



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

September 2019



## August Fly Out



The club fly out for August was to Madras, OR. (S33) to view the Erickson Aircraft Collection.

Madras is 80 nm from Salem and the weather had been VFR all week leading up to Saturday, but in typical



Willamette Valley fashion the ceilings at KSLE were MFVR Saturday morning while across the cascades at Madras, the conditions were VFR. Though both 515ED and 70574 are IFR capable, the 182 is limited in the type of IFR routes and approaches that can be used. Luckily there were some breaks in the ceilings near Lebanon so those flying the 182 were able to find a hole to the south and proceed north east to Madras, and the 172 was able to get on top with an IFR clearance and fly a more direct route to S33. Both aircraft arrived in Madras at about the same time even though the 182 had to fly a less than direct route. After securing the airplanes on the ramp, the museum was a short walk to the north end of the airport.



Left Downwind S33 – Brad Davis

The museum is actually a large hangar and houses about 20 aircraft and most of them are still in flying condition. The museum also had lots of WWII memorabilia such as uniforms, newspaper clippings, etc. One of the unique items was the once top-secret Norden bombsite.



After taking lots of photos and exploring the airplanes, it was time for lunch and we elected to make the short flight to KBDN for bbq at the Pickled Pig (see May 2017 club newsletter). After devouring some competition grub, we fueled up and departed for Salem.

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## September Fly Out

Sunday, September 22nd we'll head over to Gillette Field (OR51) in Jordan for the annual Jordan Chicken Dinner Cruise-in & Fly-In. Gillette is a grass strip that is 2900 x 30 ft with power lines on the approach end. The all-you-can-eat lunch is \$15 We'll plan to depart at 9:00 am

## October Fly Out

On Saturday October 5th and we'll either fly north to Shelton (KSHN) for the Oyster Fest or south to have breakfast at Melita's Café next to the Chiloquin airport (2S7). Departure time TBD.

## 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 has dropped significantly. As examples:

Salem:	\$5.25/gal
Albany:	\$4.99/gal
Independence:	\$4.99/gal (@ south ramp)
Twin Oaks:	\$4.99/gal

Fueling up at one of the alternate airports can save the club money, which can help us start doing other cosmetic and avionics upgrades that we all desire.

Hopefully the fuel prices in Salem will be more competitive soon, but until then, thanks for helping keep the cost of flying low!

## Checklist Usage

We now have 5 aircraft in the club. One PA28-140 Piper Cherokee, two Cessna C172M Skyhawks, one Cessna 172N Skyhawk, and one Cessna 182 Skylane. Of those aircraft, the only ones that use the exact same operational speeds are the two C172Ms. With the N model being in knots, that makes for different approach speeds than the other two skyhawks. The C182 and PA28 both have completely different operational speeds. Make sure you are using your

checklists to stay ahead of the plane. Coming in for landing or attempting to takeoff at the wrong speed will not go well.

## Fuel Cap Security



Do you see anything wrong with that picture? This is a flight crew taking professional pictures that ended up on the cover for AOPA. And yet if you look closely, the fuel cap is missing. It had not been secured properly and the fuel cap was not attached the plane.

This is only my belief, but I would expect that this photo flight had substantial planning, preparation, and two flight crews treating this as a professional photoshoot at least. To me this really shows how this can happen to anyone, and how we all can end up in a situation where we rush things, or decide not to do that final walkaround. Did you all know that you can see if the fuel caps are secured on any of aircraft by walking around the plane. The Cherokee is easy, but the Skyhawks and Skylane can be checked by walking towards the back of the plane and seeing the caps on the wings. So make sure you check for that before taking off, mistakes like this can happen to anyone.