



Valley Flyers

“Just Plane Fun!”

885 Lancaster Dr SE
Salem, OR 97317

July 2020



Strawberry Shortcake and BBQ

By Isaac Mosgrove

The weather was ideal for our Annual Club BBQ and Strawberry Shortcake gathering on June 27th. It was a fun and relaxing time to hang out at the airport and enjoy some delicious food and great company. We even got to meet Paul, one of the newer KSLE controllers who retired from a career as an FAA controller and moved to the area from Texas. Thank you to everyone who helped with this year’s event, including those who got the hangars ready, who helped cook and serve, and who helped to clean up afterward. We look forward to seeing everyone at our next club event!



Club BBQ – Mikel Wynn

Member Accomplishments

Toni Topfer

Congratulations to Toni for completing his private pilot checkride! Toni began his flying up at Twin Oaks and then transitioned to Valley Flyers. He did his training with Scott in the Cherokee and took his checkride with Ray Beverly out of Eugene. Congratulations Toni!

New Members

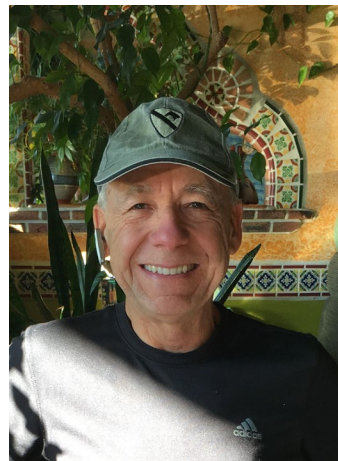
Frank De La Puente

Grew up in Hollywood, California. In June 1980, I started flying in the Piper Tomahawk and Piper Warrior out of Fullerton Airport. After I got my private in December 1980, I got checked out on the

Archer and Turbo Arrow at Piper Air Center, Long Beach Airport from where I flew regularly, taking advantage of the convenience afforded by the airport being right behind my place of employment at North American Rockwell. In April 1984, I obtained the IFR rating. Thereafter, I flew for pleasure and to improve my proficiency. In July 1985, when I learned that I was going to be a dad, I stopped flying.

In January 2002, with my 16-year-old daughter’s consent, I returned to flying. From then until November 2011, I was a member of Salem Pilots Association flying its Grumman Cheetah. Until July 2019, I owned two Piper Arrows (different time periods). I sold my airplane, because suddenly, there were many maintenance variables so much so that ownership of an Arrow got complicated.

Flying enabled me to travel to remote locations where I had clients in prisons or with civil court actions, e.g., Ontario, Lakeview, Medford, all for 1/4th of the travel time by car. As an example: a round-trip flight to Lakeview Airport was 3.0 hours, whereas driving would have taken 12 hours plus an overnight at a hotel. Other business destinations were Spokane, Renton, Redding, Long Beach and Camarillo. Now that I am retired, I look forward to flying strictly for recreation, Monterey being my favorite.



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Cross Country Flight Planning

By Chris Eriksson

50 nautical miles is all it takes for a trip to be a cross country. Out of Salem, students generally learn with cross countries to places like Scappoose and Cottage Grove. These are great first steps for learning to navigate cross country, and the CFRs are pretty specific of what cross countries are required to meet the minimums. But those cross countries leave a lot to be desired in the Willamette Valley. Instructors have to be balanced, we hesitate to require too long of cross countries, due to added cost. But all too often I hear students who have never been further away than Astoria talk about their plans to fly to San Francisco area as soon as they get the private, or up to Seattle or the San Juans. I hear talk about taking cross countries to Boise, or Oshkosh. These types of trips bring up significant differences than what the student pilot out of Salem normally experiences in their training.

The Willamette Valley is one of the easiest places to navigate, you have two mountain ranges on either side, a highway up the middle, and cities on either end. We have large mountains that you can orient yourself about as well. Meanwhile... when you fly to Oshkosh, this is about the scenery you will see:



Southern Wisconsin – Chris Eriksson

As you can see, the world is much more flat. It looks like that in all directions in the Midwest. Believe it or not, there is even a ski resort in that picture. The ski area is owned by Vail Resorts, and is one of the *largest* in the Chicago/Milwaukee suburbs. Landmarks are much harder to find. Lakes, railroads, and water towers are the best navigation aids you can find for visual flying in the Midwest unless you are directly following an interstate. Now

if you fly into eastern Oregon, out to airports like John Day (175 nm) or Burns (191 nm), you will experience desert navigation, which has its own unique challenges, and is more difficult than navigating along the Willamette Valley.

Another difference between our usual cross country airports and going to Seattle or San Francisco is the air traffic control culture. If you fly into Boeing Field, other busy class D airports, or any class C airport, you will have to deal with a clearance delivery frequency, and with being handed off from frequency to frequency on arrivals and departures. Even VFR traffic has some obligation to use these types of communications. Flights to Boeing Field (160 nm) in Seattle, or several others in the Seattle area can offer experience with complex airspace systems and aircraft marshallsers at FBOs.



FISKE arrival into OSH

And then there is just the pure length of longer cross countries. Most of our VFR cross countries can be done with a handful of VFR checkpoints and we are at the destination. When doing long cross countries, you have to be ready for everything along the route, possible high terrain, variety of airspace, weather systems and changing weather patterns as you enter various climates of the country. Fuel stops enroute become a necessity. Will that airport even have fuel? What if you get there and they are out, or the pump is broken? What is plan B in that case? These are questions you will want to have answers for before taking longer trips. Every leg should have alternate plans.

Here are some good resources when planning a cross country to a new area that you are unfamiliar with.

- Review the sectional, and all available airport information from the FAA
- Check airnav.com for more info

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- Talk to a pilot who has been there
- Call the airport manager to ensure fuel and services are available.
- Call a flight school at the airport you want to go into, ask to talk to a CFI there about local operations and what to expect.
- Look up the airports on YouTube, many post their experiences

Long cross country flights are exciting, and truly a joy to make, but being ready for them is vitally important. Your flight instructors had to follow a balance of getting you all the experience they can, but if you find yourself wanting more experience, take your CFI up on the offer for longer cross countries to more interesting places. Learn from the mistakes and experiences of another. So students, ask your CFI to go on a longer cross country to Boeing Field, or Burns. If you plan on taking trips to Boise or the San Juan islands when you get your license, ask to do that as one of your dual cross countries. The FAA requires minimum lengths and hours for cross countries, but nothing says you cannot do more. For those of you already licensed, you can still go on a dual cross country. Use it as a club review, or part of a flight review. Don't forget we are always learning.

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, and pictures to **Chris Eriksson** for inclusion in future newsletters.

The Search for Amelia Earhart

By Chris Eriksson

Amelia Earhart set all sorts of flying records, being the first woman to climb to 14,000 ft, the first woman to fly the Atlantic ocean both with a crew, and solo, and the first person to fly from Honolulu to Oakland solo.

On June 1st, 1937, she and her navigator, Fred Noonan, departed from Miami on their trip around the world. On June 29th, they landed in Lae, New Guinea, with only 7,000 miles left to go in their voyage. Their next hop would take them to Howland Island, a small island in the Pacific.

On July 2nd, the two took off, flying into overcast skies and intermittent rain. The radio messages she sent to the coast guard were irregular and faint. At 7:42 am local time, the Coast Guard picked up a message, "We must be on you, but we cannot see

you. Fuel is running low. Been unable to reach you by radio. We are flying at 1,000 ft." Her final received radio transmission came an hour later, at 8:45 am. "We are running north and south."

The largest air and sea search in naval history began. And on July 19th, after scouring 250,000 miles of ocean, the US government called off the operation.

The main theories include that she ran out of gas on the way to the island and the plane sunk. Expeditions have been searching the ocean floor in suspected areas, but no with success so far.

The second includes her landing on Nikumaroro Island, 350 nm SW of Howland Island, and on the navigation line they had planned to use to find Howland if they missed slightly. Radio operators received 121 messages over the next 10 days, with at least 57 of them possibly having been from the Electra aircraft. All messages were received at what would have been low tide, which if the aircraft was partially submerged would have been the best time to send messages. The tide would eventually pull the aircraft into the ocean. Buried bones were discovered on the island, as well as shoes belonging to a man and a woman. They also found a box that would hold a sextant, and bottles from the 1930s.

The third theory is that Earhart and Noonan landed in the Japanese controlled Marshall Islands, where they were taken hostage by the Japanese as US spies. Some believe they were killed by the Japanese government, while others believe both Earhart and Noonan returned to the U.S. under assumed names. Several individuals in the Marshall Islands claim that their grandparents witnessed the two aviators landing at Mili.

The search for the truth is still ongoing, with expeditions still being made to search the area, and find out, where Amelia Earhart and Fred Noonan eventually ended up.



Amelia Earhart with her Electra - NASA