



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

June 2019



We're Moving All Planes to New Hangars!

The Club was presented with the fantastic opportunity to move our planes from individual hangars into a single building that can house all five of our planes with room for future growth! After careful review and consideration, the Board has approved the move. The new location for the planes will be in hangars 3460, which are the tall hangars to the south of N70574 (see picture that also shows where N5174E is currently located).

The transition couldn't happen without significant volunteer effort from our club members. Members and non-members have spent weekdays and weekends working to make the move possible. Thank you to everyone who has helped clean the inside and outside of the hangars and worked to prepare them to fit our needs as a club. Several members have worked many hours over multiple days getting the hangars ready for the entire club to enjoy. Thank you very much to all who have been involved so far, and to those who will help in the weeks to come.

The transition of all the planes will happen over several weeks as we work with the new hangar's current tenants to relocate to our individual hangars. Work needs to be done on each hangar bay as we take possession, so our planes will likely move multiple times before they land in their final location. Thank you in advance for your patience as we manage this juggling act. N515ED has already moved, and the rest of the fleet will follow soon. Email notifications will be sent out as planes are relocated so that you know where to find the planes. Please contact a Board member if you have any questions.



Summer BBQ and Strawberry Shortcake

Our Annual Club BBQ is this month! Bring your choice of meat for your family and a salad or main dish to share. The club will provide beverages and strawberry shortcake for all. We don't know exactly when the strawberries will be ready, but we anticipate having the BBQ on either June 15th or June 22nd (whenever the strawberries are ripe). The event will start at 12:00pm, with the grilling starting at 1:00pm. Bring the family and enjoy an afternoon at the airport!

Check your NOTAMS

By Chris Eriksson

I was out flying this month on an IFR flight plan, and overheard an interesting discussion. Someone was flying IFR into Newport Oregon and Seattle center asked them if they had the weather and NOTAMS for Newport. These pilots responded telling ATC that they did in fact have the weather, and would try to find the NOTAMS through FIS-B (ADS-B In). Now first off, FIS-B is a great tool, but not to be used as a primary means of checking NOTAMS, as the FAA has indicated that it is not guaranteed yet to be 100% accurate.

These pilots were able to see in the FIS-B information that there was a NOTAM for fuel being unavailable in Newport. They then asked ATC to confirm that NOTAM was accurate, and proceeded to ask for a diversion because they wouldn't have enough gas to get from Newport to anywhere else with fuel. So before launching on cross country flights, be sure to check the NOTAMS for your planned stops to make sure your plan has at least a decent chance of being successful. Imagine if the weather hadn't been cloudy that day, and they landed VFR at Newport. They would have been stuck trying to figure out what to do from there. So take the time to check your NOTAMS prior to departure, not just when getting ready to land.

Warm Weather Reminder

As the weather is warming up, please do not top off the tanks when fueling. As the cold fuel warms up and expands, that expensive fuel will just drip out the vent onto the ground. We'd much rather use the fuel for flying!

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Our New Cessna 172N: N5174E

By Chris Eriksson



N5174E – Mikel Wynn

N5174E is a new model of 172 for our club. Both 5ED and 382 are 172M models, where N5174E is an N model 172. The two models are very similar overall, but you will notice some differences with 74E that will need to be handled differently on our new hawk.

The first and probably the most obvious when looking at the panel is that the flap controls are very different than on our M models. The 172N still has 40 degrees available, but the control is no longer just a single flip switch controlling upwards and downwards movement. The N models have a flap controller that you move the handle down to the position that you want the flaps. So if you want 10 degrees of flaps, the handle must be set to the 10 degree mark. Cessna adopted this method in the N models, and have stayed with that on all of their 172s since then, as well as adopting it on all of their other similar models. The other change with the flaps, is that the 172N has two different flap speeds. The white arc on the airspeed indicator is for full flap deployment. But if you look in the POH and at the flap control handle, the first 10 degrees can be extended at 110 knots. This should be used to help slow you down while coming into the airport area, and will help the aircraft slow to the 85 knots required for the full flap deployment. It really is beneficial when doing long approaches, or when coming into the pattern quicker than desired.

Speaking of speeds, the 172N also indicates airspeed in knots. The 172M models all show airspeed in miles per hour. For those of you who don't remember, a nautical mile is approximately 15% longer than a statute mile. So for instance, we land our M models at about 70 mph on final, and 65 mph while starting our flare. The 172N should be flown at closer to 60 knots on final approach, and flaring closer to 55 knots.

One final difference to mention is that unlike the 172M models which are pretty forgiving with leaning on the ground, the 172N really does need to be leaned slightly during taxi. Watch the EGT to not over-lean the engine, but it does need to be leaned slightly, or the sparkplugs will foul quickly. If they do foul, you will find that during your run up when doing a mag check.

If they are fouled, try to remedy the situation by leaning the engine during the run up, and allow it to run leaned out for a few minutes at 1700 RPM. Then try the mags again and they will often run better.

N5174E has an hourly rate is \$87/hour, and is really a joy to fly. It has a nice built in fan that circulates air throughout the cabin, and a comfortable interior. I hope you will all get out and try our new Skyhawk!

May Fly Out – 4S2 (Hood River)



Approaching 4S2 – Eric Burlingame

In May, we made the short flight to Hood River (4S2) to visit the Western Antique Aeroplane and Automobile Museum (WAAAM). N12382, N515ED, and N70574 departed in sequence at 9:30 am and some flew direct to 4S2 others took the scenic route over the Columbia Gorge for an ~10:30 am arrival. The museum is a short walk from the west end of the airport and we arrived just in time to catch the airplane restoration tour.

After the tour we took some time to browse the 3.5 acres of hangar space housing 130 cars and a similar number of airplanes. The day we were at the museum was also the "second Saturday" which is when they offer rides in some of the antique cars and airplanes.

After the museum we walked across the street to the Twin-Peaks Drive-in for burgers and shakes. If you are looking for a \$100 hamburger destination then 4S2 and the Twin-Peaks diner are for you!



Antique Planes and cars at WAAAM – Todd Lindley



On the ramp at 4S2 – Jeffrey Setzer

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Easy on those Tires!

Our airplanes slow down much more quickly when the tires are not locked up. And, it never hurts to use the length of the runway for your rollout to slow down. Please take extra care to keep our tires round and free of flat spots.

June Fly Out

Saturday Morning June 15th, we'll head over to Sisters (6K5) for breakfast (or lunch). The town of Sisters is a short walk from the airport with many dining options (more than 23 according to the Sisters airport website). The airport sits at 3168' MSL and is a good intro to the impacts of density altitude on an airplane. Feel free to bring friends and spend some time shopping or wandering around this quaint little town. <http://sistersairport.com/visit-sisters/>

Upcoming Club Fly Outs

By Todd Lindley

Summer Fly-out Schedule

June – Breakfast or Lunch in Sisters (6K5)

July - Mulino Pancake Breakfast (4S9)

August - Erickson Aircraft Collection - Madras (S33)

September – Jordan Chicken Run (OR51)

Potential Events

Poker Run/Hop-Skip-Jump (TBD)

Orca's Fly-in and campout, August (KORS)

Bremerton Airport Day/Blackberry Festival, August/September (KPWT)

Reno Air Races (September)

Shelton Oyster Fest, October (KSHN)

New Aurora Airspace

Aurora airspace is undergoing another change in boundaries. The latest sectional shows the new boundaries, which have been reduced to no longer fully cover Lenhardt's. The cutout for Lenhardt's still exists, but the Aurora airspace no longer is fully covering that area. Instead the airspace ends just before the Lenhardt airport, and also has a shelf adjacent to it to allow wider, and safer patterns. Aurora does have radar service, so if you are afraid you may be getting close to their airspace while flying in their vicinity, just give them a call. They are very pleasant to work with.



Wings of Freedom Tour!

Salem's McNary Field Airport June 14th -16th



Come out and experience World War II history on the ground and in the air with the Wings of Freedom Tour! See our original WWII warbirds up-close and personal with walk through tours of authentically restored interiors of the B-17 Flying Fortress and B-24 Liberator and see the B-25 Mitchell, P-51 Mustang, and P-40 Warhawk on the ramp as well.

For an even more exciting visit, take flight aboard one of our aircraft for an incredible flight experience or flight training! Learn more about each flight and book online at the links below!

Explore the insides of the B-17 & B-24 and see the other aircraft on the ramp. Tours are self-guided. Reservations are not needed for walk through tours.

Admission:

\$15 Adults / \$5 Children 12 and under.
World War II veterans admitted for free.

Ground and Walk Through Tour Times:

6/14/2019 – 2:00 PM till 5:00 PM

6/15/2019 – 10:00 AM till 5:00 PM

6/16/2019 – 10:00 AM till 5:00 PM

Availability of select aircraft for ground viewing is subject to change based on weather and maintenance circumstances.

Take a Flight!

Exciting flight experiences on the B-17 Flying Fortress, B-24 Liberator, and B-25 Mitchell are available at this tour location. Flight training (no experience necessary) on the P-51 Mustang and P-40 Warhawk is also available to actually take the controls and fly the famous fighters of WWII with an experienced instructor for either 30 minutes or 60 minutes!

Book your flight today by calling 978-562-9182 (10:00am to 6:00pm Eastern). All flights are a tax-deductible donation

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.

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