



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

April 2014



Where is new to you?

At the Annual Club Meeting, Joan threw out the challenge to see who could visit the most new-to-them airports this year. Please let Joan or Isaac know new places that you've visited so that they can be included each month.

- Alan Lasneski is off to a flying start and gets the award from the most airports since the last newsletter. His first trip took him to North Bend (KOTH), Grants Pass (3S8), and then Klamath Falls (KLMT). A very significant cross-wind in KLMT made for a tricky departure. The tower switched runways after observing the crabbing take-off. According to Chris Eriksson (safety pilot) it was apparently a beautiful, sunny day...but Alan wouldn't know since he was under the hood for most of it. Alan's second trip took him to Coeur D'Alene, ID (KCOE) and Yakima, WA (KYKM). It was a grueling 5 hour trip home under the hood, with part of it being a slow go at about 50 mph ground speed.
- Isaac Mosgrove made it to Nehalem Bay (3S7) for an afternoon picnic, football, and metal detecting with his sons. This great airport has 7 campsites designated for those who fly in. Beware of swirling winds and windshear, so carry a little extra speed when you come in.

Welcome...

We have three new student members this month:

- Brett Trammell (student) and his son Tristan Briggs (soloed student) will be flying with Dennis. Tristan is also in the Civil Air Patrol.
- Dan Hennigan (soloed student) has a bit more flying to do before he is ready for his check ride. Dan flies helicopters in the Oregon National Guard and was just hired at Garmin as a Mechanical Engineering.

Welcome to Valley Flyers!

Have you had a memorable trip or a flying experience this last month from which others in the club would benefit, or that you would like to share? Please send your stories, tips, and pictures to Isaac Mosgrove for inclusion in future newsletters.

Young Eagles Flights

The EAA Young Eagles program gives interested young people, ages 8 - 17, an opportunity to go flying in a general aviation airplane. These flights are offered free of charge and are made possible through the generosity of EAA member volunteers. Randy Ireson provided Young Eagles flights on the weekend of March 15-16. Thank you Randy for helping to cultivate future general aviation advocates and pilots!



If you'd like to find out more about EAA Young Eagles or how to get involved as a volunteer, contact Randy or visit www.young eagles.org/volunteers/volunteer.asp.

Rusty?

Has it been a while since you flew or are you a bit rusty? Please grab one of the flight instructors to get brushed up or to help with some of the maneuvers that you're not as comfortable with as you'd like to be. We appreciate everyone being serious about your safety and for taking care of our fleet.

Fuel Receipt Discrepancies

Some members have noticed that the fuel quantity shown on the pump meter, the pay station display, and the printed receipt can be very different. If you notice a significant discrepancy, please take pictures and immediately contact the FBO (if possible). The issue is sporadic and the FBO appreciates help to gather data to figure out what is going on.

Al Gray CFI
503.932.9374

Dennis Wyza CFII
503.428.7111

John Barringer CFII
503.949.5760

Terrance passes his IFR Checkride!

During a flight last summer he overheard a stranded pilot conversation that helped convince him it was a good idea to get the rating. The pilot called Seattle Center and admitted he was VFR over Cascade Locks but was unable to see the airport due to low clouds. He requested directions to a clear airport. Seattle Center reported the nearest VFR was Bend, he said that he did not enough fuel for Bend. After a few more uneasy exchanges it was apparent he was also disoriented too. More minutes passed with no obvious options, another pilot reported a hole in the clouds over McMinnville. Patient vectoring from Center led him to KMMV and he found his way through a hole in the clouds. This could happen to anyone in a VFR equipped aircraft, however knowledge of IFR related waypoints, vectoring, and planning would have helped our guy immensely.

This experience solidified Terrance's IFR commitment. The commitment was two months of Ground School and six months of flying with foggles on, with a CFII or brave Safety Pilots. After flying 40 hrs with foggles or actual IMC, 15 of which with a CFII, he was ready. Three days before the FAA Checkride he learned the 250 mile cross-country needed to be with a CFII, gulp. The weather, airplane, and CFII aligned for a great evening flight with Jack Loflin. Two days before the FAA Checkride he discovered the 24 month Pitot-Static check for N515ED expired. That day happened to be the 2 year anniversary of the G500 installation. With a tip from Jack and significant effort from Joan, the check was completed on time.

On the morning of the checkride he met with the FAA Designated Pilot Examiner, Lisa Dahl. She provided over two hours of questions and well refined hypothetical dilemmas. The oral review went well but the ceiling dropped 800 feet during the questioning and on the hour of the checkride. Terrance learned that you need VFR conditions for at least part of the IFR checkride to accommodate the unusual attitude portion of the flight test. The irony of it all, VFR for the IFR checkride. In the following Wednesday he and Lisa met again and the flight test included loss of the G500 display on the KCVO VOR-A approach, an unpublished hold, and an unusual attitude near stall. The flight ended with a 24 kt cross wind at the final approach fix that tapered to zero knots at the touch down zone followed by an unusually smooth landing.

Terrance feels the whole experience was great. He enjoyed getting to know the CFII's and safety pilots, enjoyed the excuse to fly more, and he looks forward to making his own holes in the clouds. Way to go!

\$100 Burger Flights

How could we not go somewhere for lunch during the absolutely gorgeous weather this month? As you can image, it didn't take much other than a quick e-mail to get four planes and 13 people to fly out to Nehalem Bay and then over to the Air Base Café at the Tillamook Air Museum on March 20.

Take advantage of every nice day we have! Grab a fellow club member, a friend, or someone who may be interested in flying and go grab a bite to eat somewhere. Remember, many local FBOs have courtesy cars that they graciously share.



It's a Beach...No...It's an Airport

Copalis State Airport (S16) is the only airport in Washington where landing on the beach is legal. With an elevation of 1 foot MSL, runway 14/32 is 4500 x 150 feet. The sand runway stretches from the Copalis River on the south to the rocks a mile north, although it river migration and beach erosion make it shorter.

Chris Eriksson and Sam Ewen took advantage of the great weather and low tide on a beautiful Sunday afternoon. As Chris cautioned, be sure to overfly the runway to make sure it is free of debris and logs (remember, it is a beach), and be sure to check the tide charts so you know when you can land and when you have to depart.

Be sure to give the plane a good scrubbing when you get back to get any sand and salt water off of it. A big thank you to Chris and Sam for spending so much time scrubbing the underside of 515ED!



Al Gray CFI
503.932.9374

Dennis Wyza CFII
503.428.7111

John Barringer CFII
503.949.5760