



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

February 2023



Annual Club Business Meeting summary

Isaac Mosgrove

Despite the surge in fuel prices and maintenance costs, we adjusted and controlled expenses and maintained a vibrant, healthy, and active club in 2022. We had our Annual Club Business Meeting on January 25th that reviewed 2022 and looked forward to our goals in 2023 and beyond. A lot of information was covered during the meeting. The following are a few of the key points:



2022 Highlights:

- **Our membership shrank by two to 85 members** (including flight instructors), with 76 member pilots and 9 student pilots. We had several members earn advanced ratings, and many more members continue working on their advanced ratings.
- **We continued to make more improvements to our fleet, our facilities, and resources!**
 - N515ED: We purchased and installed a factory remanufactured engine and installed a block heater.
 - N1636H: We added an engine block heater and purchased new inertial seat belts.
 - N5174E: We installed an engine heater and added a new dedicated tow bar and step ladder that are kept in the plane.
 - N70574: We installed new windscreen and rear window, purchased new carpet and side panels, and we saved enough money for a new paint job.

- N12382: We installed new carpet, side panels, and most plastic pieces (there are still a couple plastic pieces left to install and some interior paint to complete), and we paid for and received a factory remanufactured engine.
- Facilities: We replaced N5174E hangar doors, purchased a portable winch to aid in opening/closing stiff doors, and developed a multi-phase plan for hangar drainage and installed gutters (phase 1).
- **We had a bunch of club activities!**
 - These included outings to Sun River, PDX, Orcas Island, Gillette Field, Prospect State, and Seaside.
 - We held regularly scheduled quarterly membership meetings (2nd Tuesday of the 2nd month of each quarter), including informative training/safety sessions.
 - We also had our Club BBQ and Strawberry Shortcake Picnic and our Annual Christmas Party.
- **Our finances are healthy!**
 - The checking account balance increased slightly from what it was at the start of the year.
 - All bills are paid.
- **We flew a whopping 1698 hours!**
- **We recognized our 2022 contest award winner** who will get a free flight hour in 2023!
 - Mikel Wynn won the award for the most hours flown (for the third year in a row).

Other Business:

- **Monthly dues and aircraft hourly rates:** We've worked diligently to keep our dues and rates unchanged even though the cost of fuel, oil, maintenance, insurance, and other expenses have increased. After reviewing the 2023 budget, the monthly dues and hourly rates will remain unchanged, however a fuel surcharge will continue for as long as fuel is above \$6.60/gallon. The fuel surcharge will continue to be adjusted each month depending on fuel costs.

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- **Officer elections were held:** Congratulations to Simon Hayes (Vice-President) and Alan Lasneski (Secretary) who were re-elected to their positions.
- **Potential conflicts of interest** were disclosed by each Board Member.
- **Please take care of our equipment to help reduce aircraft downtime.** Paint and plastics on the struts and wings are getting damaged from the ladders, belt-buckles, coat zippers, hoses, and nozzles during fueling (please don't let anything touch the wings during fueling). Also, door lock mechanisms are being damaged if the door locks are forced when the door is not fully latched (please make sure the doors are fully latched so that the handles/locks easily rotate into the locked positions). The airplanes belong to all of us, so let's work together to keep our equipment nice and our costs low.
- **Please help the Crew Chiefs** by using 'discrepancies' in Flight Circle when there is an item that needs to be taken care of. Remember to review the discrepancies as part of your preflight planning.
- **Please check Flight Circle for discrepancies or maintenance reservations before each flight.** The Board tries hard to notify affected members if an aircraft is grounded, but we cannot always do this before your scheduled flight.
- **A special thank you to the following members:**
 - Stuart Jantze and Jon Eggert for keeping the cleaning supplies stocked, washing rags, and emptying garbage. Thank you to others who also help empty the garbage.
 - Dan Kirkpatrick, Simon Hayes, Frank de la Puente for leading and coordinating replacing N5174E hangar doors, and to everyone who has been helping!
 - Vern Johnson, Will Horsey, and Isaac Mosgrove for helping with the water drainage planning and getting gutters installed.
 - Todd Lindley for organizing the monthly club flights.
 - Chris Eriksson, Toni Topfer, and Simon Hayes for helping with Flight Circle.
 - Corey Drechsler for being out webmaster and managing email accounts.
 - Simon Hayes for writing the monthly newsletter.
 - Joan Johnson for all of her behind-the-scenes work that she does in addition to finances and billing.
 - The flight instructors that support so much of the members' reviews and training (Todd Lindley,

Chris Eriksson, Alan Lasneski, Simon Hayes, Al Gray, and Scott Bragg).

- The volunteer Board who puts so much time into keeping the planes flying, addressing member inquiries, implementing club improvements, and focusing on the future success of Valley Flyers.
- Isaac Mosgrove for all the behind-the-scenes work.



2023 Goals: (Budget permitting)

• **Aircraft Goals:**

- N1636H: Install inertial seatbelts.
- N70574: Add engine heater, install carpet and side panels, replace fuel caps, reskin flaps, paint the airplane, and overhaul/dress the propeller.
- N12382: Install remaining interior plastic pieces and paint panel, install replacement engine, reskin ailerons, and overhaul/dress the propeller.
- N515ED: Overhaul/dress propeller.
- Investigate adding ground charging/jump start plugs to the aircraft.
- Investigate aircraft interior lighting upgrades.

• **Facilities Goals:**

- Exercise the option to purchase the hangars
- Replace remaining hangar doors
- Improve water drainage around hangars
- Fill low spots in hangar parking pads
- Finish organizing and cleaning the storage rooms.

• **Club Goals:**

- Hold informative training sessions with guest speakers.
- Hold regularly scheduled quarterly club meetings. These will be held on the 2nd Tuesday of the 2nd month each quarter at 7:00 PM in the flight planning room. This year's meetings will be 2/21, 5/9, 8/8, and 11/14.
- Increase membership involvement in the daily operations of the club (washing/folding rags, maintaining cleaning supplies, cleaning hangars, emptying garbage, facility improvements, etc.).
- Hold monthly club fly out activities. Todd Lindley has volunteered to organize the events for 2023,

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so please contact him if you have ideas for fun activities.

- Do more activities with Flights Above The Pacific Northwest (FATPNW) Facebook group.



Future Goals Beyond 2023:

- Pay off hangars
- Upgrade avionics in N5174E
- Repair paint on the planes
- Upgrade NAV radios in N1636H
- Install concrete pads under aircraft parking locations in each hangar
- Repair aprons
- Install yaw damper in N70574
- Remove vacuum systems from all aircraft

Quarterly Member Meetings

Isaac Mosgrove

We will be continuing the quarterly club meetings with the Board to provide members more opportunities to ask questions, make suggestions, raise concerns, and have increased visibility into the status and workings of the club. This is your club, so the Board wants to make sure you are aware of what is happening throughout the year. The quarterly meetings will be held on the 2nd Tuesday of the 2nd month each quarter at 7:00 PM in the flight planning room. This year's meetings will be:

- 7:00 PM, Tuesday, February 21 (moved for Valentine's day)
- 7:00 PM, Tuesday, May 9
- 7:00 PM, Tuesday, August 8
- 7:00 PM, Tuesday, November 14

Fuel surcharges update



Fuel prices at KSLE haven't changed and we're keeping the surcharges as they are for another month:

- Skyhawks/Cherokee: \$5.10/hr.
- Skylane: \$7.80/hr.

February flyout: night currency and dinner

Todd Lindley



Has it been a while since you have flown at night? Want to get some additional night experience or bring your night passenger currency current?

Depending on the weather we will either stay local or fly someplace within 100 miles and grab a crew car or local transportation to a nearby restaurant.

Destinations could include KONP, KHIO, KCLS, or KEUG. If we must stay local, we will fly to S12 and walk to the grille at the North end of the airport. Either way we'll get three full stop landings completed. Reserve Friday February 10th and Saturday February 11th as a backup. Plan for an 18:00 departure.

The Art of Manufacturing Hangar Doors

Frank de la Puente

One day in June 2022, I saw the opportunity to participate in the project of building doors for 74E's hangar. I had come to Valley Flyers from a profession where I worked writing legal briefs, arguing a client's position to lawyers, juries, trial judges, and appellate judges. I was either in my office or in a courtroom with pencil and paper. Otherwise, working with my hands was limited to typing on a keyboard, and working out at the gym. Building hangar doors was as strange to me as performing brain surgery. I had no idea how the doors would be built, or installed. But, I was anxious to learn. I figured I could help by recruiting crews for the project manager Dan Kirkpatrick.



On July 2, 2022, my first day of the build, I saw in 5ED's hangar the steel beams and sheet metal which Dan had procured for the project. When Dan told us

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that the steel needed to be cut, I wondered “how the heck do you cut that thick steel?” Cutting steel was not new to a couple of the crew who upon Dan’s instructions cut: “measure twice, cut once” was the mind-set. I watched in amazement. I was glad to help by filing off the burrs from the cuts.



The crew placed the cut steel beams on sawhorses for Dan to level with a laser leveling tool. The frames had to be perfectly level. Dan walked around the layout making triple sure that everything was level, square and precisely in place before welding. I had learned in a high school welding class that welding is an art, and hence a welder is an artist. Little by little, as Dan welded the pieces, I saw the first frame take shape. After each frame was done, we wiped off the oil with which the steel had been coated for corrosion control. Six of us moved each frame from 5ED’s hangar to the Cherokee’s hangar for painting. With the help of Jason Cravenho and his construction crew we hung the three frames in the Cherokee’s hangar for painting.



On another weekend, Dan painted the frames. Then came the moment of truth: remove one old door and hang a new door frame. The guys took down the old door gingerly and without incident. Likewise, we manually lifted the new door frame into place. The door frame fit like a glove and rolled smoothly on refurbished wheels.



Next, we fastened sheet metal skins to the new door frame. How do you drill holes into this thick steel? Very carefully, I learned. One by one, we placed the skins onto the door frame, tapping holes with one drill and screwing fasteners with another drill. One door was completed and hung.



One month later, we installed the skins onto the second frame while it was lying on 74E’s hangar’s deck; that method expedited the process. We paused the effort for the holidays. Then one Sunday in January, with the help of seven men, we fastened the skins onto the third door frame, installed the wheels, took down the two remaining old doors, and hung the two new doors. Each was a perfect fit. The project was done. The cost of the materials was \$5,500. One quote for outsourcing the project had been \$15,000.

The men who collaborated on this project were club members Ryan Hari who brought his drills and expertise which helped expedite the project, Simon Hayes, Ramesh Bala, John Eggert, Jim Crowell, Armando Mendoza, Scott Anderson, Jay Schofield,

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Gregg Murphy, Aaron Keefer, Ben Simpson, Russ McCracken, Jason Cravenho who brought his construction crew, a scissor lift and ladders, and Dan Kirkpatrick who provided welding tools, drills, an excavator, experience working with steel and a leadership style which made for an enjoyable experience at a comfortable pace. The design of the doors was Dan's brainchild. The end result is three custom engineered steel doors, each easily maneuverable, and beautifully painted in blue.



PIREP: Astoria (KAST)

Todd Lindley



We had a break in the weather on a Sunday last month, and Stuart Jantze and I needed our club hour for January, so we

decided on Astoria (KAST) as the destination, and it was a good distance to get some break-in time on 515ED.

The airport at Astoria is usually just a cross country stop for fuel and a snack break, but it turns out the airport authority has a crew car, so we borrowed that and drove to Buoy Beer Co. for a bite to eat. So, the next time you fly to Astoria, instead of just making the trip to check the greater than 50-mile box, take an extra hour or two and head into town to support the local businesses.

Northwest Aviation Conference and Trade Show February 25-26

Todd Lindley



It's not Oshkosh or Sun 'n Fun, but a fun event to walk around and talk with aviation vendors (and get free swag). There are also several aviation accessory vendors on site so if you need to

update any of your pilot accessories, those can usually be had at a discount. The plan is to fly into KPLU on Saturday or Sunday based on the best weather day and take the FBO shuttle over to the event.

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New member intro: Anthony Obendorf

Anthony Obendorf



Anthony Obendorf was born in Hong Kong, and moved to Oregon when he turned 14 to be close with grandparents residing in Salem. In 2022, Anthony graduated from Southern Utah University with a Bachelor's of Aviation and Aerospace Science. Currently Anthony provides flight instruction throughout the Willamette Valley. Anthony is proficient in Cessna, Piper and Cirrus aircraft. Through his experiences in Southern Utah, Southern California, and Oregon, Anthony gives insight into mountainous terrain, congested airspace, and instrument flying. Anthony is working towards his ATP certificate and is thankful everyday to call the skies his office.

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.

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