



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

October 2020



Flight Circle reservations and billing

On October 1st we switched our reservation and billing system from AircraftClubs.com to Flight Circle (www.flightcircle.com). Thanks to everyone who's joined our training sessions in the flight planning room! If you weren't able to make it, Flight Circle has user guides available online (follow the 'documentation' link at the bottom of their homepage) as well as a YouTube channel.

Flight Circle gives us a lot of new capabilities that we didn't have before, like tracking Hobbs time, scheduled maintenance, AD compliance, and other information online. You can also pay for your reservations directly by adding a credit or debit card to your online account. There is a small processing fee for online payments, although if you have a cashback card that might offset it. You can continue to pay by check if you prefer.

You can find a detailed guide to the new process for scheduling flights in the flight planning room. Here's a summary of the main steps:

1. **Schedule your flight** online in Flight Circle. You can add an instructor's name directly to your reservation but please check with the instructor first. They might prefer to manage their own schedule differently.
2. **Pick up the keys and aircraft binder** from the flight planning room. While we switch over to Flight Circle and get comfortable with it, the binders let us keep a second copy of the flight details just in case there are any problems with using Flight Circle. At some point we intend to stop using the binders completely and use only Flight Circle itself.
3. **Before flying, dispatch the aircraft** in Flight Circle. It's important that you include the Hobbs and tach times. If the times don't match what the previous person recorded, enter the correct times and add a note in the binder so that we can look into it.
4. **Go fly!** If you add fuel, please keep the

receipts as usual. Even if you pay for your flight online (see step 6 below) you'll still need to send your receipts to Joan for the club's records.

5. **After flying, check in the aircraft** in Flight Circle. Again, make sure to enter the Hobbs and tach times. You can also add any new squawks during the check in process. Flight Circle will ask you to enter how much fuel and oil you added to the aircraft, if any. This doesn't affect the hourly cost or what you pay for the flight, it's only there so we can track fuel and oil burns more accurately.
6. **Pay for the flight.** The last step in checking in the aircraft is to pay for the flight. For your first hour each month you should select the payment option called "Contract: Unflown Hours". That will credit one hour of time in our least expensive aircraft (the Cherokee) to your account. Once that time has been used up, you can pay for additional time immediately using a credit or debit card if you have one on file in Flight Circle. Or, you can choose to pay later if you prefer to make a single monthly payment by card or check.
7. **Return the keys and binder** to the flight planning room

Anyone who needs more information or help with Flight Circle is welcome to contact Chris Eriksson, Toni Topfer or Simon Hayes.

We now have Wi-Fi and a laptop

We now have Wi-Fi in the flight planning room. The network name is "ValleyFlyers" (or "ValleyFlyers_5G" if that works better for your device) and the password is in the key cabinet. The network details and passwords printed on the Wi-Fi router itself don't work.

We also have a laptop available (thanks to Al Gray!) if you prefer to use that instead of your

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phone or tablet, or you just need a larger screen to look at charts or other information. Please use this account to log in:

- Account: VF_User
- Password: password

You can contact Simon Hayes with any questions on the Wi-Fi or laptop.

How to record Hobbs time

There's been some confusion about how to record Hobbs time correctly when the last digit is rolling over to the next number, like this:



The number starts rolling over *after* the time has already passed. For example, 8181.3 starts rolling over to 8181.4 *after* the .4 has already elapsed. That means that you should always record the higher number, not the lower number. It may seem like a minor detail, but someone has to spend time tracking down any discrepancies or gaps in our records, and we can all help to avoid that by making sure we always record the higher number. If you need more information, ask any Board member.

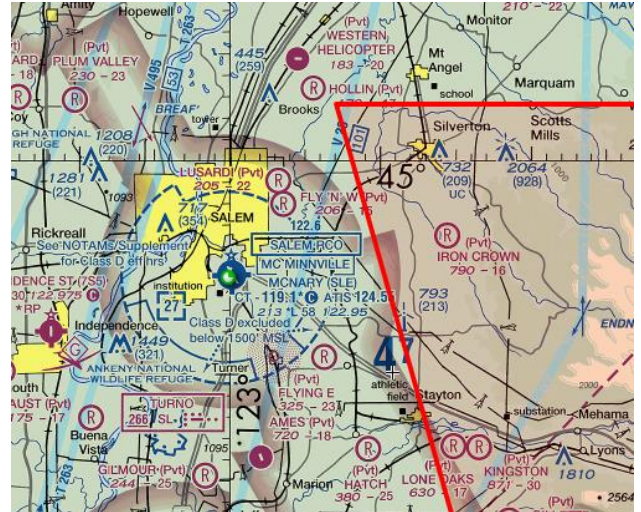
It's TFR season

Most of us were grounded during the recent wildfires, however there was plenty of activity at KSLE and you may have seen some of the firefighting aircraft that were temporarily based here.

Wildfires also bring TFRs; at one point they covered most of the valley east of Salem and were as close as 7NM to the airport. The President of the Oregon Pilots Association shared on Facebook that

the FAA observed multiple aircraft operating in the TFRs without permission.

Please remember to check TFRs and get a briefing before flying. Once you're airborne, flight following and ADS-B can help you keep clear of them. If you're not sure how to identify and operate near TFRs, ask your CFI to help you out.



TFR near KSLE

Flyout news

Unfortunately, we had to cancel the September flyout to Tillamook Air Museum because of the poor flying conditions and other issues caused by the recent wildfires. We're rescheduling the flyout to October 24th so make sure to reserve an aircraft or look for another member to fly with.

Celebration Trip

Submitted by Isaac Mosgrove



Isaac and Barak Mosgrove flying to Montana

Every year I do a special trip with each of my boys. Normally we do a camping trip to the coast or the mountains. However, since Barak earned his pilot license last month, we decided to do a father-son cross-country celebration trip to Montana to see family and friends.

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We planned to depart on Labor Day morning. When checking the weather on Friday, we noticed that a big storm was moving in Sunday. We realized that we had to take off on Sunday morning before the winds picked up if we were going to be able to do this trip. Thankfully, several members were willing to rearrange their flight plans so that we could take off on Sunday morning in N515ED.

We took our camping gear just in case we decided to stop and camp. After weighing all our gear to make sure the W/B was good, we packed everything into 5ED. As soon as it was light enough, Barak jumped in the left seat and we took off, got flight following, and headed for our fuel stop at Walla Walla (KALW). We chose to fly over Troutdale and then up the Columbia Gorge because of the smoke from the few fires that were burning east of Salem. It was Barak's first time flying into the sun in the smoke which made for no real forward visibility.



Limited visibility East up the Gorge to Walla Walla

After fueling up in Walla Walla, I assumed the role of PIC, and we headed up over Coeur d'Alene before turning toward Glacier Park International Airport (KGPI). It was a beautiful flight, although the descent was turbulent due to rising temperatures and winds. After securing the airplane at Glacier Jet Center, Barak's uncle picked us up and took us to their house what was about a mile off the departure end of runway 02.

We spent the afternoon enjoying the beautiful weather and hiking in Glacier National Park. The winds were forecast to be quite high Sunday night, so we went back to the airport and re-tied the airplane to make sure it was very secure. We spent the next several days hanging out with family and hiking. We got to take Barak's seven-year-old cousin and his uncle on their first small plane flight, which was so much fun. Although the skies back in Salem were filled with smoke and ash, we had great weather.



First flight in a small plane around Kalispell, MT

We took to the air again early on Thursday morning and flew over Swan Lake, down the valleys, and over Roger's Pass to Great Falls. It was a beautiful flight with the mountains towering out our windows. Great Falls Airport is 10,000 ft long and sits on a bluff, which Barak learned gives a very different sight picture. While in Great Falls, we carefully monitored the events back in Salem. Our plan was to depart on Sunday and start flying back toward Salem. With all the smoke, the nearest VFR airport to Salem was Missoula. Since we had no idea when the smoke would clear up enough to land in Salem, we decided to leave 5ED in Great Falls and rented a car for the drive home on Sunday.



Flying down Swan Valley, MT headed to Great Falls

The smoke finally cleared out of Salem on Thursday, so we started making plans on how to get 5ED back to Salem. Vern had been forced to leave his Centurion in Wenatchee, WA on Labor Day because of the storm that we had beat. Vern, Todd Lindley and I ended up driving up to Wenatchee on Saturday to fly out on Sunday morning when the weather cleared enough. We flew to Great Falls at 16,500 ft and still had to dodge clouds. The strong gusty winds, cloud tops, cloud bottoms, and freezing levels were not conducive to flying a C172, so Todd and I stayed the night in a hotel while Vern headed back to Salem.



Todd, Vern, and Isaac preparing to leave Wenatchee

The weather cleared up on Monday morning, so we took off early and headed west flying at 10,500 ft and using oxygen to stay refreshed and alert. Although the flight was pretty smooth, we had a 38 MPH headwind while we flew over the Rockies (often less than 90 MPH ground speed). After checking our fuel calculations, we decided to land at our alternate airport and fuel up at Lewiston, ID. We flew back down the Gorge, then past Troutdale and Aurora in order to avoid the TFRs and clouds. We flew this leg at 6500 ft to have lower headwinds. Since we were flying down in the smoke, we again opted to use supplemental oxygen.



37 MPH headwind over the Rocky Mountains

A huge thank you to the members who rearranged their plans so that we could take N515ED, and to Vern and Todd for helping to rescue 5ED and bring her safely back to Salem. Barak and I had an incredible and unforgettable adventure that we will cherish. As I remind myself after each flight, "who gets to do this?" We do! We live in a beautiful and diverse country, and I hope you get to take advantage of our freedoms to explore it from the air.

Aircraft care

Thanks to everyone for doing a great job following our cleaning protocol and keeping all the aircraft clean and ready for the next person to fly. As you tidy up the cockpit It's helpful to fasten the seatbelts but to avoid damaging the seats please leave them a little loose. This is too tight:



Board news

In the Annual Club Business Meeting, we talked about one of the major goals for this year being to make changes to better support the operations and growth of the club.

One big change in our operations has been moving to Flight Circle for reservations and billing. Chris Eriksson spearheaded that effort and we're very grateful for all the hard work he's put in to make life easier for all of us!

The Board of Directors is also considering a new position of Chief Pilot that would focus on safety and flight operations. Chris is passionate about this area and is keen to help drive this effort. To give himself more time (all volunteered) to come up with a plan for how the new position might work in practice, Chris is leaving his role and responsibilities as Vice President. He'll continue to work closely with the Board as he develops his ideas.

The Board is tremendously grateful to Chris for all that he's done for the club during his time as Vice President. We look forward working with him to develop the Chief Pilot concept, and any proposal to create the position will be put to the membership for a vote.

Simon Hayes has volunteered to join the Board of Directors as Vice President and has been approved to serve the remainder of the vacated term. In addition to other responsibilities, Simon will now be writing the monthly newsletter. Please send your pictures, articles, and ideas to Simon as he continues the tradition of writing our great monthly newsletters. We are excited to have Simon on the Board!

(The above changes were effective September 2, 2020. See Article IV, Section 2 of the Bylaws.)

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