



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

September 2016



Monthly Events!

Last month we met with tower controller Brad, who gave a great overview of things he finds helpful and frustrating as a controller in Salem.

This Labor Day, September 5th, we will have our next club fly-out. This time, we will fly to Copalis, WA (S16). Copalis is the *only* beach runway in the lower 48 states! Low tide is at 9:25, so we will plan to leave here by 8:30. Briefing for the flight will begin at 8. We will bring a small grill, so bring your own grillable item and drink! We will have an airplane wash party after we return to Salem to wash the salt off of the airplanes.

The October event will be a breakfast fly out to Chiloquin, OR (2S7) on 10/15. Plan for wheels up at 8 am. The flight will take you right over Crater Lake!

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:	\$4.39/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.

Hopefully the fuel prices in Salem will be more competitive soon, but until then, thank you for helping to keep our costs down!

Update Your Information in Aircraft Clubs

Please update your information in Aircraft Clubs. If there are sections you are unable to edit that are out of date, please contact a board member to have it updated. If your phone number, email addresses, or physical addresses are out of date, it may cause billing issues.



North Cascades from the air – Chris Eriksson

Meeting with Tower Summary

Brad stressed for everyone to follow the AIM. He indicated that when not following the AIM, it is unexpected for the controllers, and therefore reduces the safety margin. He asked for all members to just review the AIM and be familiar with the procedures it suggests. He discussed the entry requirements and operational guidance for Class D and Class E airspace. All of this was pulled straight from the AIM. He asked all members to keep radio calls as short as possible while still giving adequate information. He also asked while making these calls, make them at a normal conversational tone.

Brad also asked for all members to do their best to be as accurate as possible when giving your location to tower. If you are 10 miles North Northwest, don't just call it North. He expects you to be within a mile of where you report, and tower does not have radar to know if you aren't where you say you are.

He also indicated that when landing, you should exit the runway as soon as you are able, do not wait for clearance to turn onto a taxiway. However, do not turn onto another runway to exit unless told to directly.

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Airport Update

The airport construction is nearly over! In the next few weeks, the south ramp will be completed and the entire airport will be back open again. Currently, all taxiways and runways are open, but the ramp itself is still closed. Check the NOTAMs as runway and taxiway closures have been intermittent.

More Airspace changes are planned. Currently, the LOC/BC Approach minimums were drastically increased due to an airspace coverage issue. The current minimums are up to 2500 ft, which does very little to get into Salem in bad weather. The changes to the airspace are not known yet, but expect airspace to extend towards the northwest.

A construction crane is expected to be put up in October on the south side of the airport, which may interfere with the ILS and RNAV runway 31 approaches. This may significantly impact the IFR operations around the airport, check your NOTAMs prior to relying on these approaches.



National 757 – Jason Davis

New Members

Jason Davis is 35 and currently lives in Portland. He started flying 11 years ago and went to flight school in New Mexico. After flight school he started working at Mesa Airlines as a First Officer flying the CRJ out of Phoenix, AZ. He was at Mesa for 3 years before starting with his current company, National Airlines. He is a Captain on the Boeing 757 with National and has been there for 6 years. He primarily flies military charters for the Department of Defense flying troops all around the world. His favorite layover is Reykjavik, Iceland. He also just got licensed by the FAA as a Remote Pilot with a rating for Small Unmanned Aerial Systems (sUAS)

and when he's not flying for his job, he can usually be found flying RC airplanes and drones, playing on his ham radio, or having a craft beer (or two).

Aircraft Care Tips

Be sure to limit the time the master switch is on for all club planes, especially N515ED. The avionics installed draw a lot of power which can drain the battery fast. Keep the master off until you are completely ready to start the engine. This will keep the battery alive longer. The same goes for engine shut down, after pulling the mixture to idle, turn the master off. Things like listening to ATIS or getting taxi clearance prior to turning on the engine causes battery drain.

Also be sure to keep engine RPMs low during engine starts. After the engine has started, keep the RPM at 1000 RPM or less. It is best for the engine to keep it at low power until the engines have a chance to warm up.

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.

Sam Ewen Married

Sam and Macy got married this last month. Congratulations to Sam and Macy Ewen, be sure to congratulate them when you see them around the airport!

Beautiful Fall Weather Flying

The weather will be starting to cool off! Take advantage of the cooling temperatures to find some beautiful smooth air to fly in and see the leaves change colors. The cooler air makes for lower density altitudes, and beautiful morning fog. Into the mountains east of Eugene there are forests that change colors vibrantly. Perfect colors on a flight from here to say...Chiloquin on October 15th for breakfast!

If you have had your first solo flight, a new certificate, rating, endorsement, or any other flying achievement, send an email to Christopher.c.eriksson@gmail.com and it will be included in the next month's newsletter.

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