



# Valley Flyers

*"Just Plane Fun!"*

885 Lancaster Dr SE  
Salem, OR 97317

November 2014



### Words of Wisdom

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

### Club Christmas Party

It's almost time for our annual Valley Flyers Christmas Party and Potluck! This year's event will be held on Saturday, December 13 at Joan and Vern's house. The festivities will start at 6:00 pm, and dinner will start at 6:30. The club will provide meat and some fixings. Each member is asked to bring either a main dish or salad, and a small dessert to share. We'll also do a gift exchange, so bring a fun gift in the \$10-15 range. Aviation gifts are always fun (but Joan also likes chocolate). Bring your family or friends for a fun evening together. Please RSVP to Joan by December 5 so that we can get the plans finalized. Feel free to text or email Joan if you have questions.

### Welcome!

Welcome to our newest member, Todd Lindley. Todd recently moved to Salem from Snoqualmie, WA where he landed his ideal position at Garmin combining aviation and software engineering. In Washington, Todd was a part-time flight instructor at Rainier Flight Service (KRNT). He was also part owner of a C-182, flying all over the Pacific Northwest. Airplane camping and any fly-in involving food are his favorite uses of a small plane. Todd is an Angel Flight Mission Pilot and holds single engine land/sea, multi-engine, CFI/CFII/MEI ratings. Welcome to Valley Flyers Todd!

### Quotable Quote

Ground: *"12 Alpha, turn right on Hotel, taxi to parking. Bear left, disabled aircraft on the right."*

12 Alpha: *"Roger, I have the disabled aircraft in sight, looking for the bear."*



### Cold Weather Starting Tips

- It is a good idea to pull the prop through. BE SURE the keys are on the dash and the mixture is full cut off.
- Remember to prime several times. Pump the throttle once just before you turn the key. If it doesn't start right away, don't continue to turn it over. Stop and prime one more prime.
- Please don't turn it over till the battery is dead. If you have too much problem, call AI.

### 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. The following is a summary of where we are so far:

This competition is open to all members, including students. Did you miss sending them in? No problem...just send Isaac the name of the airport that you visited and when you visited. It is always nice and appreciated if you include some little interesting bits about the trip, airport, or restaurants/attractions.

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

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## A Nice Way to Travel

Submitted by Roar Berg-Johansen



Roar recently took N151ED down to San Luis Obispo to visit his kids. The following is a recap of his flight.

I departed Salem on Friday, October 10, at 11:00 AM after the fog lifted. I filed a flight plan with the Garmin Pilot App on my iPhone from Salem to San Luis Obispo via Redding, a total of 600 nm. What a great App! I used this extensively during the flight to check winds aloft, METARs and take pictures. It's a great backup for G600 and GTN.

There was some tailwind on the way down, so I was cruising at around 150 mph at 7500-9500 feet. A quick stop was made in Redding to fill up. It was gusting to 25 kts in Redding, but I had no problems with landing. With a little more tail wind I could probably have made it straight, but it's nice with a break and to have the extra gas. Redding was nice at this time of the year...low 80's instead of the usual 100 degrees. The rest of the trip went great. It was nice to have G600 and GTN when flying around controlled airspace and MOAs. I landed in San Luis Obispo at 4:30 pm with total flight time was 5.5 hours including the 0.5 fuel stop in Redding.

Flying back on Sunday took over 6 hours due to the headwind. The weather forecast predicted the winds to turn 180 degrees and blow strong from the south on Monday. With that, there was a weather change coming and rain was predicted in Salem on Monday evening. It would have saved a lot time to wait, but I was afraid the weather would move in sooner than expected and I would be stuck for several more days. So I decided to fight the headwind and come back early. The weather forecast was correct this time and the weather didn't move in until late Monday night, so I would have been ok if I waited. All in all, it was a great trip like last year.

## Alan Passes his IFR Check Ride!

Congratulations to Alan Lasneski on passing his IFR check ride. All the late nights studying and the countless hours on long cross-country flight under the hood have paid off. I asked Alan to provide a write-up on his experience. It has so much great detail that I couldn't bear to cut any of it out. Enjoy...

"First off, let me say I'm not a writer but I thought I'd share my story. I have been working on the IFR rating for about 1.5 years and it was all coming down to just two weeks until check ride. Everything was setup. All I had to do was wait for the plane to come out of annual, practice for three more days, and then have the check ride with Lisa. But wait, life doesn't work that simple... I forgot, silly me.

Before it went in for the annual I noticed the databases were expired on the GTN's and the G500. I got a hold of John and asked if we could get them updated, because I couldn't do a check ride with expired databases. On the day it was originally scheduled to come out of the annual, the mechanic determined that he needed the plane for a few more days. I said to myself, "It's OK. I'll get at least one day to fly before the check ride, and since it's been in the shop, those databases well they still are expired - crap."

Joan sends me a text the plane is ready. Chris and I plan one last IFR mock ride in the morning on the day before the check ride. We head up to McMinnville and, while on approach, we start to see lightening strikes and the engine wasn't running exactly smoothly. The wind was really blowing; our ground speed up to McMinnville was 184 mph! We call ATC and tell them the ILS approach will be a full stop to let the weather pass. There was no forecast for lightening strikes. After letting the worse of the unexpected weather pass, we pick up the back course on the way back with a ground speed of 50 mph. It was a very windy day. We landed on runway 13 with winds at 020 at 17. While coming down on the Back Course Tower calls out, "Wind check 020 at 17". I remember either thinking or saying to Chris, "Well, they want to make sure we know it's a crosswind". Chris mentioning to me, "Make sure you set the right wheel down first." It was a decent crosswind landing right down the center line.



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A few hours later John takes the opportunity to get the databases loaded for the few hours the plane is in the hanger – Thank you John! The engine was still not running smoothly on our way back in to Salem, so we dropped it off at the mechanics again the evening before the check ride. I started thinking to myself, “The check ride is not going to happen.” I get a text from Joan later in the evening the plane is ready, but I have my daughter’s concert to attend until 7pm, so I can’t get the plane until the morning of the check ride. That night, Lisa gives me a call and gives me the plan. So I log onto DUATS and start my planning and filing.

The next morning I pick up the plane from the mechanic and I double check the log book for the last VOR check...9-30-14...today is 10-28-14. I’m within 30 days and ARROW check is good. It’s 8:30 in the morning and while I’m looking at the log book Lisa calls me and says we have a little problem. The IACRA site does not like that my test has my middle name spelled out and the IFR application only has my middle initial. So we start a new application and we need my instructors sign off on the new application otherwise we can’t do the check ride, and Jack is down in Phoenix doing his training. Luckily he was watching his texts and he logs in and signs off the new IACRA IFR application – Thank you Jack! We finally move into the Oral portion, and that is probably the only part that went “normal” for this whole process. After lunch, Lisa says we are ready for the ride portion. We discuss the basics and do the preflight and we call ground for our clearance.

“Skyhawk 515ED, your cleared to CVO, fly Salem three departure, heading 130, climb and maintain 4000, squawk 4672, Seattle Center 125.8”, blah, blah, blah “Read Back Correct.” Salem tower calls us and clears us for takeoff on runway 13, and notifies us a “Blackhawk helicopter on departure end of runway, Caution wake turbulence”. We line up on the runway and begin our takeoff roll...and while we are going down the runway tower calls us and says “Skyhawk 515ED fly heading 100”. Huh? My clearance was fly 130. Was this fly 100 heading just temporary because of the Blackhawk or what? Normally I’m used to them calling out with the wording “515ED, Amended Clearance fly heading 100”, not just “fly heading 100”. OK, this is not a good start off to a check ride...confuse the nervous pilot right off the bat. So I flew 100 as tower requested and contacted Seattle center after tower released me, and they didn’t give me different directions so I discussed this with Lisa and it was the right thing to do. She did mention it probably would have been better if tower gave me the words “Amended Clearance” to make it clear. Ok, here we are in the sky with me just slightly wondering “Crap, did I already fail? And I haven’t even got out of class Delta airspace yet.”

ATC comes back as we reach 4000 and asks our

request. We ask for the RNAV 17 into Corvallis. ATC clears us to ADLOW and has us switch to Cascade Approach. We call Cascade Approach and they say “515ED, Cleared to INOP, via ADLOW hold at INOP as published, time now 1256, expect further clearance at 1322”. What, a hold for 30 minutes? Good grief, this is only going to give Lisa time to ask more questions or setup more conditions. We were placed in the hold for other IFR traffic going into Corvallis. As expected she’s asking me questions about the GTN and is it going to leave us in the hold or sequence us on the approach. I didn’t know the answer so I ended up reloading the approach with the hold each loop around the hold. Sure wish I had more knowledge on what that “SUSP” button did. I think we were in the hold for four or five times, I kind of lost count of them after a while. Finally Cascade clears us for the approach.

We did the approach down to LNAV minimums and we were off on our missed, one non-precision down. Next we setup for the GPS A approach with a full course reversal and a circling to land. After the procedure turn she had me pull the AHRS breaker. I learned on steam gauges, so this did not pose too much trouble on the way down. Luckily there was not too much VFR traffic to merge into, so that went pretty smooth for entering the pattern and setup for landing.

We then cancelled our IFR clearance to go do some unusual attitudes. She said, “Would you dim the G500 so you can’t see it.” What? I’ve practiced unusual attitudes before, but with the G500 still on. She said “I want you to do unusual attitudes with only the backup instruments while under the hood.” Great, now I’m the one having an unusual attitude. “OK, I can do this; I learned on steam gauges, I like them better” I say to myself. They all worked out fine, but I can tell you Lisa loves to put the plane in some really good unusual attitudes, and I think she really loves to play with your mind while she is doing it! After unusual attitudes we wanted to pick up the ILS 31 into Salem, but they only had the back course open. Lisa tried to ask Seattle Center for the ILS 31, but they said they could not do that and to check with Salem Tower. So we went off to Salem Tower and asked them, and they said “Ya, Seattle Center let us know about this request.” I told her, “Seattle Center already snatched on you to tower.” They were about to ask us to vector around while they switch it, and Lisa asked if we could just remain VFR since we were just starting to intercepting the localizer. At that point they said they would switch the directions, how nice is that?! I came in on the ILS all the way down to the MDA, but I think she was giving me another thing to think about and asked me to keep the foggles on until 314 ft AGL. We landed and taxied in, and she let me know I passed. What a ride!”

## **IFR ADVENTURE**

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## GTN Tip – Reverse Frequency Lookup

Submitted by Chris Eriksson

A great aspect of the GTN is to be able to find frequencies for airports around the country. This can be a great tool for finding not only the frequency of the airport, but other places you can contact in that area. This can be done by touching the airport on the map, and touching the button on the bottom right of the GTN 750 screen (or top left of the GTN 650) that highlights the airport.

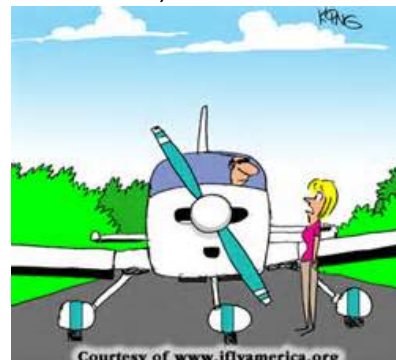


After the airport information page has been opened, you can select the frequency tab on the upper right side of the airport page. On this page, it displays the frequencies for tower, ground, Unicom, multicom, AWOS, center/approach, the nearest flight service station, Nav frequencies, or any other frequency that may be applicable to that airport. If you touch the frequency on that page, that frequency is automatically loaded into the standby frequency of that com radio. This can allow you to easily find who you need to talk to and quickly load it into the active COM.



## Other Upcoming Events

- November 18: **Willamette Aviation's "Second Saturday Seminar", Aurora Airport (KAUO)**. Portland Tower controller Richard Kennington will offer an overview of PDX Tower and TRACON operations, a thorough overview of Class C airspace, and how to take advantage of controlled airspace and improve your pilot proficiency. The free presentation starts at 11:00 am in the Education Hangar at Willamette Aviation, and is certified for FAA Wings Credit. If you'd like a box-lunch (\$10), please call 503-678-2252 before 1 pm on Friday, Nov 7.
- November 22, **Willamette Aviation's Pilots' Workshop, Aurora Airport (KAUO)**. Willamette Aviation's CFI Sylvia Manning will offer a look at Stall & Spin Awareness and avoidance skills to keep you out of danger in all phases of flight. The workshop starts at 11:00 at the Education Hangar at Willamette Aviation.
- December 13, **Willamette Aviation's "Second Saturday Seminar", Aurora Airport (KAUO)**. Lt. Col Bill Kopp from the Oregon ANG and CFI John Barringer will be presenting on intercepts, TFRs, and the like. The free presentation starts at 11:00 am.
- December 13: Our **Annual Club Christmas Party** at Joan and Vern's house. The festivities will start at 6:00 pm, and dinner will start at 6:30. The club will provide meat and some fixings. Each member is asked to bring either a main dish or salad, and a small dessert to share.



Courtesy of [www.iflyamerica.org](http://www.iflyamerica.org)  
*"What do you mean you were having so much fun flying you lost track of time? Instead of three hours, you were gone a month!"*

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