



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

January 2020



Club Christmas Party

We had the Christmas party again this December at Joan and Vern's house. Thank you both so much for hosting our annual celebration! There was a great turnout.



Thank you for everyone who participated and brought food, and gifts for the gift exchange!



Gingerbread airport by Michael and Sara Truby

Annual Meeting

We will be having our annual business meeting on January 29th, at La Margarita Express at 6 pm. Please contact Isaac to RSVP. During this meeting,

we discuss the state of the club, our financial status, hold board member elections, discuss goals for the year, and goals for the following year. This year, the positions of president, treasurer, and safety and maintenance officer are up for election. If interested, please contact one of the board members. We hope to see you all there!

January Flyout:

By Todd Lindley

Saturday January 18th, we'll fly to Siletz Bay State (\$45) and have lunch at the Side Door Café. We'll depart KSLE at 11:00 am and after lunch do some aerial sight-seeing along the coast.

2019 Fly Out Recap

In 2019, we flew to KONP, 61S, 4S2, 6K5, 4S9, S33, KRNO, 2S7, 56S. Nine destinations totaling 1,900 nm. If you weren't able to join us in 2019 for a fly out, I'd like to encourage everyone to participate in at least one in 2020. Even if you have been to the destination before, grab a non-flying friend to share the experience with, another club member to split the flight (or bring a third member and make-up your own stop along the way to split the flight three ways). Fly-outs are also a great way to burn that club minimum hour!

Additionally, the fly out dates and destinations are posted on the club's website on the event calendar tab and may appear there before being posted in the monthly newsletter. Be sure to check the website periodically -

<https://www.valleyflyers.org/event-calendar/>

IFR Fly Outs

We were fortunate this year with VFR weather but a couple of the fly outs required IFR departures to get above the morning overcast. With that in mind, every other month or so, we'll add an IFR fly out to the calendar. The destinations will be 50-150 miles and we'll go someplace under instrument flight rules. The purpose of the IFR fly outs is twofold: provide a chance for instrument current

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pilots to share expenses and for each pilot to log an approach or two at each end and to get some real world IFR cross country experience. Secondly, when conditions permit (non-IMC), a private pilot and instrument pilot can share the flight and the non-instrument pilot can act as safety pilot so that the instrument pilot can log the approaches. This also gives the non-instrument pilot an opportunity to observe what goes on in the instrument system if they are thinking about adding an instrument rating. The inaugural IFR fly out will be to KPLU for the NW Aviation Trade Show on Saturday February 22nd.

Member Accomplishments

Grant Feetham

Grant passed his commercial checkride this last month. Congratulations Grant!

Tyler Graveline

Tyler passed his private pilot's license this month after training with Al Gray. He took his checkride with Jack Loflin. Congratulations Tyler!

The Mandate Is Here

By Chris Eriksson

Well, we finally made it. January 2, 2020. ADS-B is finally a required truth. Believe it or not, the FAA did not back down, they held to the mandate. So I want to take a minute to talk about some myths and facts regarding ADS-B and how we as a club are currently affected.

The first myth I want to mention is that now that the mandate is here, everybody will need to have ADS-B equipped. This is flat out wrong. ADS-B is essentially only required in places where a Mode C transponder is currently required. For example, Mode C veils around Class B airspace, in and above Class C airspace, and above 10,000 ft MSL. Therefore, it is not even required here in Salem.

The second myth is that we will be able to see everyone on the ADS-B systems. If not everyone is required to have ADS-B, how can we see them all? There are also aircraft who will not need to equip because they don't have an electrical system, or some will get authorization from ATC not to have it on. We will not see any of those on ADS-B.

The third myth is that everyone else can see us. Now besides those who do not equip their aircraft with ADS-B, some of them will equip only ADS-B out, and therefore not be able to see the ADS-B in traffic and weather in the cockpit.

Now for how we currently stand as a fleet, 4 out

of our 5 aircraft are ADS-B compliant. The only one remaining is N70574, our C182. We are planning an avionics upgrade for it this year that will allow it to be ADS-B equipped. Until then, you cannot operate it anywhere where ADS-B is required. More details about that upgrade will be available at a later date.



Colorado Rockies – Chris Eriksson

Recurring Monthly Events

By Chris Eriksson

Here are some of the events the Flights Above the Pacific Northwest (FATPNW) Facebook group highlight for recurring events in the PNW.

- Every Wednesday - Madras Airport, (S33) Oregon. The FBO at 12:00 will make you a lunch every Wednesday starting in May. You just need to show up. Startup date will be in May 2020
- Every Friday - Donuts at Lenhardts (7S9) Oregon, Starts at 9:00am....
- First Saturday of every month, 105 Fly in Breakfast 8-10:00 Twin Oaks Airpark (7S3) Oregon
- First Sunday of every month, Pancake Breakfast Fundraiser at the Oregon Aviation Historical Society Cottage Grove (61S) Oregon, 8:00am to 10:00am, Pancakes, sausage, eggs, OJ, Coffee \$5.00, Kids under 12 Free. Info 541-767-0244
- Every Saturday - Barbecue at Newport (ONP) Oregon Coast. Burgers on the grill at Noon.
- Second Saturday of every Month - Hood River Airport (4S3) Oregon WAAAM Fly In, "Different Events" Lunch is served between 11am and 1pm
- Third Saturday of every Month – Breakfast at Eastern Oregon Regional, (KPDT) Pendleton, Oregon. Startup date is January 2020.

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- Third Saturday of every Month – Breakfast at Hobby Field (77S) Creswell, Oregon, 9:00am-10:30am, Prepared by the EAA Chapter 31.
- Third Saturday of every Month – Twin Oaks Pilot Social (753) - FAAST Seminar (Wings Credit!) then hangout, generally between 4-6 but times vary, especially with earlier Sunsets. Starks's Twin Oaks Airpark.
- Last Thursday of every Month Free Donuts at 10am Normandy Aircraft (S36) Kent, WA.
- Last Saturday of every Month - Breakfast at Hermiston Municipal (KHRI) Oregon. Starts at 8am-10am. Startup date is January 2020
- Every Forth Saturday, Albany Airport (S12) Oregon Drop in and have Lunch Noon to 2pm, socialize, and gas up. Tony 503-857-3530.
- Every Sunday - Breakfast at Lebanon (S30) Oregon. 8:00am to 11:00m, fly down and take the FBO car In to the American Legion post for a great breakfast for \$6, Shelly 541-451-1351



Oregon skies in December – Chris Eriksson

Drain is my name

By Alan Lasneski

Hi, my name is Drain. I'm relatively new to the club, however, I've had cousins in the club since the start of the club way back before it started. I've gone on flights with many of you, and I'm kind of disappointed you have noticed me along for the ride. In fact, the only people who seem to notice me are when I'm tired and just flat out drained of energy. Then suddenly you finally decide to give me some attention. Let me explain my typical day with pilots and why I get tired and run out of energy.

I usually wake up charged and refreshed ready for a new day just like you. Like most club members I'm good for about doing the same thing three times before I just run out of desire to do it again.

The first time I'm all for it, I'll give it all I got. The second time, I'll admit I'm a little tired, but I'll do it because of our friendship. The third time I'm becoming a little cranky and might be a little irritable, and it's going to show. And some of you have noticed lately.

When we go out and fly together and I'm all charged up and ready after our flight because that was the best flight I've been in a while. Yes, I think to myself life's good. Then you refuel the tanks up at the pumps, and you start the plane up to taxi back to the hangers. The planes engine is a little warm, maybe you forgot to push in the mixture, so it took a few seconds of cranking before you realized, "oh, the mixture". No big deal, you have it started. That's one.

Now a second person comes to fly with me, and this person does their preflight. Turns on the pitot heat, landing lights, lowers the flaps. This is the second time now I'm feeling a little tired and starting to become drained. Sometimes this second person is a little slow to get around the plane preflighting with the master on all this time. I'm not feeling so well now and getting extremely tired. That's two.

This second pilot finishes their preflight and gets all buckled in to start the plane, but I'm just flat out tired and run out of energy. This is usually when you notice I'm in the plane with you.

If your still with me let me recap who I am. I'm the battery on board with you. I'm not a very big battery, I'm good for maybe three starts when I'm a brand-new battery. Like all of you I get older and don't have as much energy. As I get older, I'm good for about two starts, after you refuel and start the plane that leaves me with about one start left when you put me away in the hanger. If the pilot coming to preflight me does not conserve energy that one start goes down to less then one start, which is a no start condition.

So, the point of this article is to be efficient on your preflight while the master is switched on.

Feel free, and we encourage you to pull the breakers for the G500, before switching on the master switch. All three of the breakers are in a row by each other. You don't need to preflight that the screen works. Leave these breakers pulled until after the engine is started.

Don't leave the pitot heat switch on for more then about 10 seconds, yes you wont initially feel

the heat in those ten seconds, but the residual heat will make it out to the pitot tube for you to feel if it was working. Anything more than that is wasted energy.

Don't leave the lights on for longer than a quick fast paced walk around to check the lights.

Now, turn the master switch off and begin your more methodical preflight while the battery remains with one start in it. One last tip: do not turn the master switch back on until you are ready to start the plane.

Thanks for listening to me, I look forward to our next flight.

-Drain

How Technology Has Changed

By Chris Eriksson

Over the last decade, the FAA has been working to modern the services provided for weather services. So, to continue modernizing, on January 8, 2020, HIWAS will be discontinued. As some of you may remember, HIWAS was the transmission of weather information over VOR frequencies. The HIWAS stations were identified on the sectional charts with the little H in the upper right corner of the VOR identification box, as shown below.



These stations were excellent sources of in-flight weather information, but in recent years, they have become used primarily by flight instructors trying to show their students that HIWAS still existed. Nothing had changed with the information provided by HIWAS, but the information provided by HIWAS also became available through many other means in flight, such as FIS-B (ADS-B Weather), Sirius XM, and Iridium data. When the FAA proposed shutting down the HIWAS system, they cited that Flight Service radio calls have dropped so significantly, that HIWAS wasn't worth the cost. And they were right. Flight Service stations used to receive more than 10,000 radio contacts per day with aircraft around the country. It was the best way to get

updated weather at your destination when you were still a few hours out. But now, flight service receives on average, less than 900 calls per day over the radio. For those of you who were flying 10-15 years ago, you may remember that Flight Service was so busy that you could spend half an hour to an hour waiting to get through to a briefer. I used to wake up at 4 am to call Flight Service for my 9 am flight, just to make sure I could get through easily. Now, I haven't been on hold for 1-800-WXBrief in years.

You may remember back in 2015, when 122.0, or Flight Watch, was discontinued. This was for the same reason. The usage was down, and the availability of online weather products and in cockpit weather services had increased, so they didn't think a universal frequency was necessary anymore.

The weather products being used have also changed. Area Forecasts are no longer provided. They were excellent textual descriptions of the overall weather across a large area, but now, with the internet you can simply pull up the latest graphical weather products and see much of the same. The internet has provided top quality weather products, leaving many textual products obsolete.

The FAA has noticed the shift in how pilots are getting weather. Our own club now has FIS-B Weather available in several aircraft, and soon we will have that in every airplane. So rather than trying to maintain obsolete and unnecessary systems, they are switching to provide new services and forget the old ones. With the ADS-B Mandate, the FAA only has mandated that aircraft be equipped with ADS-B Out equipment. Many owners out there have recognized the benefit to be gained from ADS-B In systems as well, by providing traffic and FIS-B weather products into the airplane. This is the next system the FAA plans for pilots to use. Rather than getting weather from radio stations, or calling to talk to a briefer, the FAA seems to be hoping for pilots to be able to get their own weather information and interpret it. Be sure to familiarize yourselves with the weather products that are available through FIS-B, and learn to use the equipment to provide that in flight weather update. While it is for informational purposes only, the FAA is relying on all of us using our resources wisely.