



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

June 2015



Annual Club BBQ & Strawberry Gathering

Our **Annual Club BBQ and Strawberry Gathering** is coming up on Saturday, June 20th at the Skyhawks' hangars starting at 12:00pm, with the grilling starting at 1:00pm. Bring your choice of meat for your family and a salad or main dish to share. We will have ice tea, lemonade and strawberry shortcake for all. Bring the family and enjoy the airport.

Prospect (64S) BBQ Club Flight

Alan Lasneski and Chris Eriksson have been busy planning out activities that we can all participate in over the summer. This month features a flight to Prospect airport (64S) for a BBQ lunch on Saturday June 21st. If you are interested in attending, please contact Alan or Chris so that we can coordinate planes, plans, and the pilots for each leg in order to share the flight time. As always, weather may cause plans to change. Let's fill the planes with pilots and have some fun!

N12382 Update...

N12382 is now down for its new engine. We are planning on 382 being down for a month in all, and we will keep you up to date as to when it is completed.

As a heads up, when 382 is brought back online, we'll have to carefully break-in the new engine. Carefully breaking-in the engine will help to protect the large investment that we've made. During the break-in period, flights will most likely be limited to longer-duration flights at lower altitudes with higher engine RPM. We want to be sure to break the engine in correctly before we start flight training, doing circuits around the pattern, and hopping to the many nearby airports. More details will be sent out later.

In the mean time, please take advantage of flying the other aircraft. N1636H is a low cost option for nice flights locally. If you have 100 hours in your logbook, then N70574 is a great option to get checked out in with its power, speed, and cargo capacity. It is also a great option to earn your high performance endorsement. And then there is always the avionics-packed N515ED.

Twin Oaks Monthly Breakfast Fly-in

Submitted by Isaac Mosgrove

The first Saturday of each month features a fly-in sponsored by EAA-105 Chapter at Starks Twin Oaks (7S3). Breakfast features scrambled eggs, blueberry pancakes, strips of bacon or breakfast sausage, grits, orange juice, coffee, tea, and hot chocolate for only \$7.00 (adults) and \$3 (youths). Although the hangar door to the dining hall opens at 8:00, many people show up at 7:30, with the line getting much longer around 9:00.

In May, Joan Johnson and Isaac Mosgrove took N1636H and joined Jesse Mosgrove and Vern Johnson in Vern's Maule. Joan piloted going in, with Isaac busy spotting and calling out traffic. On short final, we were doing S-turns for spacing (with someone right behind us), and ended up doing a go-around on the first pass because the runway wasn't clear yet (we got a big thank-you from the guy behind us). It was an absolute blast with a ton of airplanes on the ground and in the pattern. The food was fantastic and plentiful, the mood was upbeat and festive, and planes were parked everywhere!

If you've never experienced this amazing event, I highly suggest grabbing a passenger and heading up there. Be sure that you've practiced going in to Twin Oaks ahead of time as it is a narrow uphill runway with a very different sight picture (and lots of people watching each landing).



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Quotable Quote

It is possible to fly without motors, but not without knowledge and skill.

-Wilbur Wright

Welcome Our New Members

A very warm welcome to our newest members:

Max Duke

Robert Gunn

We look forward to getting to know each of you, having a lot of laughs, and making lasting memories. Happy flights!

Words of Wisdom

Basic Flying Rules: Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there...

-Unknown

Congratulations to Alison, First Solo

On May 10th, Alison Irish was able to complete a big milestone on her way to being a Private Pilot. She and her instructor, Chris, flew laps around the pattern to practice prior to the solo. After a few laps, they did a full stop, Chris hopped off and Alison went out on her own. She did three excellent touch and goes solo in winds that were variable at eight knots. She just kept exclaiming that the plane didn't want to descent without the heavy weight of Chris in the plane, and how much better the plane flew without him on board! Her fiancé, Mark, came out to see her first solo, celebrate, and clean the plane.



Central California Adventure

Submitted by Randy Ireson

I visited 3 new to me locations on this trip: DVO (Gross Field, Novato CA), WVI (Watsonville), and VCB (Nut Tree). On the leg from DVO to Palo Alto, NorCal put me right down the center of the peninsula! "Follow I-280, then at San Carlos move over and keep the Bayshore to your left." Sharon and I were too busy to take pics (it was also blowing and turbulent), but it was a cool ride. Coming back up from Watsonville, I had to file to get out because of coastal clouds. Instead of going inland, they routed me up the coast and then over the center of the North Bay where we were able to get pics of the Bay Bridge, Alcatraz, and the Marble Mountains Wilderness area off V23 near Fort Jones.



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.

Most Visited

Many of you are definitely taking advantage of the fantastic weather to visit new airports. Keep on sending in your airports, pictures, and write-ups!

Randy Ireson	13
Drechsler, Corey	9
Alison Irish	7
Don Schildmeyer	7
Hughes, Marcus	6
Lindley, Todd	6
Mosgrove, Isaac	5
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.

New Airports Visited

Randy Ireson has the running record of most airports visited this year so far.

Most hours flown in April

Congratulations to Randy Ireson for flying the most number of flights and the most hours in May.

Upcoming Events

- Every Friday Morning: **Lenhardts for Donuts, Lenhardt (7S9)**. Show up to visit and have fun with other local pilots. All are welcome.
- Every First Saturday: **Breakfast Fly-in, Twin Oaks (7S3)**. Food served from 8:00-10:00.
- Every Fourth Saturday: **Hot dogs and Refreshments, Albany (S12)**. Hosted by Infinite Air Center.
- June 13th: **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.
- June 20th: Our Annual Club BBQ and Strawberry Gathering starting at 12:00 pm at the Skyhawks' hangars starting at 12:00pm, with the grilling starting at 1:00pm. Bring your choice of meat for your family and a salad or main dish to share. We will have ice tea, lemonade and strawberry shortcake for all. Bring the family and enjoy the airport.
- June 21st: **Club flight to Prospect airport (64S)** with a BBQ lunch at the airport. Contact Alan Lasneski or Chris Eriksson to sign up.

- June 25th: **5th 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 prizes.
- July TBD: **Club Poker Run**.
- July 18th: **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.
- August TBD: **Club flight to Nehalem Bay airport (3S7)** with a BBQ lunch at the airport
- Sept TBD: **Club flight to Copalis airport (S16)**.
- Sept 12th & 13th: **Annual Hood River Fly-in, Hood River, OR (4S2) at WAAM (Western Antique Aeroplane & Automobile Museum)**.

Aviation Humor

In the ongoing battle between objects made of aluminum going hundreds of miles per hour, and the ground going zero miles per hour, the ground has yet to lose...

-Unknown

May Aviation History

On May 20-21, 1927, Charles Lindbergh was the first man to fly across the Atlantic Ocean Solo. It took 33 hours and 30 minutes to travel from New York to Paris nonstop.

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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.

Leaning

Submitted by Al Gray, CFI

Proper leaning reduces fuel consumption, allows the engine to operate more smoothly and with less vibration, extends the range of the aircraft, reduces the possibility of spark plug fouling, and establishes optimum engine temperatures (particularly in cold weather).

- **Take off and climb:** Do not lean the engine (unless the climb is made at 75% power or less) below a density altitude of about 5000 ft. Above that, the mixture can be eased from the full-rich position during a climb.
- **Descent:** Do not enrich the mixture at the beginning of a descent. This can contribute to excessive cooling and plug fouling.

If you are unsure of proper leaning, get with one of our wonderful instructors for a lesson. Also, it is a good to re-read the POH for proper leaning operations.

Pilot's Safety Corner

Submitted by Dennis Wyza, CFII

"Is it OK to fly after draining water from my fuel tanks, or should I have a mechanic inspect the airplane first? How much water drained from my fuel can I tolerate?"

"The truth is that you don't want any water in your fuel tank!

A quick story.....on a training flight in Connecticut, a student kept getting water in the fuel sample. After multiple attempts, he got a clean sample so they tried to takeoff. The engine sputtered and quit on takeoff roll, so they drained some more fuel. On the next takeoff the engine quit just after airborne. They crashed! The investigation revealed a mix of water and fuel in the tanks. The fuel source at the airport had been contaminated.

If you find water in your tanks on preflight, how do you determine how it got there and when is it safe to fly?

This is not a call to be made by a pilot. A certified mechanic should determine that the aircraft is airworthy.

The downside on this one is pretty bad."

Surprise Weather for the Northwest

Submitted by Chris Eriksson, CFII

It's that time of year again where we have more abrupt weather activity. In particular, we have had a number of thunderstorms, some of which in the area have been fairly strong. Recently, on an instrument flight to Newport and Tillamook, we cleared the tops of the clouds only to find a large cloud formation to the north.



This picture was taken from just west of Salem and is of a cloud formation we identified as being located over Port Angeles, WA. Port Angeles is almost 200 nautical miles away! From ATC reports we found that the tops of this system were over 43,000 ft when they issued the convective sigmet. We don't see this too frequently around this region. Be careful when making decisions to fly that you avoid areas with cloud formations that grow vertically.

Thunderstorms are dangerous weather systems and can be quickly identified by vertical development. This vertical development is an indication of unstable air causing massive updrafts and downdrafts. The turbulence in thunderstorms can cause aircraft to climb or descent in excess of 6,000 feet per minute, with severe winds, turbulence, lightning, and hail.

On this flight, we knew we were hundreds of miles away from the system and continued the flight. While we flew back into the valley, two more convective sigmets were issued. A storm had erupted near Medford, and a second one formed over McMinnville. These systems were created in a very short time frame and we immediately flew direct back to the nearest airport, which happened to be Salem. Stay at least 20 miles from any thunderstorm system and be mindful of the clouds around you as you fly.

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