



Valley Flyers

“Just Plane Fun!”

885 Lancaster Dr SE
Salem, OR 97317

March 2018



Hangar Locks and Codes are Changing

The locks and codes were changed on March 1. If you have not already picked up a new key, please contact Isaac Mosgrove or Joan Johnson to arrange a time to get one. The new door codes were emailed out already. If you are having trouble accessing the hangars, please contact a board member.

journey down to Medford for some In and Out Burger! Let’s plan for March 10th, leaving at 10 am. In and out is a few blocks from the airport, so we will get ground transportation when we land in Medford. Medford is a little over an hour away each way, so if you are interested in going and sharing a flight, contact Chris Eriksson (847) 345-5258.



Sunset over the Oregon Coast – Chris Eriksson



Snow in the Coastal Range – Chris Eriksson

Competition Reminder

So far, Joan is in the lead with seven airports! Keep up the good work Joan!

Don’t forget! When you land at a new airport, email me at Christopher.c.eriksson@gmail.com with the new airports visited. I will add it to the list and we will see who has traveled the most at the end of the year! Have fun and be safe!

Monthly Events

Unfortunately, weather in February did not allow us to do our fly out to Sunriver, so we will try that again when the weather improves.

For March, it seems like a good time to make the

For April, we will have our fly out to Westport (14S) for a pizza lunch. We will plan to leave Salem on 4/7 at 11:00. Westport is on the Washington Coast, and the pizza place is on the airport. It is a little over an hour each way, so come out and enjoy a beautiful coastal flight!

Glider Safety Briefing

By Martin Winziers

For those of you who missed the safety seminar about glider activities at Independence airport 7S5 here is a brief summery:

Interesting, related regulations:

- A. FAR 91.113 Right-Of- Way rules
- B. Advisory circular 90-66A - Recommended Standard Traffic Patterns for Aeronautical Operations at Airports without Operating Control Towers

Here is a list of facts that were presented. Caution: the typical scenarios mentioned are only typical. Release altitude, training area, etc might vary.

1. Glider activities are now mentioned in the Airport/Facility Directory for 7S5

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2. It will be indicated in the sectional chart, but this will take the FAA a while
3. There are currently 5 gliders based at 7S5
4. You can solo a glider at the age of 14
5. Gliders always take off from intersections
6. Gliders can easily do “the impossible turn” when only at 200 ft AGL and turn back to the runway, which is a common procedure when the tow rope breaks. They also practice this frequently. Be aware of this when you land and a glider just took off; he might turn around.
7. The tow plane typically climbs to 3000ft then releases the glider
8. There are practically no thermals in the area, so the flight time from release to landing is about 15 to 20 min
9. The typical training area is east of highway 51 and west of the river, so watch out when landing on runway 16
10. Their airspeed during training is typically between 30 and 40 mph
11. They speed up to 40-50 mph when entering the traffic pattern, the down wind leg is flown at 600 ft AGL
12. Gliders fly a right traffic pattern to separate from motorized airplanes at 7S5
13. The tow plane descends rapidly (diving) after releasing the glider and flies a left traffic pattern
14. When landing, the tow plane offsets from the runway, drops the rope next to the runway, maneuvers back over the runway and lands long
15. It takes 2 to 3 minutes to launch from the moment the glider is pushed onto the runway
16. After landing, expect the runway to be occupied for a while because the ground crew has to get to the glider, push it to the next exit and off the runway. As long as they have not crossed the yellow double line, the runway is theirs
17. They have a ground coordinator who has a hand held radio and might make announcements on the CTAF (122.95) to motorized aircraft in the area. They use this and only this frequency to communicate from the ground with the glider(s) and glider to glider so everyone

in the area can hear it . Gliders might not make position announcements (i.e. students being busy) so the ground coordinator might do this for them.

18. Trivial, but maybe helpful to know: Gliders don't go-around or do touch-and-goes, which means, a glider on final will land (one way or another)

These facts are hopefully useful to know when flying into airports with glider activities.



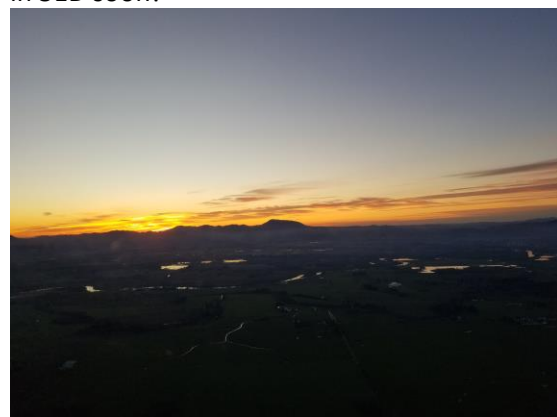
Mt. Rainier from 5ED – Chris Eriksson

Aircraft Upgrade Status

So far this year, we have succeeded in replacing the plastics in 382, and the carpet in 36H. Thank you for those who helped get those two projects completed. A special thanks to Landon for running those projects as the A&P.

Next up is for 382 to get its new transponder, the Garmin GTX 345. This upgrade will make 382 officially 2020 ADS-B Compliant. It will interface to the GTN 650 already in the aircraft to show traffic and weather!

The interior upgrade for 5ED is in work as well. The interiors are being made, and will be shipped to us shortly. We will have a nice new interior installed in 5ED soon!



Sunset over Mary's Peak – Chris Eriksson

New Members

Cary “Abe” Gilman –

My name is Cary Abraham Gilman and I go by Abe. I have been in the military 26 years serving in many positions to include Military Police, Infantry, and Military Intelligence with several deployments. Even as a young boy I have always had the passion to fly and is what motivated me to join the military. However, as life tends to get in the way, I never got around to flying. I am now four years out from retirement and have put a priority to learning to fly so I can live the childhood dream in retirement.



Madras Fly Out

By Martin Winziers

On Saturday, August 27th, I flew N12382 over the mountains to visit the 2016 Madras Airshow, also called “The Airshow of the Cascades”. I landed around 0930am. There was a lot of traffic going into Madras, but everyone played safe by announcing their positions and by entering the traffic pattern with a 45 degree entry for a left downwind for runway 16. On the ground I was greeted by a “Follow Me” golf cart which guided me to my parking spot. There were 2 flight line assistants waiting at my spot. They signaled to shut down the engine on the taxi-way and then pushed the airplane into the gravel tie-down spot. They did this

with every arriving airplane so no one had to worry about rock chip damage to the airframe. All I can say is that the flight-line was perfectly organized, and friendly volunteers everywhere.

The second aircraft landing after me was a DC 7. It had to shut down the outer engines or it would have shredded the spectator fence to the East of the taxi-way and the aircraft tails (including N12382) on the West side. When she taxied by, it’s wingtip was right over N12382’s propeller.

There were tons of cars and airplanes on display; also the Erickson Air Museum was open for everyone.

The admission to the event was free for fly in pilots, so was the admission to the pilot lounge where they served soft drinks and food. It was very hot so I was thankful to have access to plenty of cold water.

The airshow started 0130pm. Unfortunately and tragically about an hour into the show it was suspended after one of the performers crashed and was killed in his Boeing Stearman.

Subsequently the airport was closed. Around 5pm the FAA opened runway 22 (2700ft) for departure traffic. At that time the density altitude was about 5500ft and wind around 12 kt gusting 20 kt at 290. This crosswind exceeded my personal limits so I spent the night at the airport. Since I brought my camping gear this was not a problem. Some other pilots and I pitched out tents next to the FBO on the grass. At the FBO we had access to bathrooms and showers. During the entire event the FBO provided help, info and water. Excellent service!

At about 7pm, it became very quiet and there were maybe 5 people on the tarmac. Perfect time to stroll around and look at the many parked show airplanes. On top of this there was a picture perfect sunset.

Next morning, I was the first one taking off on runway 22 (runway 16/34 was still closed) at 630am. Calm wind, smooth air and the rising sun in the back when flying by Mount Jefferson and descending into the Willamette Valley.

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Coastal Range with scattered ceilings – Chris Eriksson

Fly Out Events for the Spring

Every year, there are dozens of events across the northwest for aviation. Here is a list of some of them. This is not necessarily comprehensive, and the list grows daily. Great places to watch for events include the FATPNW Facebook group, WA Pilots Association, Willamette Valley Flyers, and our club events listed in these newsletters!

Date	Event	Location	Time
10-Mar	In and Out Run	KMFR	1000
17-Mar	FATPNW St Patrick's Day Lunch	TBD, watch FATPNW	TBD
18-Mar	WPA Mountain Flying Course	1W1	900
31-Mar	Oregon Pilot's Association Burger Burn	S12	1200
7-Apr	OAHS Breakfast at Museum	61S	700
28-Apr	OPA Burger Burn	S12	1200
5-May	OAHS Breakfast at Museum	61S	700
19-May	Flying Heritage Day	KPAE	900
26-May	OPA Burger Burn	S12	1200
28-May	Museum of Flight Memorial Show	KBFI	1100
28-May	25th Annual Memorial Day Aviator Tribute	7S5	TBD



Mt Jefferson from a Helicopter – Chris Eriksson

Cleaning Planes

It is getting to be that time of year again. The bugs are back out! Remember that we do have rules in the club regarding how we leave the aircraft after each flight. Be sure that the plane is fueled, and you clean the leading edges of the aircraft before you leave it for the day. Make sure to clean not just the leading edge of the wing, but also the front of the nose, the struts, and the leading edge of the tail. Basically any surface that is hitting the bugs, ensure that they are cleaned off. Cleaning bugs and grime off an aircraft just after it gets dirty is fairly simple, but if left on there a few days, it becomes a much greater challenge. So be courteous to the other club members and leave the planes better than you found them!



Oregon Coast south of Florence – Chris Eriksson

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 to Chris Eriksson for inclusion in future newsletters.