



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

November 2017



## Monthly Events

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!

## Rest In Peace, Randy

*By Joan Johnson*

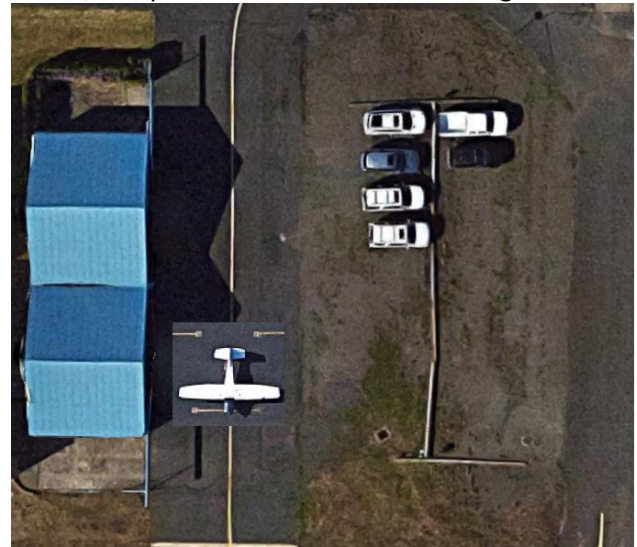
Long time club member Randy Ireson resigned from the club in September due to a medical diagnosis. Randy passed away due to pancreatic cancer on October 24. Randy was an active pilot in the club, and served two terms as our club president. He also flew with the civil air patrol as Major Ireson. Randy was a great guy and will be missed by all of us. His service will be held in December.



## Prop Blasting Hangar

When parking 5ED or 382, please taxi the aircraft along the taxiway in front of the hangar to shut down the aircraft. If you try and turn the plane to better align with the hangar, the prop wash will fill

the hangar with debris. It also puts the prop dangerously close to the gravel in the parking area. Picking up gravel can cause significant damage to the propeller. So please, when parking the aircraft, stop the aircraft aligned with the taxiway as shown below, and push the aircraft into the hangar.



## 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:	\$4.36/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!

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503.932.9374

Chris Eriksson CFII  
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Todd Lindley CFII  
425.681.9994

Dennis Wyza CFII  
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## Holiday 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 16<sup>th</sup>. 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 9<sup>th</sup> so that we can get the plans finalized. Feel free to text or email Joan if you have questions.

## 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!



## Phenom Trip around the Country

By Chris Eriksson

This month I was fortunate enough to have the opportunity to fly a Phenom 300 from Aurora Oregon around most of the country. We left Aurora on a cloudy morning, for our first leg to Hot Springs, Arkansas. We climbed up through the ice to flight level 410 (41,000 ft). The top of the clouds (and icing) over the Cascades was up to around 30,000 ft. We cruised over Boise, down past Denver, and began our descent shortly after passing Wichita 3 and a half hours later. The skies were mostly clear along the route except for some clouds over the Rockies, and a layer on the descent into Hot

Springs. Once we landed in Arkansas, we explored the town and enjoyed its history. The town literally has hot spring creeks running down into downtown from the hills, and was famous for the bath houses after World War II. We explored a historic (and apparently haunted) hotel, and took this picture from the pool deck on the seventh floor.



The next day we departed Hot Springs for Raleigh Durham. There were PIREPs for severe turbulence at FL390, reported by a 737. So we climbed as quickly as we could to FL450. It was not the fastest climb, as we took off at our gross weight of just under 18,000 lbs, but still made good time. We had hoped we could find smooth air, but failed, as it was still light to moderate turbulence at 45,000 ft. We crossed over a thunderstorm line that extended from Florida to Michigan, and had cloud tops of 44,000 ft. Unfortunately for us, ATC required us to begin our descent through the thunderstorm, which led to a very rough ride into Raleigh Durham. Our passengers were not happy! We did set our speed record for the trip on that leg, with a ground speed over 530 kts.



Ground speed of 529 kts!

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When we departed Raleigh, we cruised north over DC, Philadelphia, New York, and Boston to land in Bangor, Maine. Unfortunately, we had an undercast layer almost the entire flight, and only had a few minutes of clear view of the Atlantic ocean beneath us. We landed in Bangor just after sunset behind an Embraer 175, and spent the night in Bangor.



*The Phenom 300 on the ramp in Bangor*

The next morning we grabbed some nice deli sandwiches for the flight, and took off back for Aurora. Our initial climb rate out of Bangor was holding 6500 feet per minute! From Bangor Maine, we flew the 2200+ nm back with a stop in Bismarck for fuel. Flying over Montreal had its own unique challenge. The controllers primarily speak French, and only spoke English to a few of us. The best scenery of the whole trip from the air though was still passing over the northwest. We truly have an incredible area to live. We landed in Aurora, after almost 15 hours of flight time, and covering over 5100 nautical miles.



*Wallowa Mountains from FL430.*

## Special Thanks!

*By Joan Johnson*

A special thanks to several of our members who have taken time to blow the dirt out the hangars. The most recent of you Jordan, Martin, and Dana did a great job. Former member Ron Sterba also stepped up this last week and blew out three of the hangars. We appreciate you guys a lot.

## 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.

### Dana Ulveland

Hi All, my name is Dana Ulveland. I live in Salem Oregon with my wife and daughter. I have a second daughter who recently moved to Victoria to begin her first year of university. We have lived in Oregon for 19 years and during that time I have been teaching at Western Oregon University. I took my first flight lesson 38 years ago but just recently received my pilot's license. Being an old new pilot with hardened synapses, it took the tenacity and skill of my friend and teacher, Dennis Wyza, to help rewire my neurons so that I would be capable of flying. I look forward to meeting you all as time goes by.

## New Private Pilot!

Congratulations to Dana Ulveland on successfully passing your private pilot checkride! Dana trained with Dennis.

## January Annual Club Meeting

We will have our annual club meeting on January 17<sup>th</sup> at 6:00 pm. The location is still to be determined, but will be included in the December newsletter. The club will provide drinks. We have two positions up for election. This year we will be electing for the positions of President, Safety Officer and Treasurer. If you are interested in running for any of these positions, contact any board member and we would be happy to assist you and provide information on the position.

## Aircraft grounding during fueling

When grounding the club planes 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 crack formation and scratching on the exhaust stack.

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