



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

October 2015



Ramesh Solos!

Congratulations to Ramesh Bala on his first solo flight on September 20! We are excited to hear about your adventure as you fly toward your check ride.



Homeschool First Flights

Submitted by Isaac Mosgrove

It is always a pure joy to get to take someone up on their first general aviation flight. Isaac Mosgrove's wife Cheri helps to run Heritage Christian Co-op, a local co-op for homeschool kids. When she was planning out field trips and activities for this year, she asked if it would be possible to do a tour of the airport. Well, we can't have a field trip to the airport without getting to fly!

On the beautiful, sunny afternoon of September 29th, a troop of kids ages 10-14 came to the airport. We were able to take 22 kids and 3 parents on flights around the city and valley. We even had COM radios set up at the hangars so that those on ground could listen to Ground and Tower and hear our planes. Talk about a group of happy kids walking around on cloud nine! The smiles and pure joy were incredible! As Cheri said, Facebook exploded with posts, and other co-ops in Salem are quite envious of this cool field trip.

A huge thank you Joan Johnson, Chris Eriksson, and Isaac Mosgrove for making time in their busy schedules to do multiple flights, to take time to introduce the kids to aviation, and to answer questions. Also, a big thank you to the tower for graciously accommodating our flights, many of which circled neighborhoods within the Salem airspace.

We have a terrific airport and a fantastic club that is fun to share with others!

N515ED is Back!

Yeah! N515ED's engine overhaul and annual is complete! The break-in flights have just started, so please use extra care until we have at least 10 hours on the engine. Like we did with N12382 earlier this year, please do not do pattern work and keep the ground run to a minimum.

Although the temperatures are not as hot as earlier in the summer, it is still best to climb to a cooler altitude and cruise there. During the break-in period, keep the RPMs at the top of the green at all times, but don't redline the engine. It is okay to airport hop and do a touch and go, but no series of landings.

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.

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 in September

Congratulations to Tim Burnett for flying the most number of hours in August and Chris Eriksson for the most planes flown in August (all 4 planes).

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More Changes for Salem's Airspace

After much discussion with local pilots, businesses, legislators, AOPA, and others, the FAA has agreed to make more changes to the Salem airspace. This will be a two step process.

Step One (now in effect): The magenta outline shows the recent changes to the Salem Class D airspace. The FAA has now provided a Letter of Agreement that helps to free up the Independence airspace, but there are some caveats. The white section is still Delta, but you do not have to talk to the tower ***IF*** the ATIS at SLE says it's VFR. If it's below Class Delta VFR minimums: 3 miles and 1000 feet, then you have to call Salem Tower if you are more than 1.5 miles from the Independence runway. The original Class Delta change is in effect. But if the ATIS says it's VFR at SLE, then you have a lot more room at Independence. You can depart north or south or west and you're fine. You can fly the pattern. The ridge line is your visual boundary for Class Delta.

Step Two (future): A new NPRM (Notice of Proposed Rulemaking) has been published and is live for a public comment period that will revise the airspace yet again. As seen in the figure, the bright dashed blue is the new proposed Class Delta, the magenta is the new proposed Class Echo. Not a lot of change, but it does close off that path over west Salem and through the low spot in the ridge west of Salem. It barely expands class Delta and does not compromise Independence. Note that this is NOT the airspace that exists NOW, this is what the new NPRM offers.

Remember...this is how it will be until after the NPRM and public comment period is past and the new airspace change goes into effect.



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Welcome Our New Member

Welcome to our newest student member, **Justin Alderman**. Justin is an entrepreneur who owns interest in firms that do consulting, software, and transportation. Justin's interest in aviation started in middle school when he developed a relationship with a pilot at Independence through the EAA Young Eagles program, and was fortunate enough to get to fly with him through high school. After being able to fly with many others who own planes, Justin decided that it was time that he earned his private pilot certificate. He had to take a break for about a year, but now Justin is ready to finish what he started. Justin is training with Dennis Wyza.

Welcome to Valley Flyers!

Most Visited

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

Drechsler, Corey	27
Eriksson, Chris	23
Alison Neubauer	13
Randy Ireson	13
Mosgrove, Isaac	12
Lindley, Todd	11
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.

New Airports Visited

Alison Neubauer has been busy in her flight training, and those cross-country flights really help to hit new airports. Alison has recently visited Florence (6S2), Cottage Grove (61S), Corvallis (KCVO), Astoria (KAST), Kelso (KKLS), and Portland (KPDJ).

Corey Drechsler, not to be outdone, continues to seek out new-to-him airports. This month, he visited Country Squire (S45) and Troutdale (KTTD) for the first time.



Chuck Funrue's wife recently joined him and Al during one of his evening flight lessons. She snapped this shot as they were headed back into Salem. With the sun setting earlier, it is a great reminder to go get night current.

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Aviation Head Scratcher

The following is an actual radio call overheard by Dan Kirkpatrick and Matt Baker on their flight from the Reno Air Races in N70574. Radio call enroute from KLMT to KEUG:

Other plane: "Center, RV N1234 with you at 6,500 vfr."

SEA center: "N1234 roger. Please listen for an ELT in your area."

Other plane: "Center, what frequency? N1234"

SEA center: "N1234, stand by."

SEA center: "Skylane 70574, did you hear any ELT signals?"

Me (Dan): "Negative, 70574."

SEA center: "What frequency did you listen on?"

Me (Dan): "121.5"

SEA center: "Roger."

SEA center: "N1234, listen for an ELT signal on 121.5"

Other plane: "Will listen on 121.5. N1234"



Dan Kirkpatrick and Matt Baker flew N70574 down to Reno to spend a day at the Reno Air Races. This is a picture of the taxiway as they crossed the active runway. There were tons of planes parked everywhere.

New Place to Eat!

Are you looking for a new or fun place to fly out for some food? 4S9 (Mulino) has a new Mexican restaurant! It is open and they have very good food and pricing. *Plus, get 20% off if you tell them you flew into the airport.*

Instructor Insight

Are You Losing Control?

Submitted by John Barringer, CFII

It is hard to imagine losing control of an airplane in flight. But far too often this happens, and usually with disastrous results. Loss-of-control (LOC) is the leading cause of fatal accidents. These accidents happen in both VFR and IMC conditions, during the day and at night. They are not limited to inexperienced or VFR only pilots. This was brought home to us recently, with

the fatal accident at our airport the morning of July 4th.

What are some of the factors involved?

Stalls – exceeding the critical angle of attack will lead to an aerodynamic stall, and it can occur at any airspeed, in any attitude or phase of flight. Inadvertent stalls often lead to LOC.

Preflight Preparation – proper use of checklists, careful preflight planning and preflight inspections can help avoid creating an accident chain.

Maneuvering Flight – overshooting base to final turns, poorly executed go-arounds, buzzing, maneuvering close to terrain can all contribute to a LOC incident.

VFR into IMC – continued flight into instrument conditions is usually a formula for disaster. Scud running into terrain, or loss of spatial awareness in IMC will often lead to a fatal accident. An Air Safety Foundation training reminds us that this loss of control will usually happen within 3 minutes of losing the visual horizon.

Distractions – no matter what happens, fly the airplane! If a door pops open, leave it; if you need to program the GPS, or look up a chart, try and do it on the ground, or have a passenger help you.

Proficiency – practice those basic flight maneuvers you learned during your primary training. At your next flight review, or club check, ask to go through stalls and recoveries in different conditions of flight, especially accelerated and cross-controlled stalls.

For additional information, Google the article "Slow Steady Sure" from the March/April edition of FAA Safety Briefing magazine.

Changes in the Willamette Valley

Submitted by Al Gray, CFI

Well, I think summer is slowly coming to an end. The weather is starting to change, and the days are getting shorter every day. With this, we need to diligently keep a closer look at the ever quick change of weather that happens in the valley, especially during this time of year.

- This is a good time to get current on night landings too. Before long, it will be dark at 5.
- Temperature and dew point will be something to be watching again. Remember that wonderful fog that seems to suddenly appear out of nowhere? How high are the clouds?
- But, along with the cooler temps and the rainy days ahead are also some of the best sunsets.

As always, being the well trained pilots that we all are, plan ahead, make smart choices, and enjoy what we love to do...FLY!!!

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