



Valley Flyers

"Just Plane Fun!"

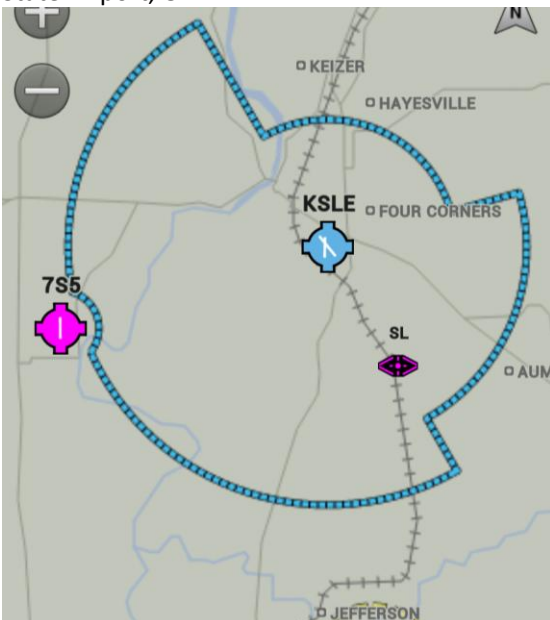
885 Lancaster Dr SE
Salem, OR 97317

September 2015



Did you know Salem Airspace Changed?

Effective August 20, 2015, the boundaries of the Salem airspace changed significantly. After reviewing the Salem airspace, the FAA determined it necessary to increase the airspace areas for the safety and management of IFR operations during Standard Instrument Approach Procedures (SIAPs) at the airport. The review of the airspace revealed an increase and reconfiguration of the airspace is needed for IFR operations due to cancellation of the Turno non-directional radio beacon (NDB) and cancellation of the NDB approach. Class D airspace and Class E surface area airspace extends upward from the surface to and including 2,700 feet within a 4-mile radius northeast of McNary Field, within a 6.2-mile radius southeast of the airport, and within an 8.1-mile radius southeast to northwest of the airport, excluding airspace within 1.2 miles of Independence State Airport, OR. Class E airspace extending upward from 700 feet above the surface is amended to within a 6.5-mile radius northeast of McNary Field, within an 8.2-mile radius southeast of the airport, and within a 9.1-mile radius southeast to northwest of the airport, excluding airspace within 1.2 miles of Independence State Airport, OR.



"The Office"

If you've been in the office in 382's hangar lately, you've probably noticed that there's been some work going on. Everything was removed and the office received a good scrubbing, fresh paint, all new décor and functional furniture. It's been transformed into a room where you are encouraged to relax, visit, share your memories, and just have fun. The wall of peg board is intended for you to hang your pictures, shirt tails, notices, and anything fun that you want to share. Take a rest on the futon, spread out and do some flight planning on the coffee table, heat up some food in the microwave, or grab a fresh water from the fridge for only a quarter.

We ask that you please help to keep the office tidy and clean. Also, please remember to close the door to reduce the dust and dirt from 382's prop wash from getting into the office.

Big thanks to Cheri and Isaac Mosgrove and Joan and Vern Johnson for all of their time and work to create a new office for all of us to enjoy.



Do you know what the large numbers stand for? Send your guesses to Isaac Mosgrove



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Most in August

Congratulations to Bob Botta for flying the most number of hours in August and Chris Eriksson for the most planes flown in August (3 planes).



First Flight

Submitted by John Pratt

I took up 11-year old Tyler Galyen on his first flight last week. Tyler said he was so excited about going flying that he could hardly sleep the night before. I picked him up at 6:30am at his house and Tyler was ready to go and anxious to go flying. I walked him through the pre-flight checks and he asked many questions. He helped me pull the plane out of the hangar, and then we loaded up into the Skylane. I brought along a pillow for him to sit on to make sure he could see over the panel. Tyler was a little nervous about the take-off, but I talked him through it and he was surprised how smooth the take-off was. We flew out west of town and I pointed out a number of landmarks that we flew over, including downtown Salem. He was not sure about taking the controls, but again I walked him through how the controls worked and assured him that I would take over the controls if needed. He made shallow turns left and right but felt that was all he wanted to do for now. We headed back to Salem and he told me that he wants to invite his friends for another flight, so he was definitely excited about flying.

It's always fun to take someone up on their first flight. I encourage other club members to look for a chance to take up someone that has never flown.

N515ED Engine Overhaul

N515ED's engine overhaul is progressing nicely. Fortunately, the case and crank were found to be good, so that will help to keep the overall cost down. Our hope is that it will be back and ready for break-in in just a couple of more weeks.

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.

Camping at Tillamook

Submitted by Corey Drechsler

My wife and I went to visit De Garde Brewing in Tillamook, a great local brewery located just outside the airport near the Air Museum. We were planning to stay the night in the RV park adjacent to the FBO, but were pleasantly surprised to find that the airport has a small grassy area for camping right next to the ramp, complete with fire pits, picnic benches, and electricity. There's even a courtesy car available for trips into town or to the beach!



Welcome Our New Members

Welcome to our two newest student members, **Adan Magana** and **Charles "Chuck" Funrue**.

After growing up in Louisiana, **Adan** attended Embry Riddle Aeronautical University in Prescott, Arizona where he earned his BS in Electrical Engineering. He recently moved to Aumsville and now works for Garmin as an Aviation Systems Engineer. In his free time, he enjoys fishing, camping, and dog training. Adan is training with Chris Eriksson as his instructor.

When **Chuck** was a tiny boy, his family took his uncle to the airport to send him off to the Marine Corp. That day, Chuck fell in love with flying. Fast-forward many years, and Chuck is now a paramedic in Stayton, where he lives with his wife a three kids. After years of playing flight simulators, Chuck's wife asked him why not start flying for real? That's all it took. He's having the time of his life learning to fly with Al. Eventually, Chuck would love to become a flight instructor.

Welcome to Valley Flyers!

Most Visited

And the race continues with members visiting some great airports. The top contenders right now are:

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

To be included or to share the number of airports you've visited, just send your list (including the month in which they were visited) to Isaac Mosgrove.

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Oshkosh or Bust

Submitted by Isaac Mosgrove and Vern Johnson

As many of you know, Vern Johnson has decided to sell his beautifully restored Maule M-5-210C. What better place to sell a plane or look for a different plane to buy than at EAA AirVenture in Oshkosh, Wisconsin? I was lucky enough to get to go with Vern and experience my first Oshkosh.

Vern and I took off in his Maule on the beautiful, sunny Friday afternoon of July 17th. As expected, the rain and storms appeared over the Rockies. We picked our way through the mountains using ADS-B weather and Garmin Pilot to help get an idea of how the cells were moving and to confirm the storm areas that we were seeing out the windows.

After 5 hours of laughter and fun in the airplane, we arrived at Great Falls, Montana. We were greeted by very strong and gusty winds. As we approached, the winds were reported somewhere around 330 at 26, gusting into the mid-thirties. The tower assigned us runway 03, but granted us runway 34 after we requested a runway more suitable for a tail dragger in the windy conditions. On final, the winds shifted to be even more out of the west. Unfortunately, as we were slowing down after touchdown, the wind got us and we did a slow ground loop (Vern's first ever). Fortunately, there was no structural damage to the plane.

Undeterred, we decided to press on to Oshkosh. We left the plane in Great Falls to get the cracks in the fiberglass wing tip fixed, and caught a Sunday flight on Delta to Minneapolis. From there, we rented a car and drove the remaining 5 hours to Oshkosh.

I was blown away at AirVenture. I've always heard that it was big, but I never imagined just how big and how much fun it was. It is difficult to describe the magnitude of Oshkosh to someone who has never been to it. Imagine over 10,000 (yes, 10,000!) aircraft converging and departing from one airport over just a few days (the daily aircraft movements were double what occurs at O'Hare at any given day). Imagine looking down each runway for as far as you can seeing endless planes with tents under the wings (literally, you can't see the end). Imagine over 550,000 people in one place who are passionate about aviation.

Imagine over 1,048 forums and workshops. Imagine being able to find answer to just about any aviation question you have. Imagine seeing more manufacturers and dealers of aviation items than ever thought existed. Imagine action packed airshows that go for over 3 hours each day. Imagine planes doing aerobatics at night with fireworks strapped on the wings. Imagine live bands, good food, great weather, and massive fireworks. This airman's utopia is Oshkosh. As Jack Pelton says, Oshkosh will inundate you with sensory overload every day in some form or fashion. Boy, is that ever true! There is a reason that this is the greatest fly-in event in the world.

Vern and I spent every day wandering around, marveling at everything, and continually finding new stuff. We laughed, met new people, researched new products, learned about many different types and models of airplanes, and visited old friends. Joan and Vern's nephew, who works with aerobatic pilots Rex and Melissa Pemberton, got us into the VIP area to watch the Saturday afternoon and night airshows (so cool!). We were even able to attend the Garmin VIP event on Wednesday evening.

We wandered through vintage, warbirds, amphib, ultralights, helicopters, experimentals, jets, and every other type of aircraft imaginable. One of the best memories was just sitting at the approach end of one of the runways and watching the endless line of planes land (and go-around) in the cross-winds.

When the week finally ended, we flew back to Great Falls. The plan was to fly to Salem on Monday, but another storm had blown in that prevented us from being able to cross the Rockies. By Tuesday afternoon, the clouds had lifted enough that we were able to make the perfect 5 hour flight back to Salem.

It was an incredible week filled with laughter, great friendships, learning, and wonderful memories. Vern, thank you this amazing adventure!

My advice to others: don't ever pass up the opportunity to go to Oshkosh.



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Aurora Airport

Aurora's Class D airspace is expected to be in effect in early October, at the earliest. The new tower frequency will be 120.35 while the ground frequency will be 119.15.

Sign Up to go to Copalis (S16)

Based on the tide charts, the club flight to Copalis, WA (S16) is scheduled for September 19th. This will be a fun BBQ trip to a new airport to land on the sand runway that is right on the beach. The plan departure time from Salem is 9:00 AM so that we arrive at Copalis around 10:30–11:00 (low tide start). It is recommended having at least one person per plane who has been there before, otherwise the pilot needs to be well practiced on short field/soft field operations. It is a very easy airport to work out of, but you need to touch down in the right area. The trip will be followed by a plane washing party in order to wash any sand/salt spray off the planes.

If the weather does not cooperate for Copalis, then we'll work to identify a different destination so that we can still do a fun fly-out on this day.



Upcoming Events

- Every Fourth Saturday: **Hot dogs and Refreshments, Albany (S12)**. Hosted by Infinite Air Center.
- Sept 12th & 13th: **Annual Hood River Fly-in, Hood River, OR (4S2) at WAAM (Western Antique Aeroplane & Automobile Museum)**.
- Sept 19th: **Club flight to Copalis, WA**. Contact Alan Lasneski or Chris Eriksson for more details.
- Sept 26th: **Summer Fly-Out to the Erickson Aircraft Collection in Madras, Or (S33)** with Willamette Aviation. Tour the classic collection that includes a B-17 Flying Fortress, P-38 Lightning, and P-51 Mustang with a guided tour and discounted admission. Contact Willamette Aviation at 503-678-2252 for more details.

Quotable Quotes

There isn't a flight goes by when I don't stare out and thank my lucky stars for what I'm seeing and Feeling.
-Richard Branson

Instructor Insight

Pilot's Safety Corner

Submitted by Dennis Wyza, CFII

"How can I know what the clouds heights will be (both tops and bottoms) along my planned route?"

"The first step is to review, during your preflight briefing, the Area Forecast for your intended flight. An Area Forecast (FA) is a forecast of Visual Flight Rules, clouds and weather conditions over an area as large as the size of several states. The area forecast can be used to determine forecast enroute weather and to interpolate conditions at airports which do not have a terminal forecast issued. Area forecasts are issued 3 times a day for each of six areas in the contiguous 48 states.

The VFR Clouds and Weather section is a 12-hour forecast in broad terms of clouds and weather significant to flight operations, plus a 6 hour categorical outlook. This section is usually several paragraphs. AIRMET Sierra supplies information regarding Instrument Flight Rule (IFR) conditions. The breakdown may be by states, by well-known geographical areas, or by reference to location and movement of a pressure system or front. A categorical outlook, identified by OTLK, is included for each area breakdown.

Once you have the general picture, then you can look at the Terminal Area Forecasts (TAFs) for airports along your route of flight. The TAFs will have locally specific forecasts for the area around each airport.

Once airborne, you should check conditions by monitoring ATIS and surface observations along your route of flight. If you have a datalink weather source in your cockpit, you will also have access to radar and satellite images.

Another good source for real time weather is EFAS – Enroute Flight Advisory Service – commonly referred to as Flight Watch. EFAS is a service specifically designed to provide enroute aircraft with timely and meaningful weather advisories pertinent to the type of flight intended, route of flight, and altitude. Specially trained FSS specialists controlling multiple Remote Communications Outlets covering a large geographical area provide EFAS. You may contact EFAS on a common frequency of 122.0 MHz. Flight Watch can also provide real-time PIREPS on cloud tops as well."

-From John Krug on pilotworkshop.com

Additional Info: Beginning 10/1/2015, the FAA plans to consolidate EFAS onto existing Flight Service Station (FSS) frequencies in an effort to increase efficiencies. Because Lockheed Martin (the FSS contractor) has consolidated flight service stations, the EFAS weather briefers are now co-located with FSS personnel, making it possible to obtain both services on the same frequency.

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