Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

April 2020

Social Distancing and Flying

It has been a crazy few weeks to say the least, but we have the benefit of weather improving now. Flight Instructing is generally on hold due to state and federal guidance, but the planes are available and ready to be flown for rental. The flying club has added disinfecting procedures as part of every flight, with details below, as well as in the hangars. Flying can be a great way to socially distance, if you fly either by yourself or with someone you are already in close contact with. Isaac and Barak took the opportunity to get a nice flight in. So enjoy the fact that we can still fly!

Isaac and Barak Social Distancing by Airplane – Isaac Mosgrove

Disinfecting Procedures

Due to COVID-19, Valley Flyers is implementing the following disinfecting procedures for aircraft usage. The information below is printed out and in each hangar. The supplies in the hangars are only to be used on Valley Flyers aircraft as they are difficult to obtain. If we are running low on any supplies, please contact a board member. Please contact Isaac Mosgrove with any questions.

Please disinfect aircraft after every flight.

For the safety of you and your fellow members, the following supplies have been provided in each hangar for disinfecting the club aircraft:

- Disposable nitrile gloves
- Large cleaning wipes for the aircraft common touch areas
- Eyeglass cleaning wipes for the avionics that will not damage the anti-reflective coatings
- Small signs indicating when the aircraft was disinfected

CAUTION:

The disinfecting wipes contain a solution of 70% isopropyl alcohol and 30% water that is an effective disinfectant and are safe for the aircraft materials and avionics.

DO NOT use other disinfecting agents on the planes as they can damage the aircraft materials and avionics. Damage caused by improper cleaning is not covered under warranty.

AIRCRAFT DISINFECTING PROCEDURE

- Wear new disposable nitrile protective gloves
- Using a small eyeglass wipe: Wipe down AVIONICS common touch surfaces such as:
  - Cockpit displays
  - Buttons/knobs
  - Etc.
- Using a large wipe: Wipe down all INTERIOR aircraft common touch surfaces such as:
  - Interior exit door handles/latches/locks/handles/grips
  - Arm rests
  - Control wheel
  - Throttle quadrant area
  - Switches/circuit breakers
  - Fuel dip/tach book
  - Etc.
- Using a large wipe: Wipe down all aircraft EXTERIOR common touch surfaces such as:
  - Exterior common door touch areas/grips/handles/locks/latches
  - Fuel/oil filler caps
  - Etc.
- Fill out and place a small sign in the cockpit indicating the date and time the above was accomplished and the name of the person(s) that performed it.

Al Gray CFI	Chris Eriksson CFII	Todd Lindley CFII	Joshua McKinney CFI	Scott Bragg CFI	Dennis Wyza CFII
503.932.9374	847.345.5258	425.681.9994	904.535.9624	970.219.0661	503.428.7111

36H on a beautiful March Morning – Chris Eriksson

Fuel Costs

Current events have caused some fuel prices to fluctuate. We are seeing some all time low fuel costs. If you consider refueling elsewhere, we may be able to save significant club operating costs. One example would save almost $12 per hour on gas. As examples:

Salem:	$5.25/gal
McMinnville:	$4.99/gal
Independence:	$4.95/gal (@ south ramp)
Twin Oaks:	**$3.75/gal**
Albany:	$4.99/gal
Lebanon:	$5.00/gal

Please purchase what gas you need for the flight, regardless of the cost. Safety is always top priority, but buying cheaper gas will help the club save for upgrades to the fleet. Keep an eye on fuel prices in the area, they continue to fluctuate quickly.

Salem Airport during some marginal VFR crosswind practice – Chris Eriksson

FAA Wings Program

By Todd Lindley

With the current stay-at-home environment, now is a great time to spend some time in the virtual classroom and keep up to date with your flying knowledge. There are 100's of online FAA aviation safety courses and AOPA online training courses/videos available. Most of these courses count towards FAA Wings phase credits. You have probably received emails for aviation webcasts that say something along the lines of, "counts for Wings credit(s)". What is the FAA Wings program you ask?

The FAA's Wings Pilot Proficiency Program was designed based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience. The program consists of in person seminars, web-based learning, flying activities and the completion standard is defined by a phase. A Wings phase is defined as three knowledge activities and three flying activities. If you complete a phase within a 12-month period you can count that in lieu of a flight review:

61.56(e) - A person who has, within the period specified in paragraph (c) of this section, satisfactorily accomplished one or more phases of an FAA-sponsored pilot proficiency award program need not accomplish the flight review required by this section.

Since many of us are spending a lot of time indoors these days, now is a great time to find some Wings online courses and get three credits completed. Then when it's time for your annual club flight, you and your instructor need to complete three flying credits during that flight and you can then be signed off for your flight review. Your instructor just needs to make a notation in your logbook about the Wings phase completion and approve the flight credits online.

Most of the flying credits can be completed in a single flight. Here's an example of a flying activity, "Takeoffs, Climbs, Approaches, Landings, Go-Arounds ":

NORMAL TAKEOFF AND CLIMB
NORMAL APPROACH AND LANDING
SOFT-FIELD TAKEOFF AND CLIMB
SOFT-FIELD APPROACH AND LANDING
SHORT-FIELD TAKEOFF AND MAXIMUM

PERFORMANCE CLIMB
SHORT-FIELD APPROACH AND LANDING
FORWARD SLIP TO A LANDING
GO-AROUND / REJECTED LANDING

Another incentive of the program is to go through the three levels; basic, advanced, and master. The FAA will even send you a commemorative pin after each level is completed! So regardless of the virus lockdown, the Wings program is a great way to stay current and since you have to fly once a year per club rules with an instructor, you might as well make it worthwhile and make it count for your flight review. To register, create an account at https://www.faasafety.gov/

The Oregon Coast from 17,500 ft – Chris Eriksson

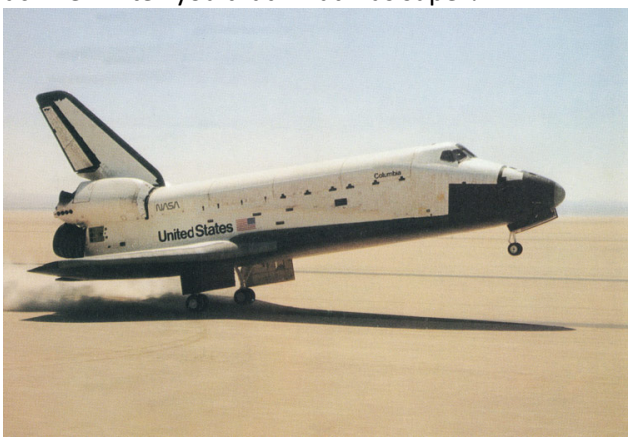
Aviation History

On April 12, 1981, Commander John Young, and Pilot Robert Crippen became the first astronauts to pilot the STS-1, Space Shuttle Columbia into orbit. This launch was 20 years after the first manned space flight, by Yuri Gagarin on Vostok 1. John Young was the most experienced astronaut within NASA at the time, having flown two Gemini missions, and two Apollo missions, including walking on the Moon in 1972. For Robert Crippen, the STS-1 was his first spaceflight.

This mission was originally planned to be a sub-orbital abort test, in which the solid rocket boosters would be jettisoned in the early moments of flight, using the space shuttles engines to power the shuttle back to the landing runway. This test was determined to be extremely dangerous, and Young overruled the plan. “Let's not practice Russian roulette, because you may have a loaded gun there.” – John Young on the return to launch site abort plan.

STS-1, Columbia, launching at Cape Canaveral – NASA

So the mission was continued as an orbital flight, lasting 54.5 hours, with 36 orbits around the Earth. They orbited at an altitude of approximately 153 miles above the surface, which translates to FL8070 or 807,000 ft. This mission marked the first time the Space Shuttle had ever achieved orbit, which was unusual for NASA. This was the first US space vehicle to not have an uncrewed orbital mission to verify the vehicle worked in orbit successfully. The mission was a success, with the Columbia landing at Edwards Air Force Base on the dry lake bed on Runway 23 on April 14th, 1981 at 10:21 AM. Astronauts Jon McBride and “Pinky” Nelson joined formation with the STS-1 in their T-38 for the final approach and landing on the lakebed. As the Columbia rolled to a stop, John Young remarked “This is the world's greatest all electric flying machine. I'll tell you that. That was super!”



Columbia Landing - NASA Johnson Space Center