan for March 10th, leaving at 10 am. In and out is a few blocks from the airport, so we will get ground transportation when we land in Medford. Medford is a little over an hour away each way, so if you are interested in going and sharing a flight, contact Chris Eriksson (847) 345-5258.

Glider School in Independence

As mentioned during the annual club meeting, there are now gliders based at Independence airport (7S5) with a lot of activity on weekends if the weather is good.

EAA chapter 292 will host a safety seminar at Independence airport in their hanger on Saturday Feb. 10 at 11:00 am. This event does count as an FAA WINGS program, so if you use that for currency, go to the FAA Safety WINGS program website for more information. If you participate in the FAA WING program, you may have already received the invitation. It will be great information for operating near the gliders!



Night approach into O'Hare – Chris Eriksson

Safe Prop Handling

This is an excerpt of an article Avemco posted online on prop safety. They have some great information, so enjoy!

Hot Props

For a propeller to be hot, two things must happen. There has to be some small amount of fuel left in the engine, and a spark has to reach the spark plugs. Under normal conditions, having the magneto switches or key turned to the Off position will prevent any spark from reaching the spark plugs. However, if there's a loose connection to the switch, or the switch is becoming old and intermittent, a spark can still reach a spark plug EVEN with a mag key in the Off position!

Therefore, it's critical that you always shut down an engine correctly, so that there is no residual fuel left in it. That way, even if your mag switch is not operating properly in the Off position and a spark does reach the spark plugs, the engine won't start accidentally when the propeller is moved.

Shutting Off an Engine Correctly

There are two things you can do to assure that a propeller never accidentally fires when you turn it:

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1. Shut off the engine correctly.
2. Only turn the prop (e.g. to attach a tow bar) in the opposite direction of normal rotation.

To shut down an engine, you generally pull the mixture back to the idle cut off position, which starves the engine of fuel. After the propeller comes to a stop, and ONLY after it has come to a complete stop, turn the magnetos switches or the Mag key to the Off position. Doing this correctly assures there's no unburned fuel left in the engine.

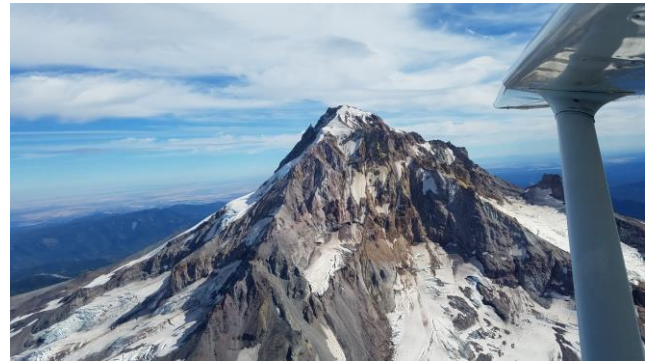
The reason it's important to WAIT for the prop to stop before turning off the Mag switches or key is that while the switch is still on, the engine continues to burn all residual fuel. However, if you turn the magnetos off while the prop is still turning, you've just removed the spark and some unburned fuel can be left in the engine. Then if the magneto grounding system is faulty and you turn the prop even slightly, the engine can start for a few seconds, which is just long enough to kill you!

Safely Turning a Prop by Hand

You can also prevent an accidental prop start by only turning a propeller in the opposite direction from which it normally turns. When you do that, the magnetos cannot send a spark to the spark plugs, so even if there's residual fuel in the engine, a spark cannot be generated.

You may have heard that one should not turn a prop backwards. People often say this about Rotax engines. However, SB912-0361 suggests it's okay as long as you turn the prop less than one revolution in the reverse direction. Another reason often given is that this may shorten the life of the carbon vanes that rotate inside a vacuum pump. That might be true for some pumps, but others are designed to rotate in either direction. Regardless, what is the value of your life compared to potentially having to replace a vacuum pump a few hours sooner than it would've failed anyway?

Here is an easy way to remember how to rotate a prop backwards. When sitting in the cockpit looking forward, a propeller turns clockwise when the engine is running. Therefore, when standing in front of a propeller and looking at it from the opposite direction, turn it clockwise from your view, which is the opposite direction it was turning when viewed from the pilot seat.



Mt Hood – Chris Eriksson

Fly Out Events for the Spring

Every year, there are dozens of events across the northwest for aviation. Here is a list of some of them. This is not necessarily comprehensive, and the list grows daily. Great places to watch for events include the FATPNW Facebook group, WA Pilots Association, Willamette Valley Flyers, and our club events listed in these newsletters!

Date	Event	Location	Time
2-24 - 2-25	NW Aviation Conference	KPLU	900
17-Mar	FATPNW St Patrick's Day Lunch	TBD, watch FATPNW	TBD
18-Mar	WPA Mountain Flying Course	1W1	900
31-Mar	Oregon Pilot's Association Burger Burn	S12	1200
7-Apr	OAHS Breakfast at Museum	61S	700
28-Apr	OPA Burger Burn	S12	1200
5-May	OAHS Breakfast at Museum	61S	700
19-May	Flying Heritage Day	KPAE	900
26-May	OPA Burger Burn	S12	1200
28-May	Museum of Flight Memorial Show	KBFI	1100
28-May	25th Annual Memorial Day Aviator Tribute	7S5	TBD

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 to Chris Eriksson for inclusion in future newsletters.