



# Valley Flyers

"Just Plane Fun!"

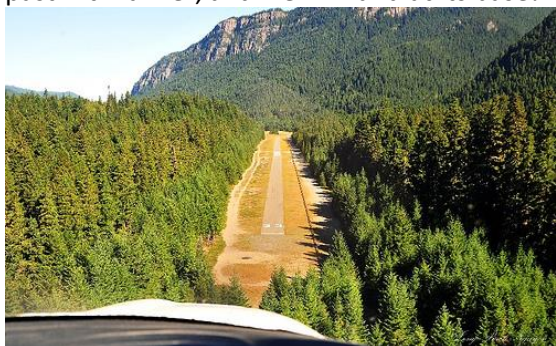
885 Lancaster Dr SE  
Salem, OR 97317

June 2018



## Monthly Events

For June, we will do a fly out to Ranger Creek (21W) near Mt. Rainier. We tried to do a fly out there last year, but the snow stopped us. To hope for better luck, we will do the fly out on June 30<sup>th</sup>, leaving at 930 in the morning. The departure time may change based on the weather for the day, as Ranger Creek is at a higher altitude, and density altitude will definitely come into play. Plan to bring a picnic lunch and enjoy flying into the mountain airstrip. The flight will take us over Mt. St. Helens, past Mt. Rainier, and we will land at its base!



*Ranger Creek Final Approach*

For July, we will have our fly out to Orcas Island (KORS). We will leave at 9 am on July 21<sup>st</sup>, and plan to be there most of the day. Orcas Island is in the northern portion of the San Juans, and is a short walk to town where there are plenty of nice restaurants. It is an incredibly beautiful flight over the Puget Sound and into the San Juan Islands. Contact Chris Eriksson if you are interested in going!



*Orcas Island Airport - WDOT*

## Meeting with the Tower

Thank you to all who attended the annual meeting with the Salem Tower at Sizzler on May 9th. We spent the evening getting to know controller Brad and having a fantastic question and answer session. Besides learning that Brad was part of an elite specialized ATC controller group in the military and is an expert marksman, the following are some of the topics that were discussed:

Brad discussed how to request a Special VFR, and what the controller has to do before a Special can be allowed. Did you know that only a single aircraft can fly within the Class D if it has been granted a Special? Did you know that IFR aircraft take priority over the granting of a Special VFR? These are a few considerations that wreaked havoc on the Christmas tree harvesting helicopters when the FAA suddenly changed the Class D boundaries a couple of years ago to include some of the surrounding tree farms.

Brad also discussed the great amount of preparation that went into getting ready to safely handle the huge number of aircraft that flew in for the Eclipse event last year. For safety, the controllers limited the number of aircraft in the Class D to 6 at any given time. They did a fantastic job coordinating the aircraft coming in from different sectors and handing off between tower and ground.

We also discussed general radio calls (be efficient in your communication during your radio calls in order to limit the length of your transmissions), the safety reasons for following the guidance in the AIM to enter downwind on the 45, correctly calling out your location when contacting the tower (yes, Brooks burner is actually North of the airport since the tower follows magnetic readings).

We look forward to building relationships with our Tower controllers each year. We are thankful for all of their help and all that they do to improve the safety of our airport.

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## New Solo

Congratulations Abe Gilman for completing your first solo flight! Abe has been flying in the Cherokee with Al, and solo'd earlier this month. Well done!



*Abe on his first solo in the Cherokee!*



*Traditional Shirt Cutting Ceremony*

## Strawberry Shortcake and BBQ Picnic

We will have our annual Strawberry shortcake and BBQ in June. This event is always a ton of fun, and a great way to meet fellow club members. The tentative date is Saturday June 23<sup>rd</sup>. Keep an eye out for the final details email, hope to see you there!

## Hypoxia Training

*By Todd Lindley*

Early in May, Alan Lasneski and I flew to Renton (KRNT) in order to experience the FAA's portable reduced oxygen training enclosure (PROTE). This chamber is capable of producing hypoxic environments at ground level by altering the

fraction of ambient oxygen. This avoids some of the risks associated with pressurized altitude chamber training. The purpose of the chamber is to learn how you will react when experiencing hypoxia and to learn some of the signs associated with hypoxia. The chamber let us experience what it would be like at 27,000' without supplemental oxygen for five minutes.

### The Flight

We had been watching the weather for a week leading up to the flight and the extended forecasts would alternate back and forth between VFR, MVFR, IFR. Making the flight under IFR conditions wasn't the issue, but there was a cold air system coming and the freezing levels were forecast to be at 6000' which is the typical north bound altitude assigned between Portland and Olympia.

On the day of the flight the conditions enroute were reported as VFR with rain showers along the route, so we expected we'd have to deviate around and under areas of lower clouds and rain. We departed KSLE VFR and encountered our first area of rain and low visibility near KHIO, but we were easily able to deviate around the spots of weather and as we approached KSPB there was some precipitation and spotty MVFR conditions ahead. As we neared Kelso (KKLS) the ceilings started to drop and the visibility was decreasing from VFR to MVFR. After a short time of being in low visibility we decided that we needed an IFR clearance in order to continue the flight.

While I looked up the ATC frequency for getting a clearance, Alan made a 180 degree turn back to the VFR conditions that we had previously come from while I negotiated an IFR clearance to KRNT with ATC. Since we didn't have an IFR flight plan filed in the ATC system it some back and forth between the controller to get all the relevant details of the requested clearance, like aircraft type, equipment (/G, /A, etc.), desired route (in our case direct OLM and then KRNT. But once the controller established radar contact with our aircraft he asked us to assume our own terrain clearance until reaching 4000' before proceeding on course to OLM. For the remainder of the flight Alan flew the airplane while I handled communication duties with ATC.

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*GPS 16Z approach @1400' runway 16*

Our assigned altitude was 6000' (remember earlier I mentioned the freezing levels were 6000')? As we settled in at altitude we were closely monitoring the outside air temperature and watching to make sure that any visible water droplets were moving across the airplane structure and not becoming stationary (freezing). Sure enough, after a short time at 6000' ice started to form on the wing strut and the leading edge of the wing. Though it was very light ice accumulation, we immediately reported the ice to ATC and requested a lower altitude. We were assigned a new altitude of 5000' and after descending, the OAT increased to +2 degrees C and the water on the airplane surfaces was moving again.

Once reaching OLM we were switched to Seattle approach and began receiving vectors to the north west of Seattle in preparation for the GPS 16Z approach at KRNT. Overall the flight from KSLE to KRNT took about an hour and a half and about one hour of that was in instrument meteorological conditions (IMC).



*Final KRNT 16*

### **Hypoxia Training**

The chamber holds six people and before each group went in, we were briefed as to what to expect and how to operate our pulse oximeter and demand flow oxygen mask. We were given a clip board with some check boxes that we were supposed mark when we experienced symptoms of hypoxia and some sample math problems to work while in the chamber. Once in the chamber, the instructor would ask random questions, like "if you burned 10 gallons an hour how many gallons you would use...". He would pick on individuals that appeared to be out of it due to hypoxia. In fact, a few participants' heads went limp and the instructor had to put their mask on them.



*The chamber*

The point of the training wasn't to see how long you could go without oxygen, but to demonstrate to yourself what your hypoxic limits were and the symptoms that you experience when at high altitudes. As for me, I made it about 2 ½ minutes before feeling too dizzy and nauseous to continue, so I donned the oxygen mask and recovered. Alan went the full five minutes without putting on the oxygen mask.

### **The Return Flight**

After the training, it was time for lunch before flying back to KSLE so we took the opportunity to fly to one of my favorite dining spots, Mukilteo Coffee Roasters on Whidbey Island, which is adjacent to W10. W10 is located on the southern end of Whidbey Island and is a 20-minute flight from KRNT. The airport is surrounded by trees and has a 2500' runway, and the café is a short walk up a path from the runway.



*Trail and entrance to the café*

After lunch we headed for home and were able to make the entire return flight in VFR conditions.



*Parked adjacent to the café trail*



*Overhead W10*

## Competition Reminder

As of the end of May, Mark Neubauer took the lead with 14 airports visited! Chris Eriksson is trailing at 13 airports. Joan was last reported in at 7 airports.

Don't forget! When you land at a new airport, email me at [Christopher.c.eriksson@gmail.com](mailto: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!

## Quick Rule Review

The club has a few rules regarding the airports you can visit with club planes. The first one is, it has to actually be an airport. Meaning no flying into Alvord Desert or anything like that unless you have an actual airport you are landing at. On top of that, airports labeled as hazardous are not permitted to be used either. To prevent damage to aircraft, landings at dirt, gravel, warnings, and unmaintained strips are not permitted. These runways pose hazards to the aircraft, and the club does not allow landings in these locations except for emergency situations. Grass airports that are maintained are completely allowed, however use best judgement as to whether the airport appears in good enough condition to use. A common one for this is Waconda Beach, just south of Newport. While it is grass, and entirely within the rules, it often floods, and can be unsuitable for landings. Similarly, Davis airport, east of Salem, is short, at a higher elevation, and often times rough. That runway may not be safe to operate from due to the runway conditions. Always overfly the fields prior to landing, and do a low pass to really judge the conditions. You can also call the airport manager, and see what they can share regarding the current state of the airport. These rules are all in place to keep the planes in the best shape possible.