



Merry Christmas

THE FLYER

www.VictoryAviation.org

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All meetings are held at 7:00 pm on the third Tuesday of each month. This month's meeting will be held at Richard's Pizza in Fairfield, located at 495 Nilles Rd., approximately two miles west of Rt. 4.

COME EARLY: SOCIAL HOUR FROM 6:00 to 7:00.

Need a map? <http://goo.gl/maps/FzVPe>

Next Club Mtg. Dec 19, 2017
Next Tour Group/Safety Mtg. Jan 16, 2018

No meeting in July.

MEETING NOTE In case of poor driving conditions (heavy snow, ice, rain, etc.), typhoons, locust plagues,

floods, famine, or the end of the world, call Alan Koch (Business) or Jan Jansen (Safety) for meeting status. Phone list on page 2.

Upcoming Events

Check this space each month for upcoming Tour Group and other aviation events.

Tour Group

- We're looking for someone to take over Tour Group Duties, please contact Alan if you're interested.

Other Aviation Events

- Please send any event news to News@VictoryAviation.org



IMPORTANT NOTICE!!

Please send *all* changes to the people listed below, as appropriate. *Everything* except news items or emergency information should be sent to PilotInfo@VictoryAviation.org, as shown below. If you have new or updated information or status changes of any sort, here's where to send it and whom to contact:

News Items for the Newsletter:
News@victoryaviation.org

Information/Photos for the Web Site:
Webmaster@victoryaviation.org

The following information ALL goes to:
PilotInfo@VictoryAviation.org

- Roster information changes and updates (address, phone, etc.)
- Email address changes
- Resignations/Requests for Inactive Status
- BFR and/or medical certification date changes (updates to the info on your bill)

ICE (In Case of Emergency) contact info:

Alan Koch, (Primary);

President@VictoryAviation.org



Jan Jansen (Secondary):



CURRENT AIRCRAFT RATES

The rates for each aircraft, as listed below, are current as of the newsletter publication date, based on current fuel prices.

| | |
|-------------------------|----------|
| 351VA (Dakota) | \$128/hr |
| 352VA (Archer) | \$95/hr |
| 355VA (Skyhawk/Trainer) | \$79/hr |
| 356VA (Saratoga) | \$143/hr |
| 9515Q (Skyhawk) | \$95/hr |

FROM THE TOWER

Happy Holiday's everyone.

I want to tank Mick Cook for getting the Saturn 5 rocket engineer Jim French to speak at the November meeting. It was interesting to see how that generation solved issues in a tenth of the time it would take today. And they didn't have a computers to do all of their thinking for them!

It's the start of the winter flying season. Beautiful clear skies and great performance (think density altitude).

And as always, watch out for that one flying object with the one red light out front.

~ Alan Koch, President

WAKE TURBULENCE

Election Reminder

The following members are running for election at the December 19th business meeting.

President: Brent Clark

Secretary: Nick Davies

Safety officer: Jan Jansen

Trustees (Two positions): David Babcock and Alan Koch

Please contact me if you are interested in being elected to any of these positions. We will also take nominations from the floor on December 19th.

~ Dave Babcock, Trustee

Engine Heaters

Now that its winter, the engine heaters are in use on the aircraft.

In each hanger, there is a thermal control block plugged into the outlets by the light switch.

The heater cords are only to be plugged into these thermal control blocks.





DO NOT PLUG THE HEATER CORDS DIRECTLY INTO THE OUTLETS, BYPASSING THE CONTROL BLOCK.

The thermal control blocks control the temperature at which the heater are turned on.

The engines only need to be heated when they are in the hanger and the temperature drops below 20 degrees.

The temperature control blocks are set to turn on at 20 degrees or lower.



The heater are **NOT** to be used above 20F, so please do not bypass the control blocks.

Also, when tightening up the door knob covers for the hangar doors, please pull the zip tab lock (the little plastic square on the zip tie) with the side with the hole in it facing down. That way water will not get into it and freeze.

~ David Oriskovich, Planning Officer

MAINTENANCE & PLANNING

9515Q

- Replaced altitude encoder
- Oil change
- Paper filter AD

351VA

- Oil change

356VA

- Oil change

352VA

- No report submitted

355VA

- No report submitted

~ David Oriskovich, Planning Officer

SAFETY SOAPBOX

The Differences Between VFR, MVFR, IFR, and LIFR

~by Sarah Fritts—Think Aviation, December 7, 2015

Sarah Fritts is a 2,000-hour fixed wing, multi-engine, and helicopter pilot. A graduate of West Point, she flew the OH-58D helicopter during the invasion of Iraq in 2003 and a C-12 in Afghanistan in 2013. The Combat Action Badge and an Air Medal with "Valor" are among her decorations. She currently flies for the National Guard and a regional airline.

What do all those different colored dots mean when I get weather? Great question. The better question, though, is should I fly when I see a blue, red or magenta dot?

Knowing the difference between these colors and categories will let you quickly determine whether it is a good day to fly.

So, what are the differences between LIFR, IFR, MVFR, and VFR and how you can use that knowledge to quickly steer clear of dangerous conditions?

Low Instrument Flight Rules (LIFR)

Ceilings are less than 500 feet and/or visibility is less than 1 mile.

LIFR = <500' and/or <1 mile

In other words, even experienced IFR pilots may have a hard time. With these conditions, they will break out just above the standard minimums for an ILS approach (200-1/2)





LIFR is depicted in **Magenta** on flight planning software such as Skyvector.com and Foreflight.

Instrument Flight Rules (IFR)

Ceilings 500 to less than 1,000 feet and/or visibility 1 to less than 3 miles.

IFR = 500-1000' and/or 1-3 miles

In other words, you must be on an IFR Flight plan or request a [Special VFR clearance](#) from the tower.

IFR is depicted in **Red** on flight planning software.

Note: VFR pilots can't do Special VFR **at night** unless they are Instrument rated. To read more on Special VFR clearances, [click here](#).

Marginal VFR (MVFR)

Ceilings 1,000 to 3,000 feet and/or visibility is 3-5 miles inclusive.

MVFR = 1000-3000' and/or 3-5 miles

This is when VFR pilots kill themselves all the time. If you haven't flown in MVFR, ask a CFII to take you up so you can scare the daylight out of yourself.

MVFR is depicted in **Blue** on flight planning software

Remember, METARs only cover within 5NM of the airport. You have no idea what will happen the farther you get out. This is especially true in mountainous terrain.

You also need to maintain VFR cloud clearance in Class E airspace which starts at 700 or 1200 feet AGL. So if the cloud bases are at 2000 feet you have to fly at 1500 feet. No matter what the terrain is doing you have to stay 500 feet below the clouds so you can avoid descending IFR traffic.

Do you see where this can get back really quickly?

If you don't have an instrument rating, you should seriously consider staying home when the conditions are MVFR.

If you have an instrument rating, file IFR! Don't scud run!

VFR

Ceiling greater than 3000 feet and visibility greater than 5 miles (includes sky clear).

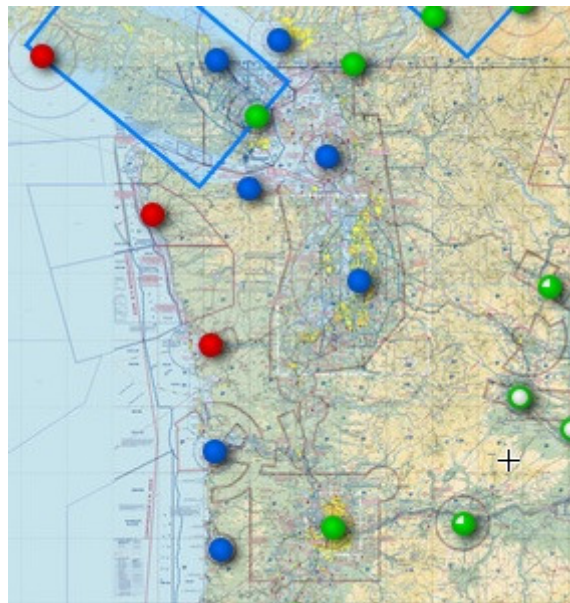
VFR = >3000' and >5 miles

VFR is depicted in **Green**. If you see green dots, that's great! Go fly (unless the winds are too strong, or there are [convective SIGMETs](#)).

Practical Application

Okay, so now you know the basics, let me show you how this information will make a go/no-go decision quick and easy.

Check out this picture from Skyvector.com of the Pacific Northwest on Thursday, Nov. 12th, 2015.



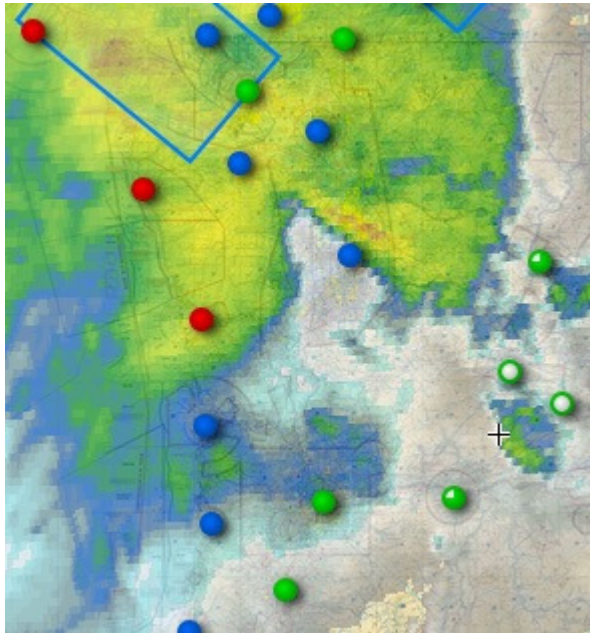
The three red dots on the coast indicate IFR conditions. The multiple blue dots show some Marginal VFR conditions and the green shows VFR.

Notice how quickly you can make a decision on where to fly?

Now check out the next image. This image shows the same dots but layered with the radar image.

Yes, I know...it's raining in Seattle...





The dots are a great way to capture an overall picture of your flight route. I recommend you always bring up this picture during flight planning.

Note: These are static pictures, so be careful. You should always look at looping radar to see where the winds are pushing the clouds. Also, don't take it for granted that a green dot means no clouds. If you look at the picture above, that's not the case.

To wrap it up here is an image from [Foreflight](#) explaining what the dot colors mean:

| Weather Overlay | Color coding |
|-----------------|---|
| Flight Category | LIFR: Magenta. Ceiling less than 1000 feet; visibility less than 1 mile. |
| | IFR: Red. Ceiling 500 to less than 1000 feet; visibility 1 to less than 3 miles. |
| | MVFR: Blue. Ceiling 1,000 to 3,000 feet; visibility 3 to 5 miles inclusive. |
| | VFR: Green. Ceiling greater than 3,000 feet; visibility greater than 5 miles; include |

Additional Reading

[Weather Flying by Robert N Buck and Robert O Buck](#)

If you are reading this article you probably want to know more about aviation weather. If that's the case, you must pick up a copy of [Weather Flying](#).

This is the most comprehensive book on aviation weather ever written. The best part is that it's easy to read.

I know what you're thinking...a book on weather that's is enjoyable to read? I'm serious. Every time I pick up this book I think: "This book is awesome!"

I recommend the hardcover version because it's one of those rare books that belongs in hardcover.

**Plan every flight as if your life depends on it.
It Does!**

~ Jan Jansen, Safety Officer

HANGAR RASH

A Matter of Perspective

A Cessna wheel/float plane was being ferried from the lower 48 to Talkeetna, Alaska. Upon arrival, the pilot called the FSS station for landing information.

FSS: "Altimeter 29.92, wind calm, runway 01 or 19, your choice."
Pause...

Cessna: "Uhhh...which one is the longest?"



