



Valley Flyers

“Just Plane Fun!”

885 Lancaster Dr SE
Salem, OR 97317

August 2021



C182 update

Work continues on the new panel and other updates to N70574, and we hope to have it back and available to members by the end of August.

Everyone who flies the 182 will need a checkout from a club instructor, even if they’ve had a checkout within the last year. Chris Eriksson is coordinating the training schedule; if you plan to fly 574 when it returns, please let him know.

Aircraft cleaning process simplified

We’re simplifying our aircraft cleaning protocol, in response to changing circumstances. Everyone is still expected to leave the aircraft clean and ready for the next person to fly (inside and out!), but you don’t need to disinfect the entire cabin or fill out the cleaning slip with your name and time. We’ll keep cabin cleaning materials available in the hangars.

Flight Circle: fuel receipts

Flight Circle has been working well for the club; thank you to everyone for taking the time to learn how to use it, and for being patient while we worked through some small issues!

We’ve noticed that the most common billing issue we still have is that fuel purchases aren’t entered correctly in the system after a flight. If you aren’t sure how to do that please check our Flight Circle guide in the briefing room, or contact Simon Hayes or Chris Eriksson for assistance.

Two important points to remember are:

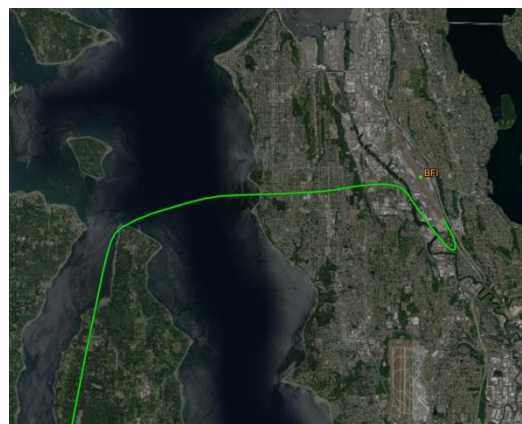
- If you put fuel in the aircraft, please **always enter the gallon amount and dollar amount when you check in the aircraft**, i.e. when you put the aircraft back in the hangar and enter the Hobbs time and other details
- As well as entering the fuel amount, we need to get a copy of all fuel receipts for the club’s

records. You can send them to receipts@valleyflyers.org or by mail, however the Board doesn’t enter the receipt information into Flight Circle for you. So please make sure to enter fuel information as part of checking in the aircraft.

Club flyout report: KBFI on July 24th

Todd Lindley

On Saturday, the weather was clear between Salem and the Seattle area which made for a nice flight in VFR conditions to Boeing Field (KBFI). After a short briefing on the VFR arrival procedures into KBFI we departed early Saturday morning for the one-and-a-half-hour flight. We meandered up towards Olympia and then descended over Tacoma Narrows (KTIW) and dropped below several class B shelves to setup for the Vashon arrival into Boeing Field. This arrival has you reporting with the tower at the north tip of Vashon Island and then turning east for a mid-field left downwind entry for runway 32L.



Vashon arrival track for N1635H

The trick is that you have to descend to 1000’ as you cross the shoreline and then stay below 800’ for pattern altitude in order to remain below KSEA’s lower class B shelf on the south end of the KSEA airspace. The nice thing is that runway 32L is 10,000 feet long and makes for an easy to see landmark. After parking

Chris Eriksson CFII
847.345.5258

Todd Lindley CFII
425.681.9994

Joshua McKinney CFII
904.535.9624

Scott Bragg CFII
970.219.0661

Dennis Wyza CFII
503.428.7111

at the museum gate and calling security to let us in the gate, we spent several hours viewing the vast assortment of aircraft on display. There is a lot of aviation history here so recommend making a visit the next time you are in the Puget Sound area.



Departing KBFI westbound with Seattle in the background

Hood River fly-in

The annual Hood River fly-in is happening on September 11-12 at Ken Jernstedt Airfield (4S2). We've had at least one club flyout there before, and it's a great location; check the June 2019 newsletter for more details.

If you do plan to fly in then please make sure to review the pilots' information on their website. It's not AirVenture, but they still have reporting points, traffic flows and possible NOTAMs.

Website: www.waaamuseum.org

New member bio: Shane Rogers

Shane Rogers

I started flying a few years back in September of 2018. Now most folks I've met have had some sort of a distinct moment or event in their life that drew their eyes upward and to chance or brave the gift of flight. My story was a bit different.

To be fair flying for me was not all that mysterious. I flew commercial most of my adult life for work and personal travel but never considered it more than a means of transportation. Needless to say I was busy and frankly just took it for granted as a quick means to arrive somewhere else. One day I just randomly decided (April of 2018) I was going to start flying planes. No reason why or sentinel event drowning me to it. Just a weird desire and drive to do it, so I did. Of course I loved it, but thought it very odd how I found it.

We have lived all over and internationally. I trained in Kentucky (the place we recently moved from) and became very familiar with density altitude and hatch thunderstorms / squall storm fronts that routinely spanned 50 miles and moved faster than the C150 I flew. We moved to back to Oregon last summer due to my work transferring me, and found Valley Flyers as a club that would accommodate my flying habit. If ya'll haven't flown in the southern US, you are missing a truly majestic experience.

The GA community is amazing in ways I would love to share with you all so please ask about it if you bump into me! Currently my aviation goals are to reach CFII over the next few years. I enjoy teaching for fun. I'm NOT going to the airlines, I'd prefer to stay where the real flying is, GA. I'd love to eventually do some charity flying as well. I'm just starting IFR ticket work. My favorite place to land was KDKX (look it up, its a blast!).

Member photos

Shane also shared this picture of a trip last month from Salem to Davis, CA (KEDU) in N3616H. He says "there are no clouds, it's all smoke and haze".



Have you had a memorable trip, flying experience, or words of wisdom that others in the club would benefit from, or that you would like to share? Please send your stories, tips, quotes, and pictures to **Simon Hayes** for inclusion in future newsletters.