



# Valley Flyers

*"Just Plane Fun!"*

885 Lancaster Dr SE  
Salem, OR 97317

October 2016



## Monthly Events!

This month, the fly out is on 10/15. We will be flying to Chiloquin, OR (2S7) on 10/15. Plan for wheels up at 8 am. The flight will take you right over Crater Lake! The fall colors should be showing fairly well along that route as well. Don't miss a breakfast flight with beautiful scenery along the way.

Next month, we will plan a dinner flight out to Chehalis, WA. We will plan to leave Salem at 5:00 pm on November 12<sup>th</sup>. There is a restaurant on the golf course across the street. We will be weather dependent as the Fall and Winter approach, but may still be able to go if enough instrument rated pilots are around. If it is IFR, it is the perfect time for VFR pilots to see what IFR flying is truly like, so don't miss it!

## 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
- Aurora: \$4.38/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! We can use these savings for airplane improvements while keeping our rates low. Hopefully the fuel prices in Salem will be more competitive soon, but until then, thank you for helping to keep our costs down!

## New Members

### Dan Mcloughlin

"I'm Dan. I'm married to the coolest girl I know, Carrie. We have 4 kids ages 9, and 20-somethings. We joined the flying club for recreational purposes, and to visit family throughout the Pacific Northwest. I've been flying since 2015, mainly C-206/G-1000 platform, but also C-150, 152, 172, and

182's. My longest flight so far was Portland to Chattanooga, TN. My shortest flight was an aborted flight due to a mechanical issue just after take-off. We look forward to seeing as much of the Pacific Northwest from the air as possible."

### Rick Koon

Rick is an Information Technology Project Manager for Marion County with a passion for aviation. Rick holds a commercial pilot certificate with an instrument rating. Rick's 600+ hours – ASEL – include several hundred hours as a volunteer for Civil Air Patrol where he holds a mission pilot qualification. In addition to flying Rick enjoys hiking, biking, good food, and great wines.

## Copalis Club Trip

September, our flying club trip was up to Copalis Beach, WA. This is the only sand runway in the lower 48, and we had all four club planes fly out for it. An impromptu spot landing contest was held with Terrance Hawley proving to be the winner in 36H. Way to go Terrance! We were able to stay until the tide started to remove our runway. Just be careful of FOD (See the picture for beach FOD).



Copalis presents a unique challenge to pilots, the runway changes every single day. Every minute of the day, the runway length and width changes based on the tides. To operate in and out of this

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airport, caution should be used. Pilots must make sure to land on wet sand, but not watery sand. If the sand is too wet, the plane will sink in. If the sand is too dry, it will also sink in. It is a very safe runway if landed on properly, but we recommend taking an instructor if unfamiliar with the airport.

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.

## Student Accomplishments

### Alex Edwards

Alex had his first solo this month in the Cherokee. He solo'd on a day with significant winds, and handled the 10-15 kt winds with ease. He flies with Chris in the Cherokee. Congratulations Alex!



### Kirby Headrick

Kirby had his first solo this month in the N12382. He had a beautiful evening for it, with light winds in Salem, and decent ceilings, but a nice rain shower within a few miles of the airport. Kirby flies with Dennis. Way to go Kirby!



### Glen Nicol

Glen had his first solo back in January, however his shirt hadn't been cut! Since we found out that it hadn't been cut, it was decided to have it cut off at Copalis on the club trip! Jack is Glen's instructor, but since Jack was unable to make it to Copalis, Chris filled in for him.



*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](mailto:Christopher.c.eriksson@gmail.com) and it will be included in the next month's newsletter.*

## New Instructor

Welcome Todd Lindley as the newest club approved instructor. Todd is an engineer at Garmin, and a club member. He has his CFI, CFII, and MEI ratings and instructed out of the Seattle area for several years before moving down to Oregon. In Seattle, he also taught seaplane flying out of Rainier Flight Service. We are happy to have Todd share his experiences with students at Valley Flyers.

## AOPA Fly-in

*By Todd Lindley*

This year, Bremerton (KPWT) was one of AOPA's fly-in destinations. Since I wasn't able to attend the last fly-in in Spokane, I thought it would be fun to fly up to KPWT and attend the event. I have flown into KPWT numerous times while living in Washington, but getting to fly there from Salem was almost like a 'new' destination, so I invited couple of fellow aviators to come along and enjoy the adventure. The main event was held on a Saturday, but Jeppesen hosted a BBQ the night before so we decided to fly up on Friday and camp out.

The unique aspect of the AOPA fly-ins is the fact that 100's of airplanes will be converging on the airport over the two day event. So much so that

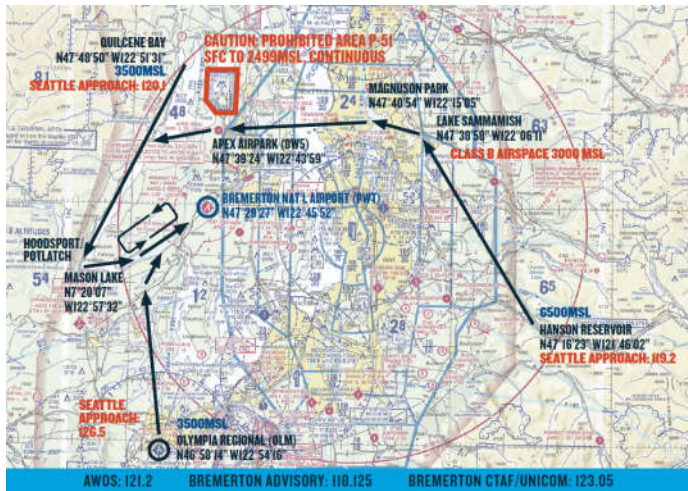
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there is a published NOTAM with special VFR arrival procedures and the normally non-towered airport at Bremerton becomes towered of sort by utilizing an air-boss on a special frequency (not the CTAF frequency) to handle the arriving and departing traffic.



The flight up to KPWT went as planned and after arriving over Olympia, we followed the published procedure for south arrivals. After calling the air boss on the special frequency he instructed us to fly the procedure and after entering the terminal area instructed us to cross midfield and enter a right downwind. There were four airplanes ahead of us in the pattern and probably five more behind. We were given a clearance to land and given a turn-off point for the camping area.



After setting up our tents we headed to the main event area for the BBQ and live music. The main stage was in a very large hangar and there were

numerous large tents set up for the next day's activities and vendor exhibits, as well as a static display of vendor's aircraft. The most notable new airplane was the Piper M600 featuring the Garmin G3000 avionics suite and GFC 700 autopilot. This airplane also has hypoxia recognition which will automatically command the airplane into an emergency descent to a lower altitude if certain pilot inputs are not given while in the flight levels. The highlight of the evening was a U2 cover band (fake Irish accent, Bono sunglasses and all), with an old bomber parked behind the stage for a backdrop. Saturday started with some entertainment by listening to the airport frequency on my handheld as the air boss managed airplane after airplane as they arrived into the Bremerton area. There must have been 30 planes that landed between 6:30 and 7:30 am. After that, we headed to the pancake breakfast and scored some swag at the vendor tent. The remainder of the day continued with aviation seminars, followed by a pilot's town hall presented by Mark Baker the president of AOPA.



*Over KWPT on the flight back to KSLE*

We decided to return to Salem a little early in order to beat the rush of departures and took the opportunity to fly to Langley (W10) which is one of my favorite \$100 destinations in the Puget Sound area. W10 is located on the South end of Whidbey Island and adjacent to the runway is Mukilteo Coffee Roasters which has some of the finest airport food and coffee around. The airport is nestled in the trees with a 2470' x 25' North/South runway.

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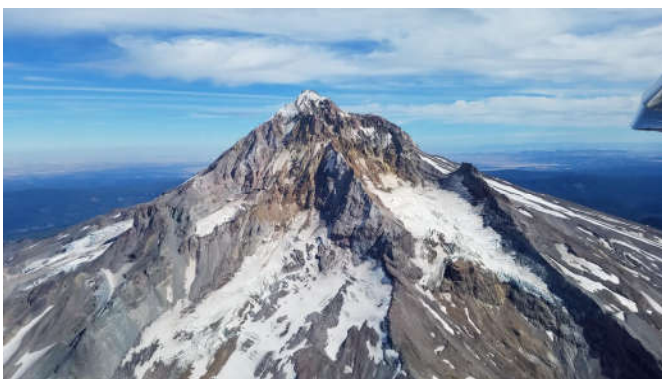
Ready to depart W10

After enjoying a latte at the restaurant (and wishing that this place was 25 minutes from Salem), we departed for the one-and-a-half-hour flight back to Salem. The flight back was smooth and was able to get a clearance to climb through the Seattle class B airspace which allowed us to fly south over Puget Sound until having to turn toward Olympia in order to avoid the active restricted areas south west of Joint Base McChord.

Overall, it was a good trip and recommend to everyone to try and attend an AOPA Fly-in in the future. Perhaps when the fly-in returns to the Pacific NW, we can make a Valley Flyers event out of it.

### Fall and Winter weather

It is that time again, the weather is starting to change. We are starting to get more rain and clouds, and soon, we will start getting more IFR days. Keep a close eye on the weather, and watch the temperature and dew point for those fast fog days!



Mt. Hood from N515ED – Chris Eriksson

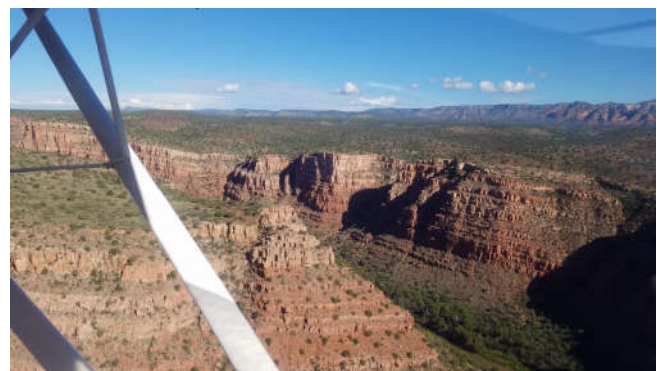
## Arizona Tailwheel Fun

By Chris Eriksson

At the end of September, I had the opportunity to be down in Prescott, AZ for the Embry-Riddle Aeronautical University homecoming and the AOPA fly-in and Airshow, Wings Out West. Prior to the fly-in, I met with an old college friend who flew in with his personal Cessna 120.



We took his 120 out for a lap around the desert and to get some cheap fuel at the nearby Cottonwood Airport. We flew out along the Mingus Mountain range and after refueling, flew back towards Prescott along the Verde River. We flew along the canyon until the land leveled out and flew back in to Prescott. The 120 was a blast to fly around the desert, and an ease to use! I had not flown a 120 before, but it was simple and fun to takeoff, fly, and land. The airshow was of course a blast, and the fly-in was very busy! It was an incredible experience and I recommend everyone visit one!



### October Aviation History

*On October 14, 1947, Chuck Yeager became the first man to break the speed of sound. He achieved a speed of Mach 1.015 in the Bell X-1.*

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