



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

February 2019



## Monthly Events

For February, we will go for a common favorite and weather permitting hop over the cascades out to Bend for lunch at the Pickled Pig. Plan for Sunday the 17<sup>th</sup> of February, leaving at 11:00 am. Hopefully the weather will be good enough, and we can make the hop over the mountains. It is a beautiful flight there over the snowcapped peaks, and the food is good!

For March we will do a fly out to Newport for the weekly BBQ they do for lunch. We will fly out on March 16<sup>th</sup>, leaving Salem at 11 am. Newport (KONP) is only about half an hour west of Salem, and they do this BBQ every Saturday.



Oregon Cascades – Chris Eriksson

## New IFR Pilot

Congratulations to Dan Kirkpatrick for passing his IFR checkride this month! He flew down to Corvallis to do the checkride with Lee Shuster in 5ED. Dan did his IFR training with Todd Lindley. Well done Dan!



An IFR training Day – Todd Lindley

## Annual Club Business Meeting Summary

Submitted by Isaac Mosgrove

As highlighted in the Annual Club Business Meeting on January 16th, 2018 was another busy year for the club, and our future continues to look promising. The following are a few of the key points from the meeting:

### 2018 Highlights:

- **Our membership grew to 63 members** (including flight instructors), with 55 member pilots and 8 student pilots. Many of our member pilots are also working on their IFR ratings.
- **We continued to make 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 installed ADS-B compliant GTX 345 in N12382 (ADS-B IN and ADS-B OUT).
  - We installed a G5 electronic flight instrument and GFC 500 autopilot in N1636H.
  - We installed new plastic pieces in N12382.
  - We installed new carpet in N1636H.
  - We purchased new interior carpet, side-panels, and seat covers for N515ED.
- **We had a bunch of club activities!**
  - These included outings to Tacoma, Medford, Sisters, Mulino, and Jordan.
  - We also had our Club BBQ and Strawberry Shortcake Picnic, a club meeting with one of the controllers from the Salem Tower, and had a fantastic Annual Club Christmas Party.
- **We paid off half of the loan for N515ED!**
- **Our finances are healthy!**
  - We started the year with \$47,381 in the checking account
  - We ended the year with \$69,731 in the checking account (after all 2018 bills have cleared)
  - All bills are paid!
- **We flew a whopping 1263 hours** (increased from last year's 912 hours)!

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- As expected, our maintenance costs have increased significantly with the additional flight hours.
- **We recognized our 2018 contest award winners**, who each will get a free flight hour in 2018!
  - Aaron Keefer won the award for the most hours flown.
  - Mark Neubauer had the most airports visited at 28!



Colorado Rockies – Chris Eriksson

#### Other Business:

- After much hunting, **we have found a great 1973 Cessna 182P N585DB to replace N70574!** We expect to complete the purchase and get the airplane in February. All members who are checked out in 574 will need a fresh check-out in N585DB to get familiar with it and to make sure that everyone is up-to-date on how the new airplane is expected to be handled and cleaned. 574 will be taken off-line once 5DB is available.
- **Officer elections were held:** Congratulations to Chris Eriksson (Vice-President) and Alan Lasneski (Secretary) who were re-elected to their positions.
- The initiation fee, monthly dues, and hourly rates will remain unchanged.
- There was discussion reminding members to **please submit accurate payment and fuel slips EVERY month.** It is okay to have your bank send a check and to email your fuel slips to Joan. With the growth of the club, it is getting very time consuming to process the books each month when members do not make complete monthly payments (including fuel slips). If you encounter difficulties that will delay your payment, please contact Joan before the due date.
- **Please take care of our equipment to help reduce aircraft downtime.** Improper starting procedures are causing early failure of batteries and starters, and resulting in flights being cancelled and extra maintenance costs. The airplanes belong to all of us, so let's work together to keep our costs low.
- **Please help the Crew Chiefs** by using squawks in aircraftclubs.com to alert when regular maintenance is nearly due (AD checks, oil changes, etc).
- There was discussion about **potential ways to raise funds for some additional improvements to the planes beyond what is in the budget.** Members who raised the idea will work with the Board to refine a proposal.
- **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.
  - 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).
  - The volunteer Board who puts so much time into keeping the planes flying, addressing member inquiries, and focusing on the future success of Valley Flyers.
- **Discussed goals for 2019.** Budget permitting, we'd like to do the following:
  - Replace N70574 with N585DB, a newer Skylane with good paint, interior, engine and older IFR avionics
  - Install new interior in N515ED
  - Purchase another aircraft to add to our fleet (likely a Cessna 172)
  - Finish equipping our aircraft for ADS-B compliance (N1636H, N585DB, new aircraft)
  - Finish paying off N515ED
  - Replace interior carpet, side-panels, and seat covers for N12382
  - Repair cowlings and chipped paint on N515ED and N12382
  - Investigate adding ground power plugs to the aircraft and purchase a ground power supply or charger
  - Research options for billing, maintenance, tax-exemption, and other changes to better support the growth of the club
  - Continue monitoring the health of N1636H's engine to determine when it should be replaced
  - Hold monthly club fly out activities. Todd Lindley has volunteered to organize the events for 2019, so please contact him if you have ideas for fun activities.
  - Continue doing more activities with Flights Above The Pacific Northwest (FATPNW) Facebook group

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- **Discussed goals for 2020 and beyond:**

- Prepare to replace N1636H's engine
- Pay off loans for N515ED and N70574
- Upgrade avionics in the Skylane
- Upgrade avionics in new aircraft
- Repair paint on the planes



IFR Training in 5ED – Todd Lindley

## 2019 Visited Airports Competition

We are restarting the competition of who can visit the most different airports within the year. You can only count each airport you visit once. Also, you must make a landing at the airport to count it. Sharing the flight is encouraged, but both pilots must make landings to both count it. Instructors, where your student lands does not count toward your number! Last rule with it, the landings need to be done in club planes, otherwise it just is no fair. 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. Have fun and be safe!

## Welcome More New Members

### Steve Liddane

When I was 10 years old in 1962 a friend of my mother had a husband, who owned a Piper Comanche 180. He offered to take my dad and I up for a flight from his home base at Linden Airport in Linden, NJ. After that flight, I was hooked on becoming a pilot someday! Ten years later I took lessons from a Piper dealer and in April 1974, became a Private Pilot. The following year, I enrolled in the Aeronautical Science degree program at Embry-Riddle Aeronautical University in Daytona Beach, FL from which I earned a Commercial Pilot license with multiengine and instrument ratings, and my CFI certificate.

Upon graduating in late 1977 with a BS in Aeronautical Science, I pursued a career in marketing and selling aviation systems components worldwide for commercial, general and military aircraft. From

then until today I have flown very little, instead spending most of my free time (and money) raising a family. After moving to Oregon in 1997, I began work for Evergreen International Aviation supplying aircraft spare parts and renting a 172 from Cirrus Aviation whenever I could afford it. Towards the end of my tenure there, I was allowed to fly PIC in a Cessna 208B Caravan under instrument conditions that Cessna brought into KMMV for a demonstration to corporate executives. As background, I have logged time in Piper Cherokees, Cessna 152, 172, Mooney M20C, Cessna 310R and 208B. Now that I'm retired, I renewed my medical, got my flight review from Dennis Wyza, and joined Valley Flyers. I look forward to flying on a more regular basis, spending time talking with club members and exploring what the great Pacific Northwest has to offer!



Eagle County Colorado – Chris Eriksson

## 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.

## Interior Work on 5ED

The interior work on 5ED is under way! Thank you Landon for taking lead on the project, and Terrance Hawley and Mark Neubauer have both stepped in and have been helping get the project completed. We are hoping the interior will be completed early this month. Thanks for your patience. The interior will look great when all finished.

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