



Valley Flyers

“Just Plane Fun!”

885 Lancaster Dr SE
Salem, OR 97317

May 2020



FAA Updates on COVID-19

In response to the effect that COVID-19 has had on the aviation community, the FAA has released an SFAR addressing pilot currency during this time. There are caveats to some of the extensions granted, so please read the SFAR for more information before assuming that you are set, however the following is a broad summary of topics addressed within it.

- Medicals that would normally expire between March 31 and May 31 now expire June 30th
- Knowledge tests that would expire between March and June will have their validity extended by three calendar months.
- Flight Instructor certificates set to expire between March 31 and May 31 are extended through June 30th.
- Flight Reviews are allowed a three month grace period assuming pilots have certain currency requirements met, including completing WINGS credit.
- Instrument Currency has been allowed to extend for an additional three months, with more limitations as well.

Again, please review the SFAR directly if you plan to use any of the extensions allowed. Note that they have not extended the 90 day carrying passengers currency. You can find the full SFAR text on the FAA website under their Novel Coronavirus Update page.



Sunriver – Todd Lindley / Barak Mosgrove

Water/Contaminants in Fuel

By Chris Eriksson

I went out to fly 574 this month, and when preflighting I noticed something unusual. I sumped the tanks and found contamination in the left main tank. Not only was there water in it, but the water had a brownish hue as well in one area. As I got to talking to a few people, I found that several aircraft had seen similar issues over the last few weeks, and several members remarked that they had never seen contamination before. So for those who haven't seen it, this is what contamination looks like from a fuel sump.



We are generally pretty lucky with regard to our fuel. Salem Air Center does an excellent job checking their fuel regularly to make sure there is no contamination. Contamination can still occur, but we don't see it too often. If you find contaminants in your fuel, toss the bad fuel, and sump again. Keep sumping until you get several clean samples, and only then is it safe to continue. I have heard the horror stories of some fuel samples containing almost no fuel, and instead just being filled with water! If that is the case, I would talk to

the board! Large amounts of water can be a whole different issue, and will need to be taken care of. Usually you will only see a few bubbles of water, and it can be cleared within a few samples. Don't take it for granted that generally our fuel is very clean. Make sure you are always sumping the tanks, and carefully checking the quality of the fuel!

If you do see contamination, it may be worth mentioning to the FBO where it was last fueled. The FBOs take it very seriously, and do substantial follow up effort to ensure their fuel is clean. Just remember when going to talk to the FBO, you do not know that the contamination came from their fuel. When you refuel the airplane, and sump the gas, you aren't just getting the gas you put in, but what was already left in the tank. Flying an aircraft also will cause the tanks to get stirred up, which may allow contaminants to settle at the drain locations. So the contaminant you find, may actually be from several flights before. Water can get into the tank from other means as well, such as washing the aircraft or flying in rain. Though we may not know where it came from, it is still worth *kindly* mentioning to the FBO so they are aware and can be on the lookout. We are all working towards the same goal of safe flying!

April Flyout

By Todd Lindley

We finally had a break in the weather and we were able to put together an impromptu club fly out to Sun River. All club planes participated (except 74E which is getting a new engine). But pinch hitting for 74E was N10HM and her fab new speed brakes. Everyone brought a camp chair and some snacks and we departed for S21 late Friday afternoon. The winds were light across the Cascades and the ride was smooth in both directions. We had a nice picnic near the airport



shack and practiced semi-social distancing.



May Membership Meeting

Due to COVID-19, we will not be having our May general membership meeting. The Strawberry Shortcake BBQ generally is in June, so we will all get together then and have some open discussion while enjoying the fresh Strawberries!

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:	\$4.75/gal
McMinnville:	\$4.70/gal
Independence:	\$3.99/gal (@ south ramp)
Twin Oaks:	\$3.35/gal
Albany:	\$3.99/gal
Mulino:	\$3.89/gal
Chehalis	\$2.80/gal (far, but wow!)

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.



The fleet in Sunriver – Todd Lindley / Barak Mosgrove

Al Gray CFI
503.932.9374

Chris Eriksson CFII
847.345.5258

Todd Lindley CFII
425.681.9994

Joshua McKinney CFI
904.535.9624

Scott Bragg CFII
970.219.0661

Dennis Wyza CFII
503.428.7111

Social Distancing and Flying

The weather is really starting to get nice out! It is a great time to get out and explore the valley at the very least. Flight Instructing is generally on hold due to state and federal guidance, but the planes are available and ready to be flown. The flying club has added disinfecting procedures as part of every flight, with details below, as well as in the hangars.



Twin Oaks – Chris Eriksson

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.



Willamette River – Chris Eriksson