



Valley Flyers

“Just Plane Fun!”

885 Lancaster Dr SE
Salem, OR 97317

December 2018



Monthly Events

For January, we will have our fly out to Tacoma Narrows for some pizza at the Hub. We will depart at 4 pm on January 19th. It will be dark, so make sure someone in the plane will be night current, and enjoy the flight to the Puget Sound. They make a great pizza, and for the person not flying back, they do serve local beers as well. The flight there can be very beautiful at night, flying over PDX, along I5 to Olympia, and across the sound with the Seattle area in view.

Club Christmas Party – December 8th!

For December, we will be skipping the fly out event for our annual Christmas party potluck! Joan and Vern have graciously agreed to host the party, starting at 6:00 PM on Saturday, December 8th. In order to have enough food for everyone, each member is asked to bring either a main dish or salad, and a small dessert to share. The club will provide meat and some fixings. 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 Isaac so that we can get the plans finalized. Feel free to text or email Isaac or Joan if you have questions.



Clouds over Newport – Mark Neubauer

Annual Business Meeting (January 16th)!

It’s almost time for our annual club meeting to cover general business and officer elections. Over dinner, we’ll have a chance to meet the many new members

that joined this year, provide overall update on the club and our financials, discuss what we’ve accomplished over the last year, hold officer elections, discuss plans for the future, and discuss other business that you wish to bring up.

The Vice-President and Secretary Office positions expire in January, so elections will be held for these positions. If you have interest in serving on the Board, please contact any of the board members for more information on these positions: Isaac Mosgrove (President), Chris Eriksson (Vice-President), Joan Johnson (Treasurer), Alan Lasneski (Secretary), or Al Gray (Safety and Maintenance).

If you know of special topics, proposals, or concerns that you’d like to discuss, please contact Isaac so that we can be sure that they are on the agenda.

We look forward to recapping the accomplishments of this past year and to look ahead to further improvements for the future. This year’s meeting will be at 6:00 pm, Wednesday, January 16th at La Margarita Express (515 Chemeketa Street Northeast).



Colorado Rockies at 16,500 ft – Chris Eriksson

A Big Thank You!

Thank you to Brett Trammell for all his work to print our newsletter every month! Every month he takes the newsletters and prints them for the whole club. We really appreciate your work with that Brett!

Welcome More New Members

Doug Hall had never been in any airplane until his niece’s boyfriend invited him to go flying over Malibu in a Cessna 182 back in 1984. That flight started a life-long friendship. After that flight, Doug, a musician,

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agreed to trade drum lessons in exchange for flight lessons in Van Nuys. After three years and lots of hours in a Cessna 152, he earned his private pilot's license. In 1994, he started his instrument training, which he finished in 1996 after moving to Corvallis. Doug is now a real estate agent with Remax in Albany and just became a grandfather a few weeks ago. Doug looks forward to meeting more local pilots and going on flights with other members of Valley Flyers.



Monument Valley – Chris Eriksson

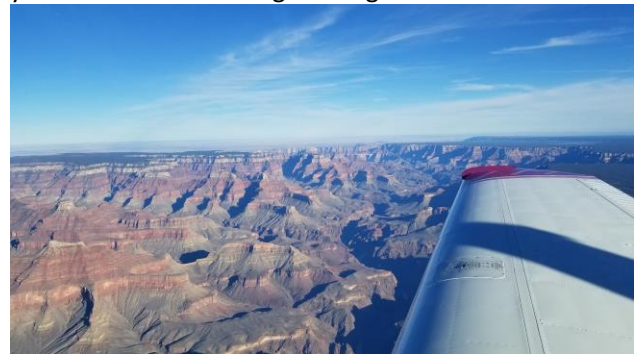
Brian Deno was always interested in aircraft while growing up in Michigan. On a whim during high school in 1984, his dad agreed to help pay for his flight training. Brian joined the Air Force in 1985 before he had finished his flight training. During his 27 year career in the Air Force, Brian completed his private pilot's license, became an A&P mechanic, and graduated from Embry Riddle. He has twin daughters, and a son who is attending college. Brian recently moved to Oregon and works at ATI in Albany. He looks forward to working on his instrument training and flying with other members to learn the local area.

Eric Burlingame's father helped get Eric involved in aviation. Growing up in Seattle, Eric watched his dad repair avionics. He was finally able to start flight training during the last semester of his senior year and passed his check ride just before starting college. During college and Cal Poly, Eric got involved with gliders, and was president of the local glider club. Eric now works at Garmin and is working on his instrument rating with Todd Lindley.

David Handy always enjoyed long flights, but never thought that getting his pilot's license would be attainable. That all changed when he was recruited to work at Garmin after graduating from University of Idaho. He was thrilled that he not only would get to work on designing avionics, but Garmin would help pay for part of his flight training. David enjoys playing piano, hiking, and photography. He is now a student pilot training with Max Duke. David is excited to earn his pilot's license, and looks forward to learning how to do aerial photography.

Chad Rasmussen

My exposure to aviation began when I joined the Air Force directly out of high school. I went in open electrical, with no plans to be in an aviation related field as I really only wanted one of two computer programming jobs. Well as fate would have it, I ended up in aircraft maintenance as an Electrical and Environmental Systems specialist, or E&E as its commonly known on the flightline. Over my 18 year career, I worked several airframes including the KC-135R/T refuelers, F-16Cs, F-15C/D/Es, C-130W Gunships, and my overall favorite the A-10A Thunderbolt II (Warthog). My interest in obtaining a private pilot certificate started while stationed overseas as a young airman, but I did not have the means to pursue the dream at that time. My interest was rekindled in 2007-2008 when I was selected to join the A-10 West demonstration team, and we traveled all over the U.S and Canada, as well as some foreign countries to perform in airshows. I got a lot of exposure to airshow pilots Mike Goulian, Patty Wagstaff and others, and their high performance aircraft. As it is probably easy to imagine, this exposure really got me interested in the idea of flying. Unfortunately still, I lacked the resources to make it happen. In late 2013 the AF announced early retirement opportunities and I jumped at the chance to start career 2.0 two years early. I got the word in April 2014, and started terminal leave 10 days later, officially retiring in August 2014. It was a whirlwind decision with little time to plan, but I decided I wanted to move on from aircraft mx, and build on my electrical knowledge by attending Oregon Institute of Technology and studying Electrical Engineering, graduating June 2018. I joined the Garmin AT team as an aircraft certification engineer this summer after graduation, and was excited about the opportunity to finally reach my goal to become a pilot, nearly 20 years after first catching the bug.



Grand Canyon, Dragon Corridor – Chris Eriksson

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Zach Miller

My name is Zach Miller. I moved to Salem from Bozeman, MT where I went to school for engineering at Montana State University. Prior to my engineering degree I worked as a pilot flying all over the country. My most recent work was in Juneau, AK where I was flying AS350 helicopters on charter. I also have experience in Citation and Eclipse Jet aircraft. I'm currently working on the Certification Team at Garmin and enjoy the many activities the area has to offer. I joined the flying club to get back into aviation after a few years off due to school and so far it has been great. I'm looking forward to doing more flying locally and traveling to see the coast and mountains in the surrounding the Willamette Valley.

Adding to our Fleet?

This year has seen continued growth in the number of new members that have joined Valley Flyers. As we look to our future, the Board has decided it's time to add another aircraft to our fleet rather than limit our membership growth. Before you get too excited, we can't afford the insurance on a complex, tail-dragger, float, amphibious, or rotor-wing aircraft. However, adding another C172 M model (or later) would probably be best for our membership and for keeping our cost of flying low. Maybe you know someone who doesn't yet know that they want to sell their airplane and join a flying club. If you are aware of an aircraft that may be a good candidate, please let a Board member know.



Wyoming from FL450 – Chris Eriksson

Winter Operations

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 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.

Another hazard of winter flying is frost, ice, and snow. Frost will occur even on clear sky nights, and can severely affect aircraft performance. So before taking off, be sure to fully clear the aircraft of ice, snow, or frost. Snow must be brushed or swept off an aircraft. Warm water can be used to strip ice from a wing, but the aircraft must be fully dried before flying. Frost can be a bit tricky. The easiest way is to use a bag filled with warm water, and a dry cloth towel. Seal the bag, and pull it along the aircraft surfaces, with the towel immediately following. The warm bag will melt the frost, and the towel will dry before it can refreeze. Properly cleaning the aircraft before flight is critical for safety, and storing the aircraft in hangars will prevent most contaminants from ever forming on the wings.

Aircraft Care

Hangaring Aircraft

One of our most common reasons for aircraft damage is pushing aircraft into hangar walls. Before pulling the aircraft out of the hangar, check that it is aligned with the center of the hangar, and that hangar doors are fully open.

Pushing the plane back into the hangar takes similar care. Slowly push the aircraft back aligning with the centerline of the hangar. There is orange ribbon on the back wall that marks the center, as well as a yellow line on the pavement. Before pushing the aircraft inside, please stop and check that the tail is aligned with the orange ribbon, and the nose wheel is on the yellow line. Then check the wings and make sure the aircraft will not hit the hangar walls or doors. Only then, push it the rest of the way. Wingtips are expensive and are easily damaged by hangar walls!

Refueling Aircraft

Another easy way for aircraft to take damage is during fueling. Always taxi the aircraft nose first towards the pumps when able, and approach the pumps slowly. Be careful climbing the ladder with the hose to prevent hitting the nozzle on the leading edge. For examples, look at any of our Cessnas. They all have dents in the leading edge from the fuel nozzles. Once you begin fueling, ensure the fuel hose does not rest on the wing. The hose can strip paint from the leading edge easily. Keep the nozzle as close to vertical as you can in the fuel tank. By keeping the nozzle vertical, it prevents bending the fuel filler neck and causing damage to the fuel tank.

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