



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

December 2019



## Club Christmas Party

Joan and Vern have graciously agreed to host the party, starting at 6:00 PM on Saturday, December 14th. 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 7th so that we can get the plans finalized. Feel free to text or email Isaac or Joan if you have questions.

## Annual Meeting

We will be having our annual business meeting on January 29<sup>th</sup>, at La Margarita Express at 6 pm. During this meeting, we discuss the state of the club, our financial status, hold board member elections, discuss goals for the year, and goals for the following year. This year, the positions of president and treasurer are up for election. We hope to see you all there!

## November Flyout:

*By Todd Lindley*

Last month we flew to the coast to checkout a new \$100 hamburger destination near Seaside, OR. The Seaside airport is 77.6 nm miles from KSLE, situated just south of Astoria, OR. The airport's runway is short by comparison, coming in at a lengthy 2,211 feet. It was a smooth flight direct to 56S and the airport location is a bit hard to find as it runs parallel and is adjacent to highway 101 and blends in with the surrounding roads and terrain. But once in sight we set up for an uneventful landing. The POH for the 172M lists landing data for gross weight at sea level as 520' for ground roll and 1250' to clear a 50' obstacle. Both airplanes were down and stopped within 1,200 feet with plenty of runway remaining.

After securing the airplanes, we made the short walk into nearby Gearhart for lunch at the Pacific Way Bakery & Café. The airport also had loaner bicycles available but we opted for the walk. The group gave thumbs up to the food and we'll plan to put it on the fly out schedule again for next year. Also, the town of Seaside is within walking distance of 56S, so there's lots of options for things to do near the airport.

For the return flight, everyone opted for the scenic coastal route and we flew south towards Newport and then made the easterly turn toward KSLE.



*Along the Coast – Eric Burlingame*

## New Software in 382

Landon Nye and Chris Eriksson took some time this last month to update the software to the latest GTN versions in 382. This new software update includes a QWERTY keyboard, which greatly improves typing in the GTN 650. The new software also includes the display of new FIS-B weather products. This includes Lightning, Cloud Tops, Turbulence, Icing, Graphical Airmets and Center Weather Advisories. These new products come from the GTX 345 ADS-B In and Out Transponder, but are now displayed on the GTN 650. Updating to the latest software will keep our aircraft with the newest features Garmin releases!

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## Member Accomplishments

### Brandon Biodrowski

Brandon passed his private pilot checkride on November 2nd. Jack Loflin happened to have a last minute opening on November 2<sup>nd</sup>, so Brandon took that opportunity and took his checkride with Jack in 382. Brandon did his training with Chris Eriksson, primarily in 74E and 382. Congratulations Brandon!

### Toni Topfer

Toni had his first solo this last month! He has been flying with Scott Bragg in the Cherokee and solo'd on November 7th. Toni has been training hard to get to this point, having started his flight training in Twin Oaks before switching to Valley Flyers. Well done Toni!



*Toni after his first solo – Scott Bragg*

### Simon Hayes

Simon added a commercial single engine seaplane rating to his certificate. He was down in Florida and took his training at Jack Brown's Seaplane Base in their J3 Cub. Jack Brown's Seaplane base is one of the most famous seaplane training facilities in the country, and is located just outside of Orlando. Most of the flying was done at under 500 ft, congratulations Simon!



*Seaplane Training at Jack Brown's – Simon Hayes*

## Bremerton Airport Restaurant Closure

The restaurant on the Bremerton Airport (KPWT) is closing at the end of this year. The building is being closed for repairs, but the restaurant does not plan to reopen due to the prolonged closure. The restaurant has some great food, and are known for their fish and chips. It is a great flyout location, with Bremerton being a nice cross country distance over low terrain as well, but stays clear of the busy Seattle airspace. Bremerton is also along the base of the Olympics, making for a scenic flight. If you want to enjoy their restaurant, this is your last chance!

## Fuel Prices

Salem fuel prices continue to be high, so keep an eye on fuel costs while out and about to try and save some cost to the club. As examples:

Salem:	\$5.25/gal
McMinnville:	\$4.99/gal
Independence:	\$5.05/gal (@ south ramp)
Twin Oaks:	\$4.99/gal
Lenhardt:	\$4.65/gal
Lebanon:	\$5.00/gal

Please purchase what gas you need for the flight, regardless of the cost. Safety is always top priority, but buying cheaper gas will help the club save for upgrades to the fleet. Hopefully the fuel prices in Salem will be more competitive soon, but until then, thanks for helping keep the cost of flying low!

## Taxiway etiquette

Our hangars now are on a busier part of the airport, so I wanted to take a moment to talk about the etiquette of it. Our hangars are on taxiways that are one in, one out. Because of this, do not pull out our aircraft until you are ready to do a final walkaround and start the engine. Similarly, when returning to the hangars, shut down on the taxiway, and then push the plane away. Rather than cleaning the aircraft on the taxiway, and filling out the logbook there, put the plane in the hangar, and then complete the post flight.

As far as the gate side hangars, use caution when starting the plane to be sure you know where vehicles are around the aircraft. Some drivers are less careful, and will enter the gate directly behind an aircraft, or try to drive around one that is starting to exit the airport. Just be cautious around the vehicles. Our neighbors will appreciate our manners in this matter, and we can better share the taxiway.

## Winter Flying

Winter flying can pose some unique challenges. Winter weather in the Willamette Valley often includes rapid fog development, as well as rainy overcast weather. This can make for challenging VFR or IFR flying, but when the days allow, the flying can be very rewarding. The cold weather days give the best aircraft performance with the low density altitude, and the cold clear days offer some very smooth flying.

This time of year, snow can be encountered while flying. Flying through light snow can make for a very pleasant flight. There is no such thing as a simple snow covered runway. The varieties of snow are virtually endless. Thankfully for small aircraft like what we have in the club, they can mostly be handled the same. The key is keeping the aircraft moving in the correct direction on the runway. Ice, snow, slush, and any combination of those can cause traction to be essentially nonexistent. Therefore, crosswind type controls are necessary to keep the aircraft traveling down the runway as desired. The nosewheel steering will not function properly, but aerodynamic steering will suffice to maintain control.

As far as takeoff and landing distances, always expect that it will take longer to takeoff and landing. Landing on ice for instance will obviously extend the landing distance required. However landing on loose snow can decrease the landing roll depending on the depth. Keep in mind that trying to use brakes on ice will often make the aircraft slide farther. Keep off the brakes to stay in control. Braking can also cause an asymmetric braking, which is the fastest way to loss of control. Best bet, assume your landings will be longer!



A snowy dirt strip in California – Dustin Mosher

Braking Action Reports have changed over the last few years. They are reported in three numbers, the numbers represent the braking action at touchdown point, mid runway point, and rollout points of the runway. The scale is from 0 to 6. A rating of 0, or nil means that braking action is essentially non-existent. A rating of 6 is essentially a dry runway. In reduced traction environments, the runway condition reports will be listed on the ATIS. For non-towered airports, data may not be available. In these cases, it is imperative to have a plan B. Not just a plan B of where to land, but be ready on the go around. Even after touching down, if you are starting to slide from tracking along the runway, add power and get back into the air.

Assessment Criteria		Downgrade Assessment Criteria		
Runway Condition Description	Code	Mu (μ) <sup>1</sup>	Vehicle Deceleration or Directional Control Observation	Pilot Reported Braking Action
• Dry	6	40 or Higher	---	---
• Frost • Wet (Includes Damp and 1/8 inch depth or less of water) <b>1/8 inch (3mm) depth or less of:</b> • Slush • Dry Snow • Wet Snow	5	30	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
<b>5° F (-15°C) and Colder outside air temperature:</b> • Compacted Snow	4	10	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
• Slippery When Wet (wet runway) • Dry Snow or Wet Snow (Any depth) over Compacted Snow <b>Greater than 1/8 inch (3mm) depth of:</b> • Dry Snow • Wet Snow <b>Warmer than 5° F (-15°C) outside air temperature:</b> • Compacted Snow	3	29	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
<b>Greater than 1/8 (3mm) inch depth of:</b> • Water • Slush	2	10	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice <sup>2</sup>	1	21	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
• Wet Ice <sup>2</sup> • Slush over Ice • Water over Compacted Snow <sup>2</sup> • Dry Snow or Wet Snow over Ice <sup>3</sup>	0	20 or Lower	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

Winter flying can be some of the most rewarding and fun times to fly, but use appropriate caution, and contact an instructor if you need or want some training in winter operations.

## Winter Warmups

Remember as the temperatures drop, we can give ourselves the best chance of starting the engines by using proper cold weather starting techniques. First step, ensure mags are off and mixture is in cutoff. Always treat a prop like it's hot, so second, check the keys are out of the ignition! Third, after making sure the keys are not in the ignition, pull the prop through 4-6 times in the normal direction of travel. Then get back in, give it some prime, and fire. If it does not start, do not keep cranking until the battery is dead. Let the starter rest between attempts. If you have trouble, contact an instructor or board member for help.