



# Valley Flyers

*"Just Plane Fun!"*

885 Lancaster Dr SE  
Salem, OR 97317

April 2018



## Monthly Events

For April, we will have our fly out to Westport (14S) for a pizza lunch. We will plan to leave Salem on 4/7 at 11:00. Westport is on the Washington Coast, and the pizza place is on the airport. It is a little over an hour each way, so come out and enjoy a beautiful coastal flight!

For May, we will do a fly out to Sunriver, and see if the weather is better this time around! We will plan to fly out and spend the day in Sunriver. It is a beautiful town with loaner bikes at the airport. The flyout will take place on May 12<sup>th</sup>, leaving at 9 am. Enjoy a stunning mountainous flight to eastern Oregon, and all the town has to offer!

## Competition Reminder

As of the end of March, Chris Eriksson took the lead with 10 airports. Joan was last reported in at 7 airports.

Don't forget! When you land at a new airport, email me at [Christopher.c.eriksson@gmail.com](mailto: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!

## Lunch in Medford

*By Chris Eriksson*

For the March monthly event, Landon and I took 574 down to Medford to get some In and Out. Unfortunately, Medford was calling for fog in the morning, so we waited a bit before departing, and then took a scenic route down there.



*Mountains on the way to Crater Lake – Chris Eriksson*

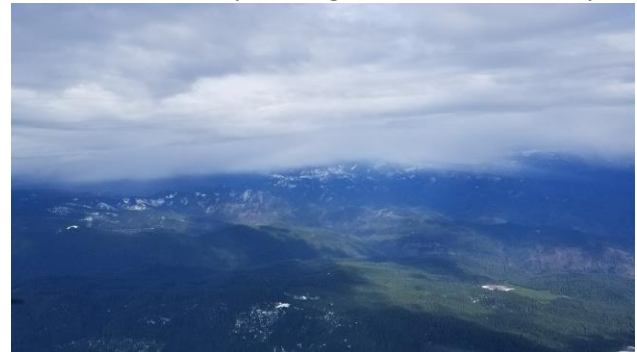
Instead of going direct via Eugene, we decided to overfly Crater Lake on the way. The mountains were beautifully covered with snow, and Crater Lake had snow on the rim.



*Crater Lake – Chris Eriksson*

We landed in Medford, and the skies were entirely clear. When we landed, some friends picked us up and we all headed over to In and Out. It was packed, as usual, but we managed to get a table, and enjoy some excellent animal style burgers and fries!

After the meal, we headed back to KMFR, fueled up, and took off. The weather had started to close in, so we began to dodge rain showers along the way. Visibility dropped in each rain shower, so we dodged back and forth between the systems to stay in nice VFR weather until we got to the Eugene area. After we passed Eugene, the weather cleared, and we had an easy VFR flight the rest of the way.



*Rain on the way back – Chris Eriksson*

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## Aircraft Upgrade Status

We are still working on the upgrade for 5ED and 382. JLC Avionics has indicated they expect to have the time for 382s ADS-B Upgrade in the next few weeks. So pending weather and schedules, we are hoping to bring 382 down in early April.

The plastics for 5ED are on order, and will hopefully arrive soon. They will be installed shortly after, and we will have a nicely refinished Skyhawk.

## First Solo (Sort of)

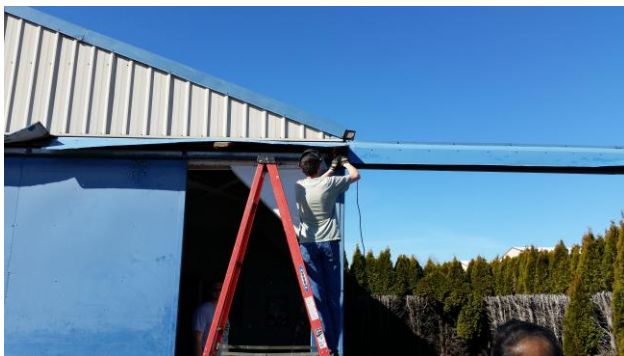
Eric Brown had his first solo in February, sort of. Eric is a licensed helicopter pilot already, so this was his first solo in a fixed wing aircraft for his add-on rating. He had his first solo on February 9<sup>th</sup>, after training with Todd Lindley.



## AWESOME CREW!

*By Isaac Mosgrove*

Many thanks to the awesome crew who came together on short notice to fix N12382's hangar door. It's so nice to have members who are willing to help, who have valuable skills and talents, and that work so well together while having fun. Thanks to Kirby, Landon, and Chris Eriksson for getting the door opened so members could fly N12382 over the weekend.



Special thanks to Mark for doing a fantastic welding repair on the door's track, and to Landon,

Eric Brown, Ramesh, and Isaac for getting the rollers repaired, the door back in its track, and helping Mark. We also got the hangars blown out and the gutter above the side door repaired.



## 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
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

## Hangar Door Care

*By Alan Lasneski*

It's come to our attention some members are not adhering to 14 CFR 91.103 and 14 CFR 91.148 which was briefed in Advisory Circular 91-191.

### §91.103 Preflight action.

Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. This information must

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include—

... (parts a and b left off intentionally to draw attention to part c)

(c) For any flight, hanger doors at airports of intended use, the following procedure shall be followed:

(1) For hanger doors with floor pegs that secure into concrete, the floor pegs shall be pulled up and rotated and locked into the safely up position; and

(2) The pilot in command shall ensure the pegs do not drag along the concrete as the door is opened.

**§91.148 Postflight action.**

Each pilot in command shall, before calling a flight complete, become familiar with all available information completing that flight. This information must include—

(a) For a flight ending with the aircraft being parked in a hanger, the pilot in command shall ensure the hanger will be drawn closed with the hanger door pegs in the up position to ensure not to drag the pegs along the concrete and bend them when they hit the holes in the concrete;

(b) For a flight ending with the aircraft being parked in a hanger, the pilot in command shall ensure the hanger doors have been closed with the hanger door pegs secured into the closed and locked position;

(c) For a flight ending with the aircraft being parked in a hanger, the pilot in command who cannot close the hanger doors shall check they have properly complied with 14 CFR 91.103 section c parts 1 and 2.

A quiz to check your understanding of 14 CFR 91.103 and 14 CFR 91.148, can you determine which parts of the above have been violated.



## Dinner Flight

*By Chris Eriksson*

So everyone knows that it's not just lunch flights that are worth the effort, but dinner is always a great excuse to go fly. So for an IFR training flight, Landon Nye and I flew up to Bremerton Washington to try out the restaurant on the field there. We took off after work, and began the trip up on an IFR plan. ATC was great and gave us a direct route to Olympia VOR. The weather was almost entirely clear, only one small wisp of a cloud that we brushed. And it was a good thing it was clear. It was cold enough at altitude that we would get ice if we spent time in wet clouds. So we cruised up in the clear weather until Seattle approach cleared us on an approach into Bremerton. The weather over the sound was perfect. We were over the water with views of the Olympic Mountains just at Sunset.



*The Puget Sound at sunset – Chris Eriksson*

We landed at Bremerton and ate at the restaurant on the field. They had a fairly expansive menu, and their pie was exceptional! It is essentially a rule of flying that you can't skip the pie for dessert!



*The Olympics while on approach – Chris Eriksson*

*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.*