



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

November 2018



Monthly Events

For November, we will have a fly out to Pacific City on November 3rd. We will leave at 11:00 am, and stay until early afternoon. Pacific City is a great little airport right on the coast. It is a short walk to the beach, and the runway is in the town of Pacific City. It is a short runway though, at only 1800 ft long. Take this great opportunity to practice short field landings! We will share aircraft between members and be sure someone in each plane is comfortable with this field.



Pacific City Airport on approach

Club Christmas Party – December 8th!

For December, we will be skipping the fly out event for our annual Christmas party potluck! Joan and Vern have graciously agreed to host the party, starting at 6:00 PM on Saturday, December 8th. In order to have enough food for everyone, each member is asked to bring either a main dish or salad, and a small dessert to share. The club will provide meat and some fixings. 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 1st so that we can get the plans finalized. Feel free to text or email Isaac or Joan if you have questions.

Regular Events

- Every Friday Morning: **Lenhardt's for Donuts, Lenhardt (759)**. All are welcome starting at 9 am.
- 1st Saturday of the month: **Breakfast fly-in at Starks Twin Oaks Airport (753)**. 8:00-10:00 am for only \$7 (\$3 youth).

- 3rd Saturday of the month: **Breakfast fly-in at Creswell Hobby Airport (775)**. 9:00-10:00 am all you can eat for \$5.
- 4th Saturday of the month: **Lunch fly-in at Infinite Air Service, Albany Airport (S12)**. Noon-2pm. Drop in, have lunch, socialize, and get low-cost fuel.

New Club Instructor

By Max Duke

My name is Maxwell Duke but I usually go by Max. After high school, I attended UC Davis on a football scholarship while pursuing a engineering degree. Two years through my schooling I decided I wanted more and joined the military. After almost five years in the Marine Corps as a force reconnaissance marine I decided to finish my engineering degree. I had always wanted to fly growing up but never had the financial means to make it happen. I applied to Embry-Riddle Aeronautical University in Prescott, AZ where I was able to use my GI bill for engineering and flight training. At first I thought I would just get my private pilots license but once I started I was hooked. I completed my flight education minor in two years (private, instrument, commercial, CFI, CFII, CFMEI). In that time I also completed an upset recovery course and my high altitude endorsement. I finished my senior year at ERAU working part time as a flight instructor. Upon graduating cum laude in mechanical engineering I worked for a short time at Scaled Composites where I continued to flight instruct after work. I now work for Garmin as a flight test engineer in Salem. I was a member of the club for two years when I first moved to Salem but made a decision to focus on my two young sons and temporarily left the club. I am thrilled to once again be flying with the Valley flyers and hope to help others achieve their flying dreams.

Inoperative equipment:

By Max Duke

Recently while conducting an instrument proficiency check for a club member, I noticed that the installed analog clock was inop in N12382. Knowing that a clock is required for IFR operations in 91.205(d)(6) "A clock

Al Gray CFI
503.932.9374

Chris Eriksson CFII
847.345.5258

Todd Lindley CFII
425.681.9994

Max Duke CFII
949.690.6997

Dennis Wyza CFII
503.428.7111

displaying hours, minutes, and seconds with a sweep-second pointer or digital presentation", I wrote it up on the squawk board and initiated a conversation with fellow flight test personnel at Garmin if they thought a GTN satisfied the regulation. We all knew that a GPS gets precise time and the GTN 650 even had timers with seconds and UTC/local time with hours and minutes. No one in that conversation knew that the GTN 650 had a clock with hours, minutes, and seconds like the regulation requires so it was concluded that even though operationally we knew the GTN 650 was more than satisfactory for conducting IFR operations, it was not legal to fly IFR. Then we learned that there is a hour/minute/seconds time display on the GTN 650 in System>Setup>Date / Time and agreed that the letter and intent of the regulation was satisfied. If you still are with me, thanks, that is only one regulation; what about 91.213(inoperative equipment)? Under (d)(2) it states that the inoperative equipment cannot be part of the VFR-day type certification instruments and equipment prescribed in the applicable airworthiness regulations under which the aircraft was type certificated (Part 23) or indicated as required on the aircraft's equipment list, or the kinds of operations equipment list for the kind of flight operation being conducted. Without a KOEL in the older aircraft operating manuals, it is very difficult to know what the original VFR part 23 certification regulations were. The long story short is that flying is the most liberating (literally and figuratively) transportation method available but to be proficient both in practical flying skills and knowledge takes time and energy so I encourage you to discuss topics with fellow aviation enthusiasts and read the regulations yourself, don't just take someone's word for it. Most importantly go fly and have fun!

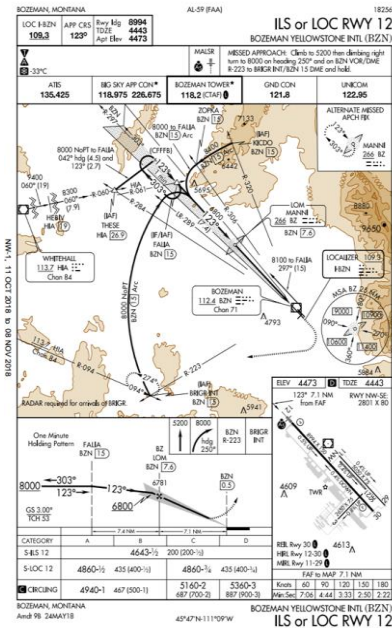


*Cruising on top of a thin cloud layer over the Willamette Valley
– Chris Eriksson*

New Instrument Currency Rules

By Todd Lindley

In a nutshell, the new instrument currency rules let you log time in an Aviation Training Device (ATD) for instrument currency without an instructor having to be present and the six-month/six approach currency can be completed in an ATD (previously there were two-month currency requirements for ATD's).



From the executive summary of final rule 30277, June 27th 2018:

Section 61.51(g) is revised to allow a pilot to accomplish instrument experience when using a FFS, FTD, or ATD without an instructor present.

Section 61.57(c) is revised to allow pilots to accomplish instrument experience in ATDs at the same 6-month interval allowed for FFSs and FTDs. In addition, the section is revised to no longer require pilots, who opt to use ATDs for accomplishing instrument experience, to complete a specific number of additional instrument experience hours or additional tasks. (Effective 11/26/18)

This now means that on those days when you we're planning on surfing the clouds for instrument currency but the freezing levels are too low or your safety pilot cancels, you can now log time in an FTD/ATD for instrument currency, solo. Though there are benefits to bringing a CFII along as they will be able to act as ATC and help with programming real world scenarios including instrument failures, turbulence, icing, etc. Or help you create some training scenarios to airports with more challenging instrument approaches.

Unfortunately, for those seeking a rating and wanting to log FTD/ATD time, they must still have an instructor present to be able to count the time toward the rating. By now, you are asking yourself, "If only

there was a simulator nearby that I could use to take advantage of the new ruling”.



Coincidentally, the EAA chapter in Independence has an Elite RC-1 Advanced Aviation Training Device (AATD) which is approved by the FAA for logging instrument

experience. The hourly rate is reasonable and is great way to keep proficient with your instrument flying skills. Visit their website for more info: <https://www.eaa292.org/simulator>

What the Va is all this about?!!

By Alan Lasneski

We all know the maneuvering speed Va, and we glance at the placard as we get ready for flight. We might even say to ourselves, “Va in this aircraft is 112 mph”. “Mental note for rough air, or if I’m going to do some maneuvers in the air”, might be some’s thoughts. And still others may be running around with the thought of “As long as I’m under Va, I can’t break this aircraft and it will stall first”. That’s not exactly true.

You will stall before you harm the aircraft at or under Va but only if, you move a single flight control, in one direction, and in smooth air. Do more than that and you’ve become a test pilot. Va is placarded at maximum gross weight, and as we remember from training, Va does change with weight. How often are you flying around at max gross weight? Most of us take the plane up with less than full tanks, and often are the only occupant of the aircraft. Have you ever thought about that condition and said, “I wonder my Va speed is for today’ configuration?” Well, I did and created an excel sheet for our four club planes at various fuel loads, and various single pilot weights (160, 180, and 200 lbs) to get an idea what are the different Va speeds for these configurations.

Aircraft	Va @ gross	Pilot : 160#			Pilot : 180#			Pilot : 200#		
		1/4 Tank	1/2 Tank	3/4 Tank	1/4 Tank	1/2 Tank	3/4 Tank	1/4 Tank	1/2 Tank	3/4 Tank
N1636H	114	101	103	105	102	104	106	102	104	107
N12382	112	95	96	98	95	97	98	96	97	99
N515ED	112	97	98	100	97	99	100	98	99	101
N70574	128	109	113	116	110	113	116	110	114	117

The accepted Va formula for less than max gross weight is:

$$V_A = V_{A @ \text{Max Gross}} \times \sqrt{\text{Weight}_{\text{current}} / \text{Weight}_{\text{Max Gross}}}$$

As always you should verify your own calculations, but these are what was calculated using the formula and the actual weights from our checklists online. If you’re a 160 pound single pilot in N70574, and your finishing up a long trip, down to ¼ tank of fuel your Va is approx. 19 mph slower then placarded in the plane.

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** for inclusion in future newsletters.



Just grazing the cloud tops over Edwards AFB at FL450 – Chris Eriksson

Special Thanks

We wanted to give a special thanks to Ron Sterba for his help with the upkeep of the hangars! Ron has been trimming the arborvitae around our hangars, and in the past has swept off the ramp and our hangars. Thank you so much for all your help Ron! For those of you who do not know, Ron was a club member, and is our neighbor behind 5ED. He has built his own RV and is frequently at the airport enjoying his new aircraft, so if you see him, thank him for all he does for us!

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