



# Valley Flyers

*"Just Plane Fun!"*

885 Lancaster Dr SE  
Salem, OR 97317

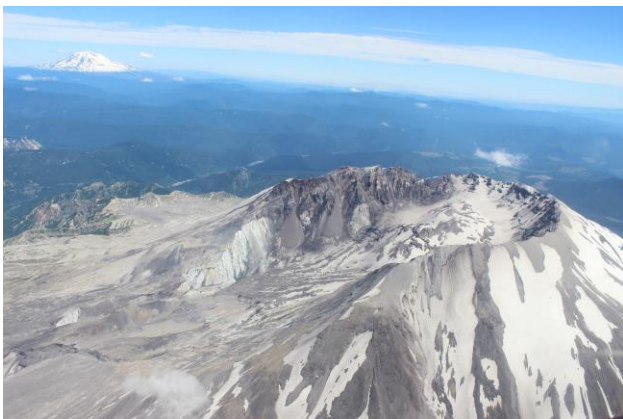
September 2017



## Monthly Events

Our fly-out will be to Hood River on Saturday, September 9<sup>th</sup>, departing Salem at 7 am. Western Antique Aeroplane and Automobile Museum (WAAAM) is based on the field in Hood River and is comprised of incredibly unique aircraft. WAAAM celebrates that weekend every year for the anniversary of museum founding with a fly-in. Since the fly-in this year starts at 9 am, we will depart at 7 am to allow time to park and watch the other arrivals. The WAAAM website, [www.waaamuseum.org](http://www.waaamuseum.org) outlines the schedule for the weekend and provides instructions for pilots flying in. Come out and celebrate with WAAAM and see some truly unique aircraft!

In October we will have a club fly-out to Ranger Creek, WA (21W). Since our earlier fly-out to Ranger Creek was cancelled due to snow and poor visibility. We will plan to fly out on October 21<sup>st</sup>, leaving at 10 am. Hopefully the wildfires will clear by then, and the fly-out can be successful with beautiful views of the Washington Cascades on the way. The flight to Ranger Creek crosses directly over Mt. St. Helens, so for any of you who have never flown over the volcano, this is a great opportunity to enjoy looking into the crater. Bring something for a lunch at Ranger Creek Airport. The views of Mt. Ranier should be excellent from the airport!



Mt St Helens – Chris Eriksson

## Fuel Cost

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:	\$4.10/gal (@ south ramp)
Twin Oaks:	\$4.19/gal

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

Hopefully the fuel prices in Salem will be more competitive soon, but until then, thanks for helping keep the cost of flying low!

## Guess the Airport

Terrance has created another "guess the airport" for the club, submit your guesses to Joan!



Unknown airport – Terrance Hawley

## Fire TFRs

Keep a very close eye on NOTAMs and TFRs when crossing the mountains this time of year. We have so many wildfires across the Oregon and Washington Cascades that it is difficult to navigate between them. Even if you are traveling between the TFRs, consider the thick smoke that tends to accompany the wildfires, and factor that into your

Al Gray CFI  
503.932.9374

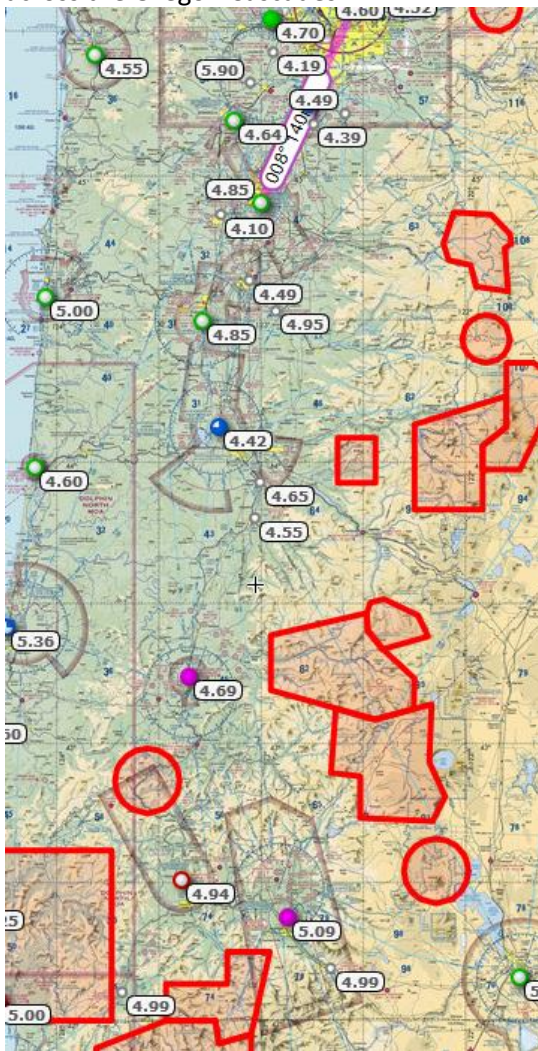
Dennis Wyza CFII  
503.428.7111

Todd Lindley CFII  
425.681.9994

Chris Eriksson CFII  
847.345.5258

John Barringer CFII  
503.949.5760

safety analysis for the flights to come. To avoid low visibility and smoke, evaluate where the smoke will be flowing using the winds aloft forecast before departing. When you see the “FU” forecast in a TAF, expect some lower visibility. These fire TFRs are also frequently there to help firefighting aircraft keep control of the zone. Also, expect more traffic around the TFRs by the firefighting aircraft traveling to and from the fires from their base airports. The image below is a screen capture of some of the TFRs across the Oregon Cascades.



TFRs in red along the Oregon Cascades – Chris Eriksson

## Eclipse!

On August 21, Salem was the center viewing point for an incredible phenomenon. Salem Airport was as busy as it gets, with multiple arrivals at once using Land and Hold Short clearances. Hopefully you all safely enjoyed the eclipse. This photo was taken just up the hill from the airport during the eclipse. Despite the darkness, it was taken at 10:17 am!



Eclipse – Chris Eriksson

## Land and Hold Short Clearances

After so many land and hold short clearances were issued during the eclipse traffic, it is worth refreshing everyone’s memories of this clearance that can be issued at our home airport. Since we have intersecting runways, tower can ask if you are able to accept a land and hold short clearance. This is commonly abbreviated as LAHSO, and if you accept the clearance this requires you to stop before the hold short line in front of the runway intersection during your landing. If you are uncomfortable landing and coming to a stop before the hold short line, do not accept the clearance. It may take a bit longer to get in, but it is better than risking a runway incursion.

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** at [Christopher.c.eriksson@gmail.com](mailto:Christopher.c.eriksson@gmail.com) for inclusion in future newsletters.