



# Valley Flyers

*"Just Plane Fun!"*

885 Lancaster Dr SE  
Salem, OR 97317

March 2015



## N12382 Needs Your Help

N12382's engine replacement is fast approaching. The cost is estimated to be approximately \$30K and includes a propeller overhaul. We still need approximately \$20K to make this necessary maintenance happen. Our goal is to have the funding by the end of March. Your help is needed! If at all possible, we need you to advance money to the club (suggested prepayment of \$500-\$2000) in order to make this happen. Each month, your invoice will be credited until you have been repaid in full. Alternatively, you can make a no-interest loan to the club that will be repaid this year. As a reminder, we did this same strategy in order to cover the cost of the upgrades to N515ED, N70574, and the recent avionics upgrades. If you are willing and able to participate, please contact Joan Johnson (Treasurer) at [p31frog@comcast.net](mailto:p31frog@comcast.net).

Thank you in advance for your participate and contributions!

## New Airports Visited

- Quinn Stutheit took a friend on an aerial tour of Mt. St. Helens during the great weather. He landed at Toledo, WA (KTDO), where there was lots of skydiving activity. He made his calls with "Carson Field Traffic," which is what it is called on the map. But after landing, the locals were calling out "Toledo Traffic." Lesson learned.
- Sam Ewen made it to his new favorite airport, Toledo, OR (5S4). The non-standard pattern and short runway make for a very good test of airspeed and altitude management throughout the pattern. If you've never been there, this airport is definitely worth grabbing an instructor and flying over for some seriously fun landings!



*Quinn's tour around Mt. St. Helens*

## Most Visited

As mentioned in last month's newsletter, this year's contest is "Most Visited." There are awards for the member that visits the most airports in 2015, for the most creative picture, and for the best write-up (yes... concretely subjective judging criteria will be used).

Corey Drechsler is currently in the lead with 6 airports. He has a great outlook to hit many different airports for practice instead of just doing pattern work at usual nearby suspects. As he pointed out, Siletz Bay, Chehalem, Twin Oaks, Sportsman, and Hillsboro each offer their own challenges.

So far, the following members have submitted their travels as of the printing of the newsletter:

Drechsler, Corey	6
Hughes, Marcus	5
Lindley, Todd	3
Mosgrove, Isaac	3
Ewen, Sam	2
Stutheit, Quinn	2

Everyone is encouraged to participate. Just send your airports and the month that you visited them to Isaac Mosgrove.

### Words of Wisdom

Good judgment comes from experience, and experience comes from bad judgment.

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## Instructor Insight

The flight instructors have graciously agreed to share tidbits of knowledge with us through the newsletter each month. The topics and formats will vary. There may be questions to ponder and research, refresher items, tips and tricks, or new things to think about. We all need to work diligently to remain proficient, and flight instructors are here to help.

Please take advantage of the instructors and bring them along on a flight to brush up on your techniques, to learn a new maneuver or procedure, or to just glean information from them. Be sure to thank the instructors next time you see them.

### A few words about Bird Strikes

Submitted by John Barringer, CFII

A pilot acquaintance from a neighboring club recently had a bird strike, at night, in the pattern at KSLE. I was in the pattern in another aircraft when it happened, and the events on the radio were a bit surreal. The tower controller was helpful, and offered to give a phone number to the pilot to help with the paperwork to report the strike. The pilot, Rick, was able to copy that phone number after his hands, feet and heart stopped shaking.

Luckily, damage to the aircraft was minimal, but it could have been much worse.

Here are some excerpts from Air Safety Foundation Safety Brief, Number 9 on bird strikes.

If a bird strike is imminent, duck down below the glare shield and protect your eyes. If the bird penetrates the windscreen there will be lots of noise, wind, and debris flying around. It will be confusing, so be prepared, and fly the airplane.

If a bird strikes an airfoil, expect there will be damage. Slow to maneuvering speed, and maintain control while you try to assess the damage. If it seems to be significant, or you think it is, land as soon as practicable. Don't hesitate to declare an emergency, and don't rule out an off airport landing if you think the airframe has suffered significant damage.

Upon landing, thoroughly inspect the airplane, and if there is any damage have a mechanic look things over. You may be able to fly it back home, but don't take unnecessary chances.

You may not be able to avoid a bird strike, but a few things may help minimize the risk. Use your landing light. It makes you more visible to the birds,

and may give them a chance to get out of the way. If a strike appears imminent, climb. When threatened, birds tend to dive away. Don't fly your approach any faster than is necessary. Hitting a bird a 60 knots will not be as bad as hitting it at 80.

Finally, the FAA does not require bird strikes to be reported, but would prefer that you did. It can be done online at <http://wildlife-mitigation.tc.faa.gov>.

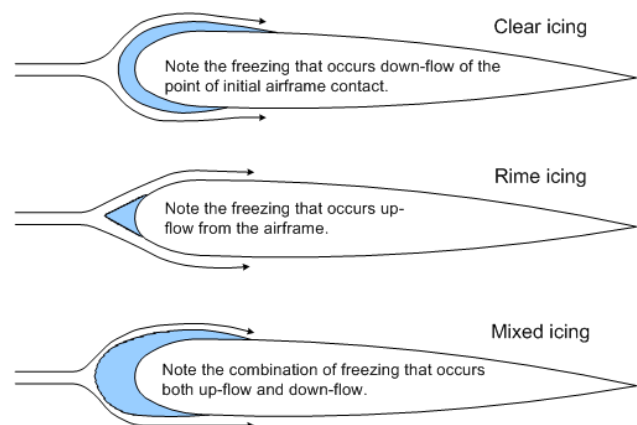
### What if you begin picking up ice?

Submitted by Dennis Wyza, CFII

Ice in the clouds can be disastrous. What are the top considerations if you encounter unforecasted icing?

1. First - acknowledge that this is a grave situation. Denial is normal, but very dangerous.
2. Do not accept it or assume it will get better. Icing negatively impact all four forces affecting our aircraft - lift, drag, thrust, and gravity [weight].
3. Do not hesitate to declare an emergency!
4. Be aware of what your best options are - turn around, climb, descend, or divert to get out of the icing.
5. Keep up your airspeed and be aware of stalling speeds.
6. Recognize that ice is a killer! Because it can bring down any pilot and any aircraft, we need to thoroughly understand icing and have a respect for its impact on our flight.

There are many good sources of weather data for you to check before you go flying, such as <http://aviationweather.gov/>. It is important to remember to get your briefing from an official site that logs your weather briefing, such as <http://duats.com>.



Based on depiction found in Fig. 9-5 of Air Command Weather Manual

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## Quick Quiz

Submitted by Al Gray, CFI

- **Question:** If a fighter jet were to fly up beside you...do you know what to do? Why would he be there and what frequency would you switch to?
- **Question:** If a Presidential TFR is in place over a city where the president is speaking, does it move?
- **Answers:** The frequency is 121.5, and you would be being intercepted. This means you have busted a TFR or are possibly over an active MOA. Oh, and yes, the Presidential TFR moves with the president. So be sure to take extra caution in planning your flights when a president is in the area. You never know when he may change his travel plans or route.



## Avionics Tip: METARs and TAFs

Submitted by Chris Eriksson, CFI

In N515ED, we have the Garmin GDL 88 installed and interfaced to the GTN. As most of you will have seen then, it provides traffic information through ADS-B. The GDL 88 also provides ADS-B weather to the cockpit, which gives the most useful tool of having easy access to METARs from any distance. When aloft and with ADS-B data, if you touch any airport and go into the waypoint info page on an airport, there is a section for WX Data which gives METARs and TAFs if available at that airport. That is

great when you know where you are going, and have a specific destination you care about.

Waypoint Info – Airport

**KMIA** Public DIS: 90.7 NM N 25°47.72'  
Miami Intl BRG: 124° W080°17.41'

Info Preview Procedures Runways

**METAR: KMIA observation**  
12-11 18:53 UTC  
Wind from 050° at 14KT  
Wind gusts at 20KT  
Visibility 10SM  
Scattered clouds at 2800FT, broken clouds at 3500 FT, broken clouds at 4200 FT  
Temperature: 28°C / Dewpoint: 21°C  
Altimeter: 29.96"

METAR Text:  
SA KMIA 111853Z 05014G20KT 10SM  
SCT028 BKN035 BKN042 28/21 A2996  
RMK AO2 SLP146 T02780206

Back Up Down

Viewing Airport Weather Data from the Waypoint Info Page

Now say you are flying along and flying back into the valley only to see fog covering a large portion of it. To find a VFR airport can be difficult checking weather airport by airport. There is also a secondary way to get METARs and TAFs as well as a general overview picture. Under the Weather page in the GTN, the map will show different flags over each weather station. The light blue flag indicates that the airport is VFR, green flag indicates MVFR, yellow indicates IFR, and pink indicates LIFR. Now with a quick view you can pan across the valley and find if any airports are still VFR. When on this map page, simply touching the flag will then pull up the METAR/TAF at that location.

KGSO SiriusXM

METAR:US Age: 50min  
METAR:CN Age: 50min  
FR Age: 50min

**METAR: KCLT Observation**  
06-Mar 17:52 UTC  
Wind from 040° at 12KT  
Wind gusts at 16KT  
Visibility 7SM  
Scattered towering cumulus clouds at 3200 FT, broken clouds at 5500 FT, broken clouds at 16000 FT  
Temperature: 29°C / Dewpoint: 21°C  
Altimeter: 29.80"  
Source: SiriusXM

METAR Text:  
SA KCLT 061752Z 04012G16KT 7SM  
SCT032TCU BKN055 BKN160 29/21  
A2980 RMK AO2 SLP080 TCU ALQDS  
T02890211 10294 20233 58007

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Viewing weather data from the Weather Page

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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.

### Upcoming Events

- March 23/24: **After the Crash: Surviving an Aircraft Accident.** 3/23 at Valley River Inn in **Eugene**, or 3/24 at Holiday Inn **Portland** Airport. This 7:00 pm free Air Safety Institute WINGS seminar covers the essential ingredients of a good survival kit, simple but effective ways to help searchers find you, the first steps you should take after a crash, and survival strategies while awaiting rescue.
- June 13: **War Birds Over the West, Salem McNary Field (KSLE).** Vintage aircraft fly-in and car show fundraiser at the B-17 Alliance Museum at Salem’s McNary Field. Stay tuned for more details.
- June 25<sup>th</sup>: **5<sup>th</sup> Annual Garmin Open House-Seminars & BBQ, Salem (KSLE).** This year’s Garmin annual Open House-Seminars & BBQ event from has been moved up to June instead of August. The event will be at the Garmin AT facility located at 2345 Turner Rd, SE, Salem, OR. There will be free BBQ, opportunities to learn how avionics are designed and built, factory tours, seminars, product demonstrations, and prize drawings.
- July 18: **Wings and Wheels, Roseburg, OR (KRBG).** The event features local airplanes and others flown in from around the Pacific North West. Lovingly restored classic cars mostly from the time of flashy paint jobs with flames and striping, tuck and roll and loud pipes will be on display. This is a free event for spectators and fly-in aircraft.
- Sept 12<sup>th</sup> & 13<sup>th</sup>: **Annual Hood River Fly-in, Hood River, OR (4S2) at WAAM (Western Antique Aeroplane & Automobile Museum).**

Upcoming aviation events can be hard to find. If you know of any upcoming events that would be of interest to other club members, please let Isaac Mosgrove know so that they can be included in the newsletter.



*Members took advantage of the fantastic weather and coordinated a lunch flight to Siletz Bay (S45). All 4 club planes and a Piper PA-25 Pawnee made the journey on a picture-perfect winter day.*

*- Contributed by Matt Baker*



*Flight into Toledo (5S4), 1750 x 40 ft. Due to the terrain and obstacles, the final approach is an arc down to the end of the runway.*

*- Contributed by Isaac Mosgrove and Chris Eriksson*

#### Quotable Quote

Ted: "We're gonna have to come in pretty low on this approach."

Elaine: "Is that difficult?"

Ted: "Well sure it's difficult. It's part of every textbook approach. It's just something you have to do ... when you land."

*— from the 1982 movie 'Airplane II, The Sequel.'*

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