



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

October 2017



Monthly Events

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 21st, 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. Don't forget to bring a lunch with you. The views of Mt. Rainier should be excellent from the airport!



Mt St Helens – Chris Eriksson

In November we will do a fly out to Jefferson County, WA (0S9) for lunch. We will fly out on Sunday November 12th, departing Salem at 10 AM. Their restaurant on the field is pretty good and has pies! It is about an hour and a half to get there, so it is an excellent trip to split with another pilot and enjoy flying over the Puget Sound on the way. It is a great opportunity to see a new area and have some delicious pie!

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 have

dropped significantly. For example, consider the following airports:

Salem:	\$4.85/gal
Albany:	\$4.49/gal
Independence:	\$4.10/gal (@ south ramp)
Twin Oaks:	\$4.39/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 become more competitive soon, but until then, thanks for helping keep the cost of flying low!

Member Introductions

Over the last few months, several member introductions were missed. Therefore, over the next month or two, we will be including introductions for members who have been missed, as well as the new members.

Bryan Gassner – After three years as a student, I received my private pilot certificate in April of 2016 and joined the club a month later. When I first started flying a pilot friend told me "get it done as quickly as possible because once you get into the winter, you inevitably take a few steps back". Advice I didn't heed, but at least I made it to the end. IFR is in the future, but right now I have a one-year old daughter, a great wife, a Goldendoodle (pictured below), and I work as a firefighter/paramedic in Portland.



Al Gray CFI
503.932.9374

Chris Eriksson CFII
847.345.5258

Todd Lindley CFII
425.681.9994

Dennis Wyzal CFII
503.428.7111

Chad Eason - I'm really excited to join a group of active pilots and to learn more about exploring the PNW. I have 350 hrs of VFR experience, and my brother and I currently fly with our Dad in his 1943 Aeronca L-3 based in Coburg. My brother is a new club member as well, and we are both looking forward to expanding our cross-country experience. The L-3 is just so slow but also a load of fun on a smooth day. I am currently building a Glasair Sportsman and just retired as an aircraft maintenance Officer in the Air National Guard. I am a Firefighter/Paramedic in Beaverton and fly mostly during the week when my kiddos are in school. I would like to work on my Instrument Rating and Commercial ticket someday but will probably spend most of my time over the next two years just enjoying the club planes and working on my Sportsman. I look forward to meeting everyone!



5ED at Garmin – Chris Eriksson

Van Moore - My son graduated from high school in 2002 and given that I had plenty of insurance and the introduction was paid for, since my son had been a member of the club, I decided to take lessons beginning on June 23rd. I solo'd the first week of August, and then flew down to Corvallis to sit the ground school exam. I passed my check ride on November 29th of 2002 with 51 hours in my book, thanks to Ron Sterba giving up some time he had scheduled on 382, so I could get the check ride done. Upon landing, the examiner told me it was his plane and flipped the flap switch up, telling me he was going to show me some techniques. At about 300 AGL the tower came on with "Cessna 382, are you aware that your flaps are fully extended?" He looked out, and sure enough, the flaps had failed extended. He laughed and said, "it

is your plane, you have a real equipment failure to deal with."

For my first BFR I took spin and wake turbulence training from Steve Wolf, while he was still in Creswell, before his relocation to Florida. In 2003 I picked up my tailwheel endorsement, flying a Champ out of Hubbard, and then completed my high-power in 574 with Al. For my second BFR I took glider training with Joe Deem in McMinnville. I continued flying actively in the club, serving as club president for a number of years, and then in 2012 when preparing for a medical, I found that the FAA was not wild about anyone flying that had even mild sleep apnea, unless they were 100% compliant with CPAP use. Since mine was controlled using an oral mouthpiece, I just let my medical lapse. During regular trips to DC, talking to our congressional delegation about health care issues, I would do a little personal lobbying for changing the 3rd class medical requirements, and when the basic med was available on May 1st of 2017, I had it completed and was checked out in the Hawks and 36H on the 3rd of May.

While my graduate degree is in marine biology, I am a long-term healthcare professional with almost 40 years in the business. It is high-stress to say the least, and what I really enjoy about flying is the same thing I enjoy about riding my motorcycles. A freedom of movement accompanied by the need for total focus because for either mode of transportation, you do it right, or you risk death. It really is cathartic.



Van Moore

Al Gray CFI
503.932.9374

Chris Eriksson CFII
847.345.5258

Todd Lindley CFII
425.681.9994

Dennis Wyza CFII
503.428.7111

First Solo!

Congratulations Steve on your first solo! Steve solo'd on September 13th and has been flying in the Cherokee with John Barringer.



Steve Roderick on his first Solo

Oops, I did it again –

By John Barringer

My life isn't really like a Brittany Spears' song, – but I am back to work again as a Part 135 pilot and have left (not so) sunny Oregon for Hawaii.

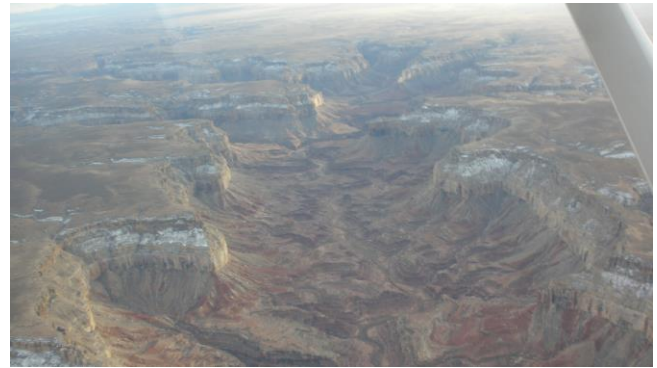
I've been hired by Mokulele Airlines, and I'll be flying a Cessna Grand Caravan, providing passenger service between Oahu, Maui, Molokai'i, and Hawai'i.

I'll miss all you guys and gals, and I'll miss my old buddy, N12382. We've been 'pals' for more than 12 years now, but opportunity only knocks occasionally, and I've discovered you had better answer because eventually she will quit knocking.

I've enjoyed flying with quite a few of you, and it's been my great pleasure to help several of our members become pilots. I do regret not being able to see Jordan, Steve, and Ian cross the finish line, but I know they are in good hands and will have a PPL in their wallets pretty soon.

All the best, and when you come to visit the Islands, look me up. I'll see if I can get you a buddy pass and take you for a ride in the 172's biggest brother!

Aloha,
JB



Grand Canyon by Cessna – Chris Eriksson

Flying Tip: Go Arouds

A common cause of aviation accidents involves loss of control during a go around or missed approach. So it is a topic that should be reviewed and practiced. To start off, FLY THE AIRPLANE! I know you have all heard it; the order of operation for flying in general is Aviate, Navigate, Communicate. Even when needing to go around or go missed on an approach, the first step is always to fly the airplane.

To fly the airplane in that case, add power to the appropriate level for a go around, which in our aircraft is take off power. Only once the power is added and the airspeed is adequate, bring the nose up into a climb attitude. This should cause an altitude trend reversal, where the descent stops, and the aircraft begins to climb (or at least stops descending). Once the aircraft has begun to climb, control the flaps. Bring the flaps up incrementally, start out removing 10 degrees at a time or one notch at a time. A 172 with 40 degrees of flaps extended won't climb well, but once they are at about 20 degrees or less, the aircraft climbs fairly well. The reason to not remove all the flaps at once is that it can cause the aircraft to drop rapidly. Extended flaps create lift, so removing them too quickly will cause a sudden lack of the lift it was using to climb. Bring the flaps out gradually until the aircraft is in a normal climb attitude, as you would be after takeoff. Flying the airplane in this case and doing so in a controlled and ordered manner will ensure you do not fly the aircraft straight into the ground.

Now that brings you to step two of the flying order of operations, navigate. Once you have created the trend reversal in your descent and are stable, continue your navigating. If you are doing a normal go around, this involves flying runway heading or offsetting to parallel the runway as

needed for traffic. If you are on a missed approach, start following that missed approach procedure and navigating as it prescribes. This step of the go around/missed approach will ensure that you do not fly off course from the runway or drift into the path of other traffic.

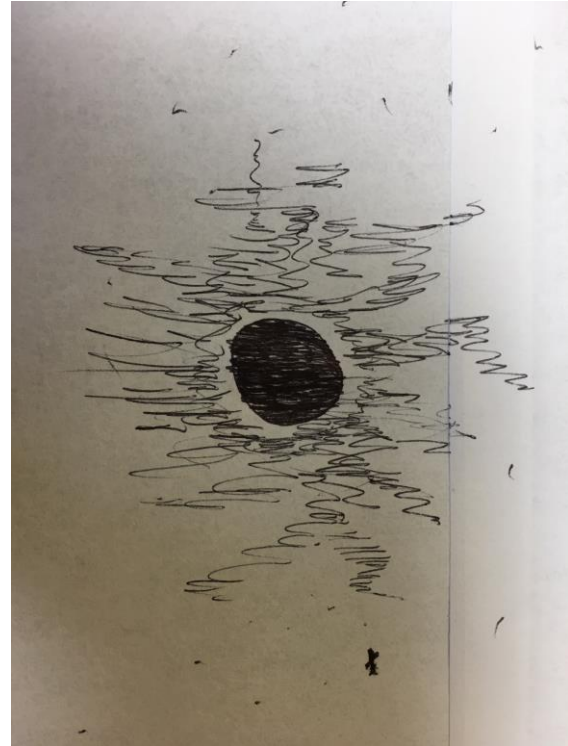
The final step of our order of operations is the communicate step. If you are flying VFR and going around, it is very simple: advise tower or the common traffic frequency that you are going around. Generally, the controller at a towered airport already knows it. They have seen you start to climb instead of landing the aircraft and are patiently waiting for you to tell them you are going around so they know you are ready to communicate. If on a missed approach, the same holds true, except you can expect more communication to follow with center regarding what you will do next.

So we have covered the three order of operation items for a go around/missed approach, but when do you execute this maneuver? Some pilots believe that go arounds are a sign that a pilot is less skilled or should only be done when tower tells you. This is not true. Go arounds should be executed anytime the approach is not going as intended. If you do not feel stable or comfortable with the approach, execute a go around and try it again. If there is traffic too close ahead of you or behind you for your comfort, go around. If you are distracted by something else going on in the aircraft, go around. Go arounds are a sign of good aeronautical decision making and that is an essential skill for a Pilot in Command to possess. You as PIC have the authority to execute a go around when you feel it needs to be done. For missed approaches, besides reaching minimums and not seeing the runway, you can execute a missed approach as you feel it is needed.

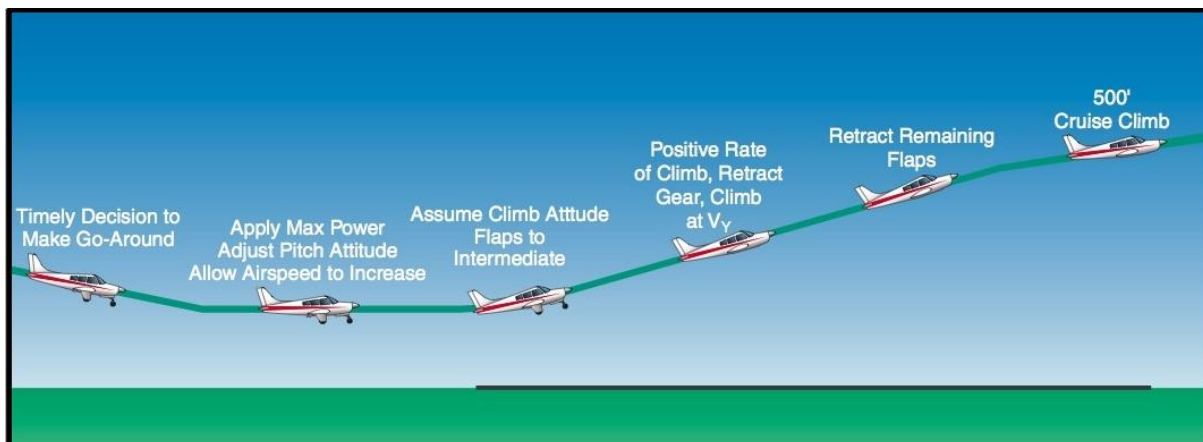
If you are starting to get off course or feel like the approach is not going well, go missed. Start it again.

Go arounds are a vital maneuver and are a frequent cause of accidents. Tasks such as bringing the flaps up before the power or pitching before the power is added are dangerous mistakes, which is why go arounds should be practiced. It is always better to do a go around or missed approach, and try it again, rather than forcing a bad situation. If you feel you need some practice doing go arounds or missed approaches and are not comfortable doing them alone, call one of our instructors. We would be happy to go up and practice these with you.

Drawing of the Month!



Terrance has sent this photo of an event, send your guesses to Joan. Great job Terrance!



Al Gray CFI
503.932.9374

Chris Eriksson CFII
847.345.5258

Todd Lindley CFII
425.681.9994

Dennis Wyza CFII
503.428.7111