



# Valley Flyers

*"Just Plane Fun!"*

885 Lancaster Dr SE  
Salem, OR 97317

August 2015



### Aviation Humor

*"Young man, was that a landing or were we shot down?"*

### N12382 is Back!

After much waiting, N12382 is back on line and ready for you to enjoy. Thank you for your patience as we worked through the delays with Lycoming and then worked diligently to carefully break-in the engine.

If you have any questions about caring for the engine, please feel free to contact any of the flight instructors. Thank you in advance for taking care of this new engine so that it will last for many years to come.

### N515ED Engine Overhaul

As you know, N515ED is offline while its engine is being overhauled. Fortunately, a highly recommended overhaul facility is working to complete the engine as quickly as possible so that we can get 5ED flying again.

Thank you to Joan for her many, many hours on the phone working to identify the various options for the engine overhaul so that we could select the one that was best for the club. Also, a large thank you to the members who stepped forward to loan the club the money needed to cover the engine replacement that came a year earlier than expected.

### Club Poker Run Rescheduled

With N12382 and N515ED unexpectedly being offline for part of July, the Club Poker Run has been delayed. It will be rescheduled for later this year once the engines in both planes are broken in. Keep an eye out for an e-mail from Alan and Chris for specific dates and more details.

### Most hours flown in July

Congratulations to Chris Eriksson for flying the most number of flights and the most hours in July.



### Extending the Life of our New Engines

With our large investment in two new engines, please take a few minutes to review the following ways that will help extend the life of our engines.

- While we are breaking them in, keep plenty of oil (8 quarts) in the engine to help maintain cooling.
- Pull the prop through on every preflight (while observing proper safety precautions).
- Limit your rpm during startup. Nothing invites wear like a roaring start in which the rpm is allowed to shoot up to 1,200 or 1,500 rpm before coming back down to idle. Remember, it takes up to 30 seconds for oil pressure to build after startup, which means the lifters are not getting any oil to speak of. Keep the rpm between 800 and 1000 during startup.
- Avoid rapid throttle movement. Throttle jockeying is especially bad for engines. Apply and remove power gradually and smoothly.
- Properly lean the engine. When descending to lower altitudes, either coming down to pattern altitude when approaching an airport or when making a descent after crossing the Cascades, it's best to bring the power back to the bottom of the green arc and trim the nose down a little if needed to keep airspeed up and maintain a good rate of descent. Doing this does not shock cool the engine. Also, this helps keep the plugs from fouling as often and keeps good air flow over the engine.
- Carb heat should be limited to pattern work, slow flight, stalls, etc. And, yes, if carb ice occurs.

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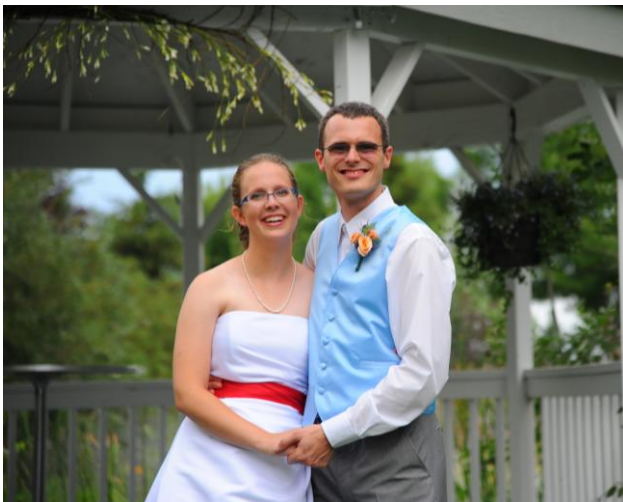
## Flew to get Married

*Submitted by Mark Neubauer*

“Alison and I were married on 10 July, in Meridian, ID. We flew in N70574 with Chris Eriksson from KSLE to BOI on 8 July, where we spent the next few days preparing for the wedding and enjoying friends and family.

Thank you N515ED and N70574 for making Alison and I very happy (N515ED flew us to Nehalem Bay where we were engaged).”

Congratulations to Mark and Alison!



## Welcome Our New Members

Welcome to our new student member (and newlywed) **Mark Naubauer**. Mark, an Oregon native, had the childhood dream of being a fighter pilot. After graduating from Portland State University with a degree in Electrical Engineering, Mark stayed in the Northwest and worked for Daimler trucks. When the economy turned, Mark decided to join the Oregon National Guard, where he served for 4 years. Fast forward a few years and Mark now works for Gerber Knives and just married his sweetheart, Alison. Because of Alison’s involvement with Valley Flyers, Mark decided to take the opportunity to fulfill his dream of learning to fly. Welcome to Valley Flyers and Happy Skies!

### Words of Wisdom

Any attempt to stretch fuel is guaranteed to increase headwind.

## New Airports Visited

Todd Lindley took a trip down the valley and visited Cottage Grove (61S) and Creswell (77S).

Chris Eriksson hit Boise, ID (KBOI) and Madras (S33) when he flew Mark and Alison to their wedding.

Terrance Hawley took a full load into Nehalem Bay State (3S7) for the group Fourth of July camping trip. Definitely watch the winds when going into this airport, and be sure to use sound judgment to execute a go-around early. We watched a Cessna 170 nearly clip the top of the trees at the end of the runway when a go-around was executed late.

## Most Visited

Well, Corey’s huge trip last month got Chris going, and Chris submitted the airports that he has landed at this year (not as an instructor). The top contenders right now are:

Eriksson, Chris	23
Drechsler, Corey	19
Randy Ireson	13
Lindley, Todd	11
Mosgrove, Isaac	9
Alison Irish	7
Don Schildmeyer	7

I’m sure that there are more members out there that have not yet submitted their airports. If you’d like to be included, please send me your list (including the month in which they were visited). Also, I’ve heard of some pilots wanting to get together and fly around to hit a bunch of airports (especially up around the Portland/Vancouver area). If you are interested in doing this, just send an e-mail out to see who would be interested and available.

## Aurora Tower Update

The long wait for the Aurora airport (KAUO) tower to open is nearly over. The Aurora tower likely will start issuing traffic advisories the first week of August. This means that pilots might be provided information from controllers, but not necessarily instructions. Pilots also may be asked to switch to the new tower frequency, which is expected to be 119.15 (ground control is expected to be 120.35). The tower is expected to be in full operation by the first week of September, at which point Class D airspace will be in effect during tower hours. In the mean time, expect some additional painting within the movement area prior to the tower’s opening.

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## 4<sup>th</sup> of July Campout at Nehalem Bay

Submitted by Terrance Hawley

Nehalem State Park is a bit North of Tillamook, along the coast, with a big drive-in campground, lots of sandy beaches, and an airport with its own camp sites! 3S7 is also within walking distance of Manzanita, a quintessential small coastal city.

A small group of us flew to Nehalem St. Airport with 20 other aircraft the 4th of July weekend. For Gavin, Tanner (my 11 yr old son), and I, the glassy flight from Salem ended with a small crowd at midfield to cheer on our landing in 515ED. The swirling winds caused by the mixing bay breezes, offshore wind, and trees didn't disappoint the spectators but didn't scare the passengers either, fun for all. The crowd consisted of several Canadians and locals that gathered to enjoy the cool temperatures and airplane camping. Isaac and Barak (his 13 yr son) in 36H and Joan and Vern in their Maule had arrived the day before and held a tent spot for us at the end of the tie down area.

We played in the State Park, flying kites, playing in the sand, riding bikes, and finding buried treasure with metal detectors that Barak flew in. The day ended in flying stories around the campfire. Saturday morning we walked to Manzanita for the Firefighter's Pancake Breakfast, an F-15 flyover, and a classic small town 4th of July Parade that reminded me why this country is so great. After a long morning, we walked back to the airport campsite and proceeded to lounge around the campfire until a very generous R44 owner gave us a couple rides around the bay. Vern and Gavin both enjoyed a chance to fly.



At dusk we hiked through the big public campground on our way to watch Manzanita's firework show just up the beach. The beach was scattered with silhouettes of spectators nestled in the transparent layer of mist. The ocean waves played background to the delayed pops and booms of the firework show a mile or so to the North.

The Sunday morning early summer light eventually burned off the haze that was typical along the coast. We packed up camp and departed to the South, over the water, and away from a fun and relaxing weekend with a great group of old and new friends.



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## Upcoming Events

- Every Friday Morning: **Lenhardt's for Donuts, Lenhardt (7S9)**. Show up to visit and have fun with other local pilots. All are welcome.
- Every Fourth Saturday: **Hot dogs and Refreshments, Albany (S12)**. Hosted by Infinite Air Center.
- August TBD: **Club flight to Nehalem Bay airport (3S7)** with a BBQ lunch at the airport
- August 14<sup>th</sup>-16<sup>th</sup>: **Independence Fly In and Vans Homecoming (7S5)**. See [www.eaa292.org/event-information.html](http://www.eaa292.org/event-information.html) for more details.
- August 15<sup>th</sup>: **Second Annual NWAC and Highway 30 Cruisers Fly In and Drive In, Scappoose (KSPB)**, 8:00AM – 6:00PM with food, music, and activities.
- August 21<sup>st</sup>-23<sup>rd</sup>: **Northwest Art & Air Festival, Albany (S12)**. See [www.nwartandair.org](http://www.nwartandair.org) for a detailed schedule of events throughout the weekend. Antique aircraft, warbirds, helicopters, hot air balloons, art, music, and much more.
- August 22<sup>nd</sup>: **Summer Safety Briefing: Plan for the Unexpected, Willamette Aviation, Aurora (KAUO)**. Willamette Aviation CFII John Barringer will review various scenarios that may have you doing some quick improvisation, adjusting your route of flight, or even selecting an alternate airport. The Safety Briefing starts at 1100 hrs in the Education Hangar, followed by a Community Potluck BBQ — we'll start frying up the burgers and dogs at 12 noon. Drop by to get a look at the airplanes on our ramp, and please bring chips, a dish, or a dessert to share if you can
- August 28<sup>th</sup>-29<sup>th</sup>: **Airshow of the Cascades, Madras Municipal Airport (S33)**. This event includes vintage aircraft displays, warbirds flying, the Les Schwab Car Show, glider and helicopter rides, fireworks, food, music, and much more. Admission also includes the Erickson Aircraft Collection (which has many of the planes the planes that were at Tillamook). See [www.cascadeairshow.com](http://www.cascadeairshow.com) for more details.
- Sept TBD: **Club flight to Copalis airport (S16)**.
- 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)**.

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.

## 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.*



### Pilot's Safety Corner

*Submitted by Dennis Wyza, CFII*

What are the keys to managing emergencies in the cockpit?

"During your initial training, you should have been taught to deal with all emergencies in the same sequence. It all starts with THE BIG THREE:

- Maintain aircraft control.
- Analyze the situation.
- Take Proper Action.

First and foremost, fly the aircraft!

Most emergencies are NOT life threatening and can be handled sequentially and SLOWLY. Think! Many times we can just undo what we did prior to the emergency (i.e. switching fuel tanks).

Refer to your emergency checklist. We are not intended to memorize our checklists, but we should know what's in them.

Request assistance. Declaring an emergency with ATC will get you started for the ground with priority handling. Many controllers are pilots and they may even be able to provide some additional help with your problem. Other aircraft on frequency can even help on occasion. You're never alone out there.

Stay cool. Panic will only cause the situation to deteriorate, especially with inadvertent IMC. Airplanes are very good at flying themselves if properly trimmed.

Finally, practice emergency situations with your instructor so that you are comfortable when things go wrong. Be especially good at emergency landings. You only get one shot at that one."

*-From Pilot Works*

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