December 10, 2025

Valley Fliers December Board Meeting

Meeting Called to Order at: 6:29
Present: Morrow, Wildstone, Meyer, Smith, Vader, plus 7 members and one potential member.
Excused Absent: Dewitt

Approval of November Meeting Minutes
Kelsey moved to accept as corrected. Geoff seconded. The motion passed unanimously.

Airport Update
Tim Mensonides, Auburn airport manager joined the meeting. He noted the airport now has an approach and the runway is done. The AWOS phase 1 underground work is done. The equipment is scheduled to finish install in spring and commissioning in summer. They hope to enclose the next two sets of hangars to the south of the club's. Rainier will be moving and consolidating into those hangars. That work also is planned for spring. Tim noted that he worked with Chris on standard reporting points and arrival/departures for the airport. Tim noted if there are issues with the airport porta-potties they should please let the office know. The airport does not expect to have any airport closures next year. There will be a new rotating beacon installed at the same time as the AWOS installation. Geoff asked if the new AWOS would be airport owned? Tim said yes, the FAA is trying to avoid owning them. The airport will also get generator power for lights and that AWOS. Geoff asked if the airport's RNAV-A would be decommissioned. Tim said yes. Airport day is July 11. There will be new hangars built at the south end. Hangar rates will go up next year, they are going up based on the CPI. Kelsey asked what will happen with the hangar doors when the weather freezes the water in the tracks? Tim says there has been a lot of discussion. The water did not freeze when the temperature got down to 19 degrees. Tim says the new hangar doors will have shallower troughs. Sean noted the airport website is a really good resource. Pierce County airport will be down for three months this summer. The World Cup (June 14-July 6) will create a lot of TFRs this summer as well.

Treasurer's Report
Alan did not attend due to a family emergency and so no treasurer's report was presented.

Maintenance Officer's Report
Sean noted that Chris stepped down last week. Sean asked Nick to step up and he agreed.
117 Is in annual at Vertex. The annual is looking like $15000. The cowling bottom was cracked. The fuel selector had loose rivets. We are getting new fuel flow sensors.
727 The vacuum pump is just a backup. The shimmy damper has been fixed.
63S The engine is on order. The vacuum pump will be pulled out. The annual is scheduled at Vertex, but we may have it done elsewhere as Nick is looking for a single place to do instrumentation and engine work. We are looking at using a Garmin engine monitor but are looking at price. The choices may be dictated to some degree if the other annual are expensive.
9MA Will be the next plane into annual. Nick asked members to let him know of any issues.

There is a new email **valleyfliersmaintenance@gmail.com** can be used for non-urgent maintenance requests. We are still looking for an assistant maintenance officer. Nick has been contacted by three potential candidates. Sean thanked Nick for stepping up to help. Nick said he will try to send out more frequent emails to the club.

Safety Officer's Report
Geoff started by congratulating Sydney on being the club's newest instrument rated pilot. She lives about an hour from the airport, so he congratulated her on her dedication. He had no incidents to report. He expected the weather would be poor all month. He distributed info on icing and flight prep. He also gave out information on what to do if NORAD intercepts you. He noted that you will be intercepted by two planes, one out of sight. Talk to them on 121.5, rock wings to acknowledge when initially approached. He also gave out information on when you can log instrument approaches.

New Business

Assistant Maintenance Officer Covered above. Anyone interested should contact Nick. The board will approve the assistant.

Simulator Kelsey noted that during the cleanup that the simulator came up. It is getting a bit old. Geoff pointed out it cannot be updated and we can't update approaches. Kelsey thought it should either be updated or taken out. She suggested that we could could potentially put in place a small hourly charge to help with the simulator costs. Ed Bryce said that the approaches used to be updated and the hardware and OS are the certified part. The approaches are not part of the certification. Sean asked if there was a way to upgrade the sim for $4-5k? Kelsey suggested we might need to put aside money each month as a simulator reserve. Question from the floor: if we charged for the simulator, could time on it count for the minimum flight hour. Sean said he did not think so. Sean said he believes the simulator is of clear value to the club. Kelsey agreed, but we should be planning ongoing investment. Commenter from the floor strongly asserted the simulator is a big value for the club. Kelsey will look into options. Sean tabled the topic until next meeting.

Potential Member Amanda Ellis went to school at Clover Park and just got her CFI. She works for Clover Park. She's a native of the area and hoped to go to the airlines. She loves flying and plans to stay in general aviation. She would like to fly for fun in the club planes. Nick moved to accept Amanda as a member, Kelsey seconded. The motion passed unanimously.

Hangar Clean Up Nick talked about the major cleanup that he, Kelsey and others recently did at the airport. He asked that the planes get cleaned out as part of your post flight and suggested members do a little sweeping before you put the plane back in the hangar. Sean suggested we might put up an monthly cleanup list. Kelsey suggested that the club might have a minimum number of hours of cleanup or service for members.

Sean announced he intends not to run for president at next year's election. He also recognized Chris Hewitt for his work rebuilding the club's relationship with many maintenance organizations.

Free flight hour won by: Ed Bryce

Meeting adjourned at: 7:37

Next Meetings: The next board meeting will be held Wednesday, January 14th, with food available at 6:00 pm and business beginning at 6:30 at Trotters.

Common Resources I Use to Help Avoid In-Flight Icing

- **Aviation Weather Center (AWC)**

  Search "adds" in the search bar (this stands for the older aviation digital data service, and this simple 4-letter search still works). Select the https://aviationweather.gov/ resource.

  Drop down the arrow for "**Weather**". Select "**Icing**". As part of the broader Graphical Forecast for Aviation (GFA) product, this displays computer modeling for freezing and icing prediction. The screen display has the following features:

  → Left side of screen: Altitude slider

  → Bottom of screen: Time slider

  → Bottom right of screen: Legend of colors and symbology

  → Upper right of screen: Settings and Layers. In the Layers, you can choose between displaying the *Probability* of Icing, its predicted *Severity*, *Severity with Supercooled Large Droplets,* and *Lowest Freezing Level.*

  Hint: *For an explanation of these criteria, click on the "?" at the top right of the webpage. From the options listed, select "Products", and then the "Icing" section.*

  On the Layers, checking all boxes (PIREP, SIGMET, CWA, NWS Warnings, and G-AIRMET) ensures the maximum utility from this screen.

  In an icing context, From AIM Ch. 7…

  SIGMETs are issued when the following Icing phenomena occur or are expected to occur: Severe icing not associated with thunderstorms.

  AIRMETs are a description of the occurrence or expected occurrence of IFR conditions and Moderate Icing.

  Convective SIGMETs imply Severe icing.

  Since visible moisture is required for the formation of ice, it's informative to drop down the arrow for "**Weather**" and select "**Clouds**". Again, the bottom of the page has a Time slider, the bottom right has a Legend, and the Layers selections for Cloud Cover, Cloud Top, and Cloud Base.

- **Seattle TRACON Briefing Page**

  Search "zse tracon briefing page" in the search bar, then select the National Weather Service resource at: https://www.weather.gov/zse/TRACONBriefing?SEA&tab=0

  Under the "**Aviation Maps**" tab, select "**Frzg Level**".

  Remember, *Snow Level* and *Freezing Level* are not the same. For the lowest level at which snow is predicted to fall (lower in altitude than the actual freezing level), select "**Snow Level**".

  For example, if you want to see if S50 might get snow that day, use the **Snow Level** information. If you want to see if the surfaces have a chance of freezing over (rare with PNW moderate temps), interpret the **Frzg Level** data to see if the predicted OAT might trend low enough to freeze the top level of ground and produce ice on the Runway and Taxiways.

Common Resources I Use to Help Avoid In-Flight Icing

- **PIREPs**

  Real-time source of actual observed freezing conditions. Available at any of the listed online or EFB sources, or 1-800-wxbrief.

- **ForeFlight EFB**

  Under the "**Imagery**" icon, ForeFlight provides numerous individual weather sections. Focusing primarily on icing, the following are useful:

Section	What's useful for icing considerations
National Weather	This takes different looks at weather conditions at the surface, and might be useful in helping determine the possibility of *ground* icing.
CONUS Weather	Prog charts, Qty of Precipitation, and SIGWX outlook charts are most helpful to gauge what's going to happen at the surface, but SIGWX charts do contain some limited upper air freezing level data.
GFA	CONUS Cloud and especially Northwest Cloud have the same type of cloud depiction as AWC, but it does not have an hourly breakdown and the data you see may be slightly different. The CONUS and Northwest Surface charts are, like the ones above, most useful in looking at surface conditions.
Advisories	This section contains AIRMETs, SIGMETs, and Convective SIGMETs.
Icing	The "Lowest Freezing Level" is the same information as Lowest Freezing Level on AWC. A "Freezing Level Analysis" is also included which shows the lowest freezing level at a given time in hundreds of feet MSL. "Icing Probability", "Severity", and "Severity w/ SLD" offer point-in-time snapshots of the same data that's available hourly on AWC.

  Some of the snapshot data on ForeFlight can get some added usefulness by going to the Map screen, and (for example) selecting "**Icing**" in the Map layers. When Icing is selected, similar to AWC, you have a Time scale at the bottom, a Legend above that, and an Altitude slider on the right side of the Map.

- **YouTube channel "Pacific Northwest Weather Watch"**

  Not specifically related to aircraft icing, but outstanding for learning a lot about what drives PNW weather.

- **Old fashioned outside air temperature interpretation**

  Assuming the ambient lapse rate is at or very close to standard, take the OAT at ground level and subtract 2° C for each thousand feet of altitude. For example, if OAT is 6° C, the freezing level will likely occur around 3,000 feet AGL.

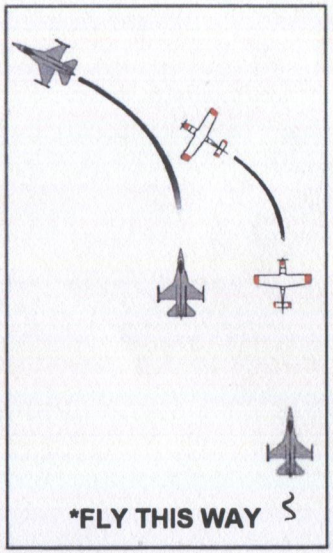
  Hint: This rule doesn't work too well if there's a temperature inversion!

#1 REASON GA AIRCRAFT ARE INTERCEPTED:
Entering restricted airspace and not talking to ATC

NORAD / FAA INTERCEPT PROCEDURES

Intercept Procedures

- Typically two fighters approach from the stern -- you may only see one
- Fighter rocks wings to signal intercept
- Fighter responsible for safe separation



Your Actions

- Remain predictable – Altitude, heading, airspeed, don't descend
- Acknowledge fighter with wing rock
- Talk to ATC
- Talk to fighter on 121.5

Post Intercept

- Comply with instructions
- Land where directed

DAY INTERCEPT SIGNALS

Interceptor Signals	Meaning
Fighter slow turn to desired heading	*FLY THIS WAY
Fighter abrupt turn across nose to desired heading and may dispense flares	WARNING: TURN NOW (DIRECTION OF FIGHTER)
Fighter circles airport, lowers landing gear, overflies runway in direction of landing	LAND HERE

NIGHT INTERCEPT SIGNALS

Interceptor Signals	Meaning
Flash navigation lights	You have been intercepted
Turn on landing lights	Land here

Your Signal	Meaning
Flash navigation lights	I will comply
Turn on landing light	I will land
Flash landing light	Airport inadequate
Flash all lights regular	Can not comply
Flash all lights irregular	Distress

For more intercept information, reference the Aeronautical Information Manual 5-6-13 Interception Procedures: http://www.faa.gov/air_traffic/publications/media/aim.pdf

Tips for Temporary Flight Restrictions (TFR) and Special Use Airspace

3 KEYS TO SUCCESS
- PLAN: Check TFRs at http://TFR.FAA.GOV, call FSS
- TALK: to Air Traffic Control and monitor Guard (VHF 121.5)
- SQUAWK: assigned discrete transponder code

FLIGHT PLANNING

- ☐ Review TFRs: http://tfr.faa.gov (Nat'l Security TFRs on Twitter: @VIP_TFR)
- ☐ Review NOTAMS: https://pilotweb.nas.faa.gov/PilotWeb/ or https://notams.aim.faa.gov/notamSearch … or get both TFRs and NOTAMs plus route weather and route brief at: 1-800-WX-BRIEF (www.1800wxbrief.com)
- ☐ Review Special Use Airspace along route: https://sua.faa.gov
- ☐ File a flight plan—IFR, VFR, DVFR, SVFR
- ☐ Update GPS / iPad / Electronic Apps

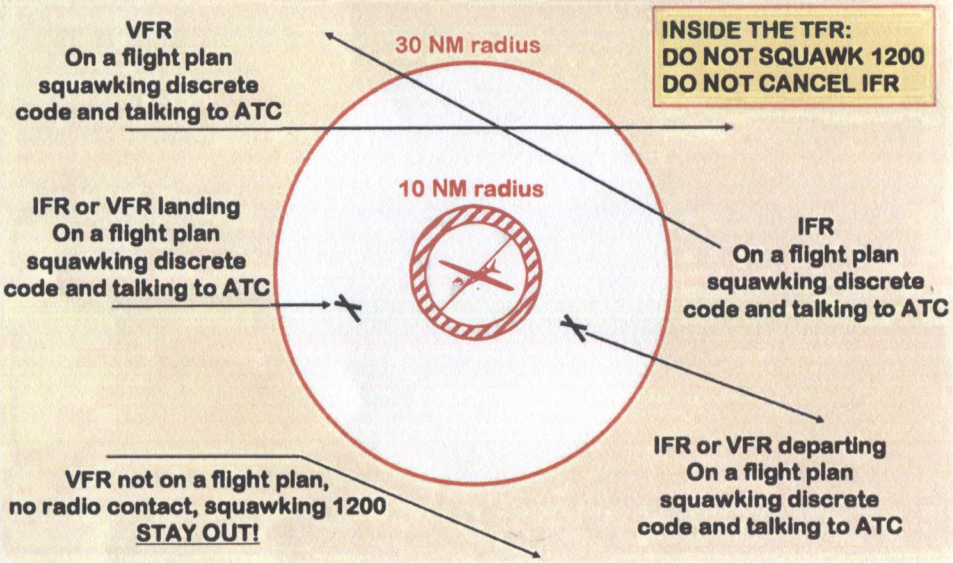
PLANNING REFERENCES

- Review Air Defense Identification Zone (ADIZ) procedures if flying into U.S. from abroad: https://www.faa.gov/air_traffic/publications/us_restrictions/airspace/#adiz
- Review Washington D.C. Special Flight Rules Area (SFRA) procedures if flying within 60 nm of KDCA: (Course ALC-405) https://faasafety.gov

DURING FLIGHT

- ☐ Activate flight plan (prior to entering TFR)
- ☐ IFR or flight following w/discrete squawk
- ☐ Monitor 121.5 on back-up radio (if able)
- ☐ Get TFR updates from FSS (1-800-WX-BRIEF)

These procedures describe a typical Security TFR. Check published TFR NOTAM for any unique procedures.



North American Aerospace Defense Command (NORAD)
Get this kneeboard and more at: www.norad.mil/general-aviation

0721

U.S. Department
of Transportation
Federal Aviation
Administration

InFO

Information for Operators

InFO 15012
DATE: 9/8/15

Flight Standards Service
Washington, DC

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/info

An InFO contains valuable information for operators that should help them meet certain administrative, regulatory, or operational requirements with relatively low urgency or impact on safety.

Subject: Logging Instrument Approach Procedures (IAP)

Purpose: This InFO clarifies the conditions under which a pilot may log an IAP in his or her logbook. Logging IAPs is necessary for a pilot to show compliance with Federal Aviation Administration (FAA) instrument currency and training requirements. Furthermore, the information contained in this InFO may be applied to instrument practical tests and instrument proficiency checks.

Background: Pilots have requested clarification and legal interpretations regarding what constitutes a "loggable" instrument approach. Title 14 of the Code of Federal Regulations (14 CFR) Part 61 § 61.57(c) requires a pilot, rated to fly under instrument flight rules (IFR), to remain current in order to act as pilot-in-command (PIC) of a flight conducted under IFR or flight conditions less than the minimums prescribed for visual flight rules (VFR). Accordingly, § 61.57(c)(1)(i) specifies that an instrument-rated pilot must conduct and log a minimum of six IAPs every 6 months in order to maintain his or her IFR currency.[1] This requirement ensures instrument-rated pilots exercise IFR privileges to an acceptable level of proficiency and safety. To meet this requirement, pilots must understand the conditions that permit logging an IAP.

Discussion: Section 61.57(c)(1-5) permits a pilot to use one of four methods to conduct and then log IAPs:

1. Actual instrument flight conditions flown in an aircraft;
2. Simulated instrument flight conditions, using a view-limiting device, flown in an aircraft with a safety pilot;
3. Simulated instrument flight conditions conducted in any FAA approved:
    - Flight Simulator/Full Flight Simulator (FFS),[2]
    - Flight Training Device (FTD),[3]
    - Aviation Training Device (ATD),[4] or
4. A combination of methods 1 through 3 as prescribed by § 61.57(c)(4), or (5).

[1] See § 61.57(c)(3) for ATD requirements, when using an ATD for maintaining instrument experience.
[2] The FFS must be qualified under 14 CFR part 60 as a Level A-D.
[3] The FTD must be qualified under 14 CFR part 60 as a Level 4-7.
[4] An aviation training device is either an advanced aviation training device (AATD) or a basic aviation training device (BATD); it must have an unexpired letter of authorization (LOA) issued that specifies the period time in the device that may be used for instrument training and currency.

A pilot may log an IAP for currency or training when the pilot accomplishes the IAP in accordance with the following conditions:

1. When conducted in an aircraft, flight simulator, flight training device, or aviation training device, the pilot must operate that aircraft or authorized training device solely by reference to instruments [§ 61.51(g)(1)];
2. When conducted in an aircraft, flight simulator, flight training device, or aviation training device, the pilot must be established on each required segment of the IAP to the minimum descent altitude (MDA) or decision altitude/decision height (DA/DH);[5]
3. When conducted in an aircraft simulating instrument flight conditions, a flight simulator, a flight training device, or an aviation training device, the simulated instrument meteorological conditions (IMC) must continue to MDA or DA/DH;[6] and
4. When conducted in an aircraft, the flight must be conducted under actual or simulated instrument flight conditions [§ 61.51(g)(1)].

> **NOTE:** A pilot cannot log an IAP for currency in an aircraft without also logging actual or simulated instrument time. Simulated instrument conditions occur when a pilot uses a view-limiting device in an aircraft to prevent the pilot from seeing outside visual references. Consequently, a flight conducted under simulated instrument conditions requires a safety pilot. A safety pilot must possess a current medical certificate, occupy the other control seat, and be appropriately rated in the category and class aircraft flown [§ 61.3(c), § 61.51, § 61.57(c) and § 91.109]. The pilot operating under simulated instrument conditions must also log the name of the safety pilot.

5. When conducted in an aircraft maneuvering in IMC, and the aircraft transitions from IMC to visual flight conditions on the final approach segment of the IAP prior to or upon reaching MDA or DA/DH.

> **NOTE:** Except when being radar vectored to the final approach course, or otherwise directed through an appropriate air traffic control (ATC) clearance[7] to a specific IAP, pilots must execute the entire IAP commencing at an initial approach fix or associated feeder route and fly the initial segment, the intermediate segment, and the final segment of an IAP [AIM 5-4-7 (e)]. If the pilot completes these segments, or receives vectors to the final approach course, he or she may log the IAP.

The FAA does not require the ceiling to be at MDA or DA/DH during a flight in IMC. When an aircraft is flying an IAP in IMC, two outcomes are possible:

1. The aircraft will transition from IMC to visual meteorological conditions that allow a landing in accordance with § 91.175; or
2. The aircraft will remain in IMC and execute a missed approach at the missed approach point (MAP) or DA/DH.

In either case, a pilot may log the IAP.

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[5] See FAA Chief Council Legal Interpretation to Daniel Murphy, June 30, 2009.

[6] During simulated instrument flight in an aircraft, it may be necessary to deviate from the final approach segment for safety reasons (e.g., in order to avoid traffic or other hazards). In these cases, the pilot may still log the IAP, provided the aircraft has passed the final approach fix (FAF).

[7] A safety pilot, authorized flight instructor or designee may simulate ATC radar vectoring.

Segment four (the missed-approach segment) is the only segment that is not required to be flown for an IAP to be logged. However, the FAA encourages pilots to practice transition from the final approach segment to the missed approach segment, as well as execution of the missed approach procedure, for proficiency.

The following three examples may help pilots determine when an IAP qualifies as an approach that may be logged:

Example 1: An instrument-rated pilot, conducting a flight under an IFR clearance, approaches the destination airport, aligned with runway 33 and 17 miles out. ATC issues a clearance that states, ". . . cleared ILS runway (RWY) 33R approach as published, maintain 3000, advise when established." The pilot operates the aircraft solely by reference to instruments, complies with the clearance, and continues in IMC—while remaining established as published on each required IAP segment. The aircraft descends past the final approach fix (FAF) as the pilot contacts the control tower and the aircraft transitions from IMC to visual metrological conditions (VMC) before reaching the DA. At this point, the pilot receives an ATC clearance to land; the pilot visually confirms runway environment assured and lands. In this example, the IAP complies with § 61.51(g)(3) and § 61.57(c); therefore, the pilot may log this IAP.

Example 2: A private pilot and flight instructor conduct an IFR training flight under VFR that concludes with a published IAP. The pilot operates the aircraft solely by reference to instruments under simulated conditions, using a view-limiting device. Shortly after the pilot completes the approach briefing, the flight instructor issues a series of simulated ATC radar vectors to the approach and soon says, "Skyhawk 123SP is two miles outside ALLDE (FAF), maintain 2000 feet until establish, cleared Localizer RWY 15 approach, advise when established inbound." The pilot in training complies, remaining established on the intermediate segment and proceeds to the final approach segment, while simulating IMC until MDA. The pilot remains established after crossing the FAF, receives an ATC landing clearance from the tower, terminates simulated IMC at MDA, visually confirms runway environment assured, and then lands. In this example, the IAP complies with § 61.51(g)(3) and § 61.57(c); therefore, the pilot may log this IAP.

Example 3: An instrument-rated pilot, wearing a view-limiting device, and safety pilot conduct an IFR currency flight, filed under IFR but accomplished in visual flight conditions. The pilot, approaching the destination airport completed the approach checklist and transmits, ". . . request own navigation, VOR RWY 22 approach." Shortly after, the pilot receives an ATC clearance that states, ". . . proceed direct WATERLOO (initial approach fix (IAF)), hold as published, maintain 3000, advise when established." Upon compliance, ATC transmits "Arrow 12345 cleared VOR RWY 22 approach, advise when established inbound." Maneuvering to remain established on each segment of the published approach, while continuing to operate the aircraft solely by reference to instruments under simulated conditions using a view-limiting device until reaching MDA, the pilot soon visually confirms the runway environment. After reaching the MAP, however, the pilot executes the missed approach procedure, under simulated conditions, and holds as published. In this example, the IAP complies with § 61.51(g)(3) and § 61.57(c); therefore, the pilot may log this IAP.

Recommended Action: Pilots training to become instrument-rated, instrument-rated pilots, flight instructors, and stakeholders should familiarize themselves with the information found this InFO.

Contact: Questions or comments regarding this InFO should be directed to Allan Kash, General Aviation & Commercial Division, AFS-810 at (202) 267-1100 or allan.g.kash@faa.gov.