



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

November 2016



Monthly Events!

Well, we had a hard time making it to Chiloquin during the thunderstorm-plagued October. So unfortunately we had to cancel that event. Thankfully, we are still planning for a dinner flight up to Chehalis on November 12th. We will leave at 5:00 pm. There is a restaurant on the golf course across the street. We will be going, weather dependent. IFR flight there is a possibility as well, so don't let the weather stop you from scheduling to go. If the weather pushes us to go IFR, several aircraft will still make the trip.

There is also a Flights Above the Pacific Northwest Facebook group fly in to Astoria arriving at noon on November 19th. Over 20 aircraft have already expressed their plans to attend! Come join the northwest flying community!

Annual Christmas Party

For December, we will be skipping the fly out event for our annual Christmas party. Joan and Vern have agreed to host the party, starting at 6:00 PM on December 10th. The club will provide meat and some fixings. Each member is asked to bring either a main dish or salad, and a small dessert to share. We'll also do a gift exchange, so bring a fun gift in the \$10-15 range (aviation gifts are always fun). Bring your family or friends for a fun evening together. Please RSVP to Joan by December 3 so that we can get the plans finalized. Feel free to text or email Joan if you have questions.



Mt Jefferson with new snow – photo by Craig Hudson

Fall and Winter weather

It is that time again, the weather has started to change. The temperatures are dropping, the rain has come, and the weather has become more difficult for VFR flying. Look for the days where the temperature and dew point have some separation if the ceilings are high enough, go fly!

Also, if you are worried about getting your hour in for the month, you can always call one of the instrument instructors and schedule a flight to try some IFR flying. They would be happy to give you an intro to IFR flight and could give an opportunity to get up, try something new, and you might even find some nice clear skies on top!

Cancelling flights for weather

As the weather changes, there may be a few more days where VFR flights have to cancel because of 200 ft ceilings and half mile visibility. If you must cancel your flight, please remember to cancel the reservation. Even though you would not consider flying VFR into that kind of weather, those IFR days may be more than possible for IFR pilots. Give them the chance to take the planes up on those days!



Terrance Hawley drew this, see if you can guess what airport it is!

Al Gray CFI
503.932.9374

Dennis Wyza CFII
503.428.7111

Todd Lindley CFII
425.681.9994

Chris Eriksson CFII
847.345.5258

Keep nosewheel light on landing

Old aircraft are prone to nosewheel shimmy. To prevent this, always land light on the nosewheel. The best practice to avoid the shimmy is to land each landing like a soft-field landing. When you touch down, keep the nose off the ground. Keep holding the yoke back during the rollout.

Aircraft grounding during fueling

When grounding the Skyhawks or Skylane during fueling, please attach the grounding wire to the tie down rings on the wing. The tie down rings provide an excellent aircraft ground, and prevent scratching the exhaust stack.



Flying through the Three Sisters – photo by Chris Eriksson

Benefits of winter flying

It is so easy to think of winter flying as foggy and bad weather, but never forget that the cold weather provides stable smooth air to fly in, with excellent aircraft performance! Some days, the sky will often be clear with incredible visibility. Flying through light snow can be a beautiful way to spend an afternoon if we get some snowfall. Especially after snow, flying over the white expanse can be breathtaking.

Unusual Northwest Airport

Country Squire (S48) is a 3,095 ft x 32 ft paved runway near Sandy, Oregon. From the end of its runway, you can see both Mt. Hood and downtown Portland.

Loss of a Legend

On October 26, 2015, the world lost Bob Hoover. He was born January 24, 1922. He learned to fly at Nashville's Berry Field, and taught himself

aerobatics. When World War II broke out, he was assigned the job of testing new aircraft before they went into combat. He started flying combat missions himself, and flew 58 missions prior to being shot down. Hoover remained prisoner of war for 16 months, which included three failed escape attempts. On his fourth attempt, during a staged prisoner fight, he jumped the barbed wire fence and started on foot for allied territory. On the way out of camp, he took an abandoned FW-190 and flew it toward Holland. Just prior to running out of gas, he forced a landing in a field and found an allied vehicle to take him to safety.

After the war, Bob Hoover began test piloting out of Wright Field in Ohio. He was the backup pilot for his friend Chuck Yeager on the Bell X-1. He became famous for his test flying of the F-86 Sabre and the Sabreliner Jet.

He became an accomplished airshow pilot flying P-51s and his legendary Shrike Commander. He performed his airshow in the Shrike Commander with both engines turned off and doing a power management aerobatic routine. Bob was an active aviation enthusiast until he passed, and will always be remembered in aviation as a legend.



Bob Hoover Tribute Day at AirVenture Oshkosh on July 26, 2011. From the foreground, a Shrike Commander, a P-51D Mustang, the Foundation F-86 Sabre flown by Paul R. Wood (Warbird Heritage Foundation), and a Sabreliner jet. Photo by Jessica Ambats

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