



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

July 2016



Monthly Events!

July 16th will be our next club fly out. This month will be a flight out to Mulino (4S9). There is a Blueberry Pancake Breakfast the morning of the 16th and 17th. We will plan to depart at 9 am. Book a plane and fill the seats with as many as you are comfortable taking!

Refueling Reminder

As a club, we work hard to keep flying affordable. Although the cost of fuel at Salem has remained high, fuel prices at many other nearby airports has dropped significantly. As examples:

- Salem: \$4.85/gal
- Albany: \$4.29/gal
- Independence: \$3.99/gal (@ south ramp)
- Twin Oaks: \$3.99/gal

Fueling up at one of the alternate airports can save between \$6/hr and \$12/hr! This savings can help us pay off the engines faster and start doing some of the other cosmetic and avionics upgrades that we all desire.

New Student Solos

Both Mark Neubauer and Ryan Smoots solo'd this last month. Congratulations to them both! Be sure to congratulate them when you see them out solo, hope to see you both finish your private certificates soon!

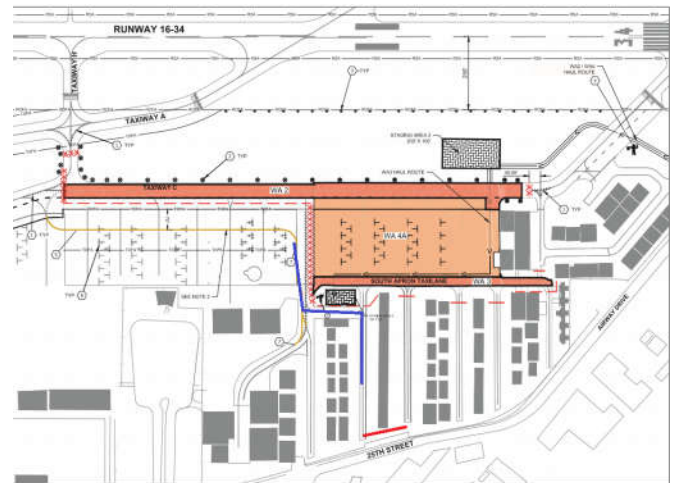
Salem Airport Construction

Salem airport is undergoing more construction this summer. Already, portions of Taxiway C have been closed, causing the only exit from Runway 34 to the South Ramp to be taxiway C. Right now when landing 34, aircraft are often back-taxiing to the end in order to taxi to our ramp area. Keep that in mind while in the pattern. If the aircraft ahead of you is a full stop, they may have to back-taxi to clear the runway area.

Soon, the ramp area will close as well. N12382 and N515ED will still have access to the airport

through their usual taxi area. N1636H and N70574 will have access, but will need to taxi directly in front of the Skyhawks hangars in order to access the airport. Please keep in mind that all aircraft in that row will need to taxi in front of the Skyhawks hangars in order to get to the taxiways. When starting the aircraft, taxi them out of the way and towards the fuel pump as soon as able to allow others in and out. This taxi route has been drawn in Blue on the map below.

A driveway will be added when you enter through the nearest gate to the Valley Flyers hangars to access the aircraft row. When you enter the gate, on the left side a path will be available to drive behind the hangars and enter the row. This route is highlighted in Red at the bottom of the map below. Make sure to check NOTAMs before every flight for the latest updates, and clarify with Ground or Tower if you are unsure of their directions.



Flight to Lincoln, NE

By Chris Eriksson

In mid June, I found myself with the opportunity to deliver a Cessna 162, the Skycatcher, to its new home in Lincoln, Nebraska. The new owner was coming out to do the flight back with me, but he

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had never flown a plane before and was just starting his flight training.

We departed out of Aurora a bit later than desired, didn't leave until early afternoon, and the weather was just starting to close in, but we flew up the Gorge and were able to get out into Eastern Oregon. The Cessna 162 is a light sport aircraft, is not capable of IFR flight, and only has about 3 hours of fuel on board at maximum. We limited each leg to no more than two and a half hours, so our first stop was in John Day. John Day has an incredible FBO for such a remote airport, well worth a visit if you are in need of a break on a flight out that way. The density altitude was high on departure though, so we were happy to have a 300 ft/minute climb off of the runway on our way up to 9,500 ft.

From John Day, we flew east to Gooding, Idaho. By now, it was getting later, and was about 7:30 local time. Our goal was to make it to Jackson Hole by evening, but the FBO there closed at 10. So we did a quick fuel stop and continued onwards to Jackson Hole. We crossed the final mountain range just south of the Grand Tetons at 9 pm, just at sunset. It was a beautiful view of the Tetons and surrounding mountains on the way in. Our small aircraft flew in over the Snake River and landed in Jackson Hole just before the FBO closed. We spent the night in Jackson Hole, which was an incredible town situated between the Grand Tetons and Yellowstone National Parks. By the time we got dinner and to the hotel, it was very late, but we got in and prepared for the flight the next morning.



We took off just before 8 am the next morning, and headed east over the pass near Dubois, WY. The views were incredible in the beginning of that flight, going through passes between the towering mountains. Our first leg stopped in Casper, WY,

which was essentially the end of all the mountains for our flight. We continued along our route and landed next in Ogallala, NE. Our scenery had now changed to purely flatlands as far as you could see. Small ponds, roads, and railroads now made up the bulk of our visual reference points. The density altitude was still well over 6,000 ft, and now it included 20-30 kt winds. It made for some more exciting takeoffs and landings, but there was nothing other than fuel in Ogallala, so we continued on and stopped in North Platte for some lunch. An on field restaurant there had good food, and very tasty homemade pies! Of note, the linesman in North Platte was the first of all of the linesman, FBO employees, air traffic controllers, or pilots we met who knew what the Skycatcher was without asking!



As we left the restaurant, small rain showers to the north had developed into a towering expanse of thunderstorms. The storms topped out at over 35-thousand feet. They were about 40 miles north of our flight path though, so we quickly took off before they moved into our route. After over 14 hours of flight time to cover more than 1200 nautical miles, we finally arrived in Lincoln, Nebraska, KLNK. We parked his plane in his new hangar and got him situated with the FBO on the field. It was an exciting trip to get to see so much of the country from a low altitude and going slow in a small plane.

Airplane Tires

We have had a number of issues over the last month with tires taking damage. Pay close attention to how your feet are placed during taxi, takeoffs and landings in particular. Remember on our aircraft, the toes of each pedal is actually the brake, and the lower part will suffice to steer. When taking off or landing, your feet should be placed so as to not touch the brakes. This will stop

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inadvertently landing with the brakes locked which will instantly create a bald spot on the tires. Most of the time, brakes will not be needed for most taxiing either. Plan to control speed on the surface using primarily the throttle. During landings, even without applying any brakes, any aircraft in our fleet can land in less than 2,500 ft. There is rarely any need to apply brakes during landings. This also goes for practicing short field operations. It is highly advised to only simulate heavy braking when practicing short field landings. As far as examiners go, most prefer to have you verbally announce that they would apply heavy braking and not touch the brakes at all. It is safer to roll out normally, and it will not require much ground roll anyways. See the image on the bottom of the page for an illustration of aircraft rudder use.

Another time to be careful with the airplane tires is during cross wind operations. We had damage to the nosewheel of an aircraft that looks as though it suffered a hard sideload during landing. Our best guess is that the aircraft experienced a high crosswind landing and the nose was not centered for touch down. In a cross wind landing, during the flare the aircraft should be aligned down the runway with the rudder being used to maintain alignment, and the ailerons used to maintain directional control to fly along the runway. We have had a number of high crosswind days in the last month. Set personal wind limits for yourself, and if you are not comfortable with a crosswind, either wait for better weather, or contact a club

instructor to take advantage of the winds for training on crosswind landings. It is a skill not often needed in the Willamette Valley, but a very useful ability and essential on the coast or in Eastern Oregon. Go practice them with an instructor to help keep everything safe while you brush up on your skills!

N515ED Battery Use

We have had reports of the battery dying on 5ED several times recently. Be cautious when starting 5ED to limit the amount of time the master switch is on without the engine running. There should be no reason to turn on the avionics master if the engine is off. The avionics in that aircraft use power quickly, and the battery will die if the master is on for too long.

Salem Airspace to Change Again

A Notice to Proposed Rulemaking was announced regarding Salem airspace once again! This time the airspace will be expanded with a class E corridor to the northwest. This new Class E airspace will re-allow the LOC/BC 13 Approach into Salem. Keep an eye on NOTAMs for airspace changes, and when it is announced, it will be reported in the Newsletter.

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 **Chris Eriksson** for inclusion in future newsletters.

Rudder 101

Please help us prevent tire flat spots.



Part of the foot that should be on the rudder pedals.

Toe Brake position
If the ball of your foot is here during landing you are going to make a flat spot on the tires.

Toe Brake position

Rudder foot position

The ball of your foot should be here when landing!

Then slide up to the brakes after you have touched down.



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