



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

March 2020



New Plane Rates

Just a reminder from the annual club meeting, the aircraft rates go effective on March 1, 2020. Here are the rates for each aircraft and the monthly dues.

Monthly Dues			
N1636H	Cherokee 140	\$54/mo	Unchanged
N12382	Cessna 172	\$87/hr	\$5 increase
N5174E	Cessna 172	\$92/hr	\$5 increase
N515ED	Cessna 172	\$92/hr	\$5 increase
N70574	Cessna 182	\$103/hr	\$5 increase
		\$130/hr	\$5 increase

N70574 New Engine Status

N70574 is still in engine break in status. We need the first 25 hours of flight to be done at high power settings. The break in consists of alternating between 65% and 75% power every 20-30 minutes. The aircraft must also be kept at low altitude, and in flight for at least an hour. Prolonged time at idle must be avoided. Ground operations must be short duration as well. Absolutely no pattern work during this time! If you are checked out in the plane, and interested in cross countries, please contact Chris Eriksson for further instructions regarding engine break in. When the break in period is over, an email will be sent out.



Sunset on the Coast – Chris Eriksson

Flight Training Device

By Todd Lindley



For everyone's awareness, there is a flight training device located at the Salem airport that is available for \$40/hr. This is an FAA authorized AATD and can be used for instrument

currency/training and is also a great VFR training tool for practicing various emergency scenarios (equipment failures, MVFR ops, impossible turn etc.). The simulator can model many different aircraft and also has motion which adds to the realism. More info at <https://www.crazedpilot.com/>

March Fly Out

By Todd Lindley

Winter weather hasn't cooperated this year as we're 0 for 2 with Saturday fly outs. This month, plan on Saturday March 28 as the monthly club fly out



date. The destination is to be determined based on how the weather evolves as we get closer to the 28th. Either way plan on a 10:00 am departure from KSLE.

Emergency Kits

By Mark Neubauer

Preparedness / First Aid kits are now placed in the planes. Alison and I have taken great care to make a kit that is both light weight and compact but contains the items necessary for small needs. In them will be found items for minor cuts and scrapes as well as burn gel, and pain meds. These items are tailored for the typical day around a plane such as whacking your head into the trailing edge of a wing, or touching a hot item on the engine. As well the

kits are equipped with protein bars and Gatorade (water is not provided) which can be used for an emergency situation.

These kits will be monitored by Alison and I to ensure that items that are perishable get replaced from time to time. Please make sure that if you use something to let us know that we need to replace it. As these are all our planes please also remember that the kits belong to all of us, please don't trash them, kindly keep things in order to help aid in making sure they stay up to date.



Hoodoo Ski Area – Chris Eriksson

ADS-B Reminder

By Chris Eriksson

I have received requests for reminders on this, and with N70574 being back in flying shape, it is important to remember where we can or cannot go with our 182. Until we can upgrade the panel of the 182, we are left as a Mode C transponder only aircraft. 14 CFR 91.225 controls the ADS-B requirements, and describes the operational requirements. We are now well into 2020, so the ADS-B mandate is in effect. ADS-B can be broken down into ADS-B Out and ADS-B In. ADS-B Out provides your aircraft information out to ATC and other aircraft in the area. ADS-B In is the ability to receive traffic and weather information and display it in the cockpit. Only ADS-B Out is required under 91.225. The following airspace requires ADS-B Out:

- Class A
- Class B
- Class C
- Within 30 nm of Class B airports (Mode C Veil)

- Class E airspace above 10,000 ft. This excludes airspace at and below 2,500 ft above the surface.
- Class E airspace over 3,000 ft MSL over the Gulf of Mexico from the coast of the US out to 12 nm.

The exception to these rules is that ATC authorization can allow operations in those regions without ADS-B. If ATC issues you a clearance that will steer you into ADS-B required areas, it is recommended to inquire with ATC, advising them that you are not ADS-B equipped. If they do not want you in there, they will change your clearance. Otherwise they will authorize you into that region.

A final thing to keep in mind when it comes to ADS-B...Not all aircraft are required to have ADS-B Out. Aircraft not originally certificated with an electrical system are not required to have ADS-B Out, but still operate with some restrictions. So these aircraft will not be seen on ADS-B In systems. Just because the box says there is no traffic, doesn't mean there isn't traffic. See and Avoid is still essential to safe operation.



Newport at Sunset – Chris Eriksson

New Scheduling Program

As was mentioned at the annual club meeting, the board is exploring a new scheduling program to replace the use of aircraftclubs.com. The reason for the switch is primarily to optimize the operation of the flying club. Currently with aircraftclubs, only scheduling is done online. Maintenance tracking is done by members telling the board when inspections are approaching, and billing is done by Joan manually processing all of the time slips. With this new system, the plan is to have billing and maintenance tracked through the scheduling

system as well. This will help to make sure that maintenance schedules are better tracked, and ensure that billing can be done more efficiently. Maintenance will be tracked by requiring hobbs and tach time recorded at the completion of each flight. For billing, the website will be able to track cost, and allow for payment by credit card with a card processing fee, or still by sending in a check at the end of the month with no added fee as it is today. Expect further information later this month, and we will provide training on how to use the new system. It will change some of how we operate, but overall should be a great benefit.



Toledo Oregon Airport – Chris Eriksson

Personal Minimums

By Chris Eriksson

We had some nice weather this month, but don't let your guard down. We are still in winter, and expect our variable weather to continue. It is especially important in these variable weather patterns to remember to set, update, and abide by personal minimums. The FAA and AOPA both provide guidance for how to set personal minimums, and I encourage everyone to review their personal minimums before every single flight to make sure you are making safe choices. The acronym commonly used is PAVE.

P- Pilot: consider your own competency. How recently have you flown? How much experience do you have in that particular aircraft, that model, that category/class? How long has it been since you flew that particular aircraft? Did you sleep well the night before? Have you eaten that day. Are you taking medications, do you feel well? These are all factors that should affect your own readiness to complete the flight.

- A- Aircraft: What are you planning to do with the plane, have you made similar trips recently? What fuel reserves are you giving yourself. Are you accustomed to flights of that length? Are you familiar with the avionics, and equipment in the aircraft? Are you in a familiar weight and balance configuration? How about elevations, altitudes?
- V- Environmental: What is the weather like on this flight? What kind of visibility is there, how about the winds? Have you flown in that much wind recently? What about crosswinds? Crosswind landings in particular are a skill that needs regular practice, or you risk losing the currency. What is the expected weather, are there fronts moving in?
- E- External Pressures: why are you flying today? Do you have to be there at a specific time? What happens if you have to wait somewhere else for weather to clear? Are you carrying a passenger who needs to be back? Do you feel pressure to go now?

All of these factors will affect how well equipped you are to handle the flight. Consider this before deciding to fly, and especially consider your own currency before even planning the flight. I hear pilot's regularly tell me that they have personal minimums, such as not flying in winds over 20 kts. But usually when I ask them how recently they re-established their minimums, I get a blank look. These minimums are not a fixed permanent number. Re-evaluate regularly. If you are IFR certified, but haven't flown in the clouds recently, you probably aren't ready for an approach to minimums.

With the variable weather we have right now, it is easy to get tricked into just going flying without fully evaluating the situation. If you are not sure what to set your personal minimums to, talk to a CFI you have flown with, and get their input. They will usually have some good advice to start with. If you feel like your personal minimums have become more conservative, and you find yourself not feeling ready for the flight, the best thing you can do is admit it to yourself, contact an instructor and go fly with them. CFIs are well trained to help you develop safe personal minimums, and help you expand your minimums and stay proficient.