



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

August 2020



Member Accomplishments

Chad Eason – Congratulations to Chad Eason on completing his commercial certificate. Finishing a commercial certificate takes your flying skills to the next level of proficiency, and requires some exceptional work. Chad did his training out of Twin Oaks and took his checkride with Lee Shuster. Congratulations Chad, and well done!

New Scheduling Site

We are planning to bring FlightCircle online as our new scheduling website starting on October 1, 2020. FlightCircle will greatly improve our efficiency of managing club aircraft and membership. FlightCircle allows scheduling, billing, and maintenance tracking online. We will hold trainings in September on how to use the new system, watch your emails for planned training dates.

July Fly Out – Crescent Lake (5S2)

By Todd Lindley

The fly out to Crescent Lake (5S2) may be in the top five of all of the club fly outs. We had pilots and passengers in all the club airplanes and the weather was nothing but severe VFR with light winds, so made for a smooth flight across the mountains.



5S2 is located between Odell and Crescent Lake, has an elevation of 4810' and is 3900' in length. The 50-minute flight took us south towards Creswell and then east across Oakridge, OR., and then through the Pengra Pass, over Lake Odell and into 5S2.



Crescent Lake – Eric Burlingame

After securing the airplanes we made the short walk to the Junction of Highways 58 and 429 for a bite to eat at the Mountain House Kitchen. The diner had all the usual fare from burgers to tri-tip. Recommend you add this destination to your ~~\$100~~ \$200 hamburger list.



Lake Odell – Eric Burlingame

BasicMed

By Alan Lasneski

Some members are starting to look at and use BasicMed rather than hold an FAA medical certificate, and this is a great option for some. Let's review what is needed and what may not be so clear about the details.

What do I need to do to fly under BasicMed?

1. Comply with the general BasicMed requirements (possess a U.S. driver's license, have held a medical after July 14, 2006).
2. Get a physical exam with a state-licensed physician, using the Comprehensive Medical Examination Checklist

Al Gray CFI
503.932.9374

Chris Eriksson CFII
847.345.5258

Todd Lindley CFI
425.681.9994

Joshua McKinney CFI
904.535.9624

Scott Bragg CFII
970.219.0661

Dennis Wyza CFII
503.428.7111

3. Complete a BasicMed medical education course;
4. Go fly!

Sounds simple, easy, awesome. Wait, that's Xfinity, not BasicMed. You really need to read the links at the end of this article to fully understand all the details and your eligibility. Let's break these 4 steps down.

1. **Comply** with the general BasicMed requirements (possess a U.S. driver's license, have held a medical after July 14, 2006).
 - **Comply** means you **must** read the FAA BasicMed links at the end of this article to fully understand all the details and your eligibility. No way around this one, don't ask a friend, don't say "I heard ...", etc.
 - New student pilots cannot use BasicMed until after they first hold an FAA Medical Certificate
 - BasicMed has limits on the type of flying you can do, luckily our club planes can't do any of them. Please familiarize yourself with them.
2. Get a physical exam with a state-licensed physician, using the Comprehensive Medical Examination Checklist
 - Download this checklist from the FAA website
 - Complete the self-assessment portion
 - Have your physician fill out and sign the rest of the checklist after your exam
3. Complete a BasicMed medical education course
 - After you have your completed FAA medical exam checklist take a course
 - You must take this course every **two** years (different then your medical exam duration which is four years)
 - BasicMed expires on the actual date of your last exam, and not the end of the month
 - Courses are at Aircraft Owners and Pilots Association (AOPA) and the Mayo Clinic
 - You must pass the quiz for this course to earn the BasicMed completion certificate
 - Both the completion certificate and examination checklist must be stored with your logbook
4. Go fly!
 - Make sure you have a valid flight review and club review

FAA BasicMed home page:

https://www.faa.gov/licenses_certificates/airmen_certification/basic_med/

FAA BasicMed FAQ:

https://www.faa.gov/licenses_certificates/airmen_certification/basic_med/media/basicmed_faq.pdf

AOPA BasicMed Course:

<https://basicmedicalcourse.aopa.org/client/app.html#/auth/logon>

New Plane Photos

Thank you to Mikel Wynn for taking some time to come out and take some updated photos of the club planes! We are using these now for the website, as well as for advertising flyers. The flyers and websites are excellent tools for new members to get to know the club, and join our great group. Mikel took some great photos, thank you!



The Skyhawks - Mikel Wynn

B17 Fly-In

Salem's B-17 Alliance Foundation is having a fly in BBQ and Pie event August 8th and 9th from 11-4 at KSLE. The event will be at their hangar near Flitewing. Come on by their hangar and take an up close look at the B-17 being restored, it is truly a piece of Oregon aviation history!

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NW Airport Highlight

By Chris Eriksson

We have some incredible airports in the vicinity of Salem, but often times forget they are there, or just return to the usual airports. So to highlight one pretty local one, consider taking a flight out to Tillamook (KTMK). Tillamook is a short hop over the mountains, but home to some interesting aviation culture. Tillamook airport is home to the Tillamook Air Museum, housed in one of the blimp hangars. Construction began on the blimp hangar in 1942, completing in 1943. Tillamook airport served as a submarine patrol base for the blimps. They could remain aloft for up to three days, with a range of 2,000 miles. These blimps were an impressive 252 ft long and filled with 425,000 ft³ of helium.

The air museum has an impressive collection of aircraft in the blimp hangar, and some vintage vehicles. They have everything from old Cessnas, and Learjets, to an F-14 Tomcat on display. This museum is well worth a visit!

Tillamook airport also has crew cars available, even now with COVID-19, and it is only a short drive into town. In town you can enjoy any number of restaurants including the famous Tillamook Cheese Factory. The cheese factory has a restaurant inside, and serves their fresh ice cream as well.

The airport also allows camping on the field, so you can even fly out and spend a night on the airport. Tillamook is very close to Nehalem Bay airport, and Pacific City airport. You can camp on the Tillamook airport, and do short day hops over to other coastal airports. So try it out, on a hot summer day, fly out to Tillamook, get some ice cream at the factory, and visit the air museum.



The club at the Tillamook Air Museum – Chris Eriksson



Crater Lake – Chris Eriksson

Portland Pickup

By Chris Eriksson

Last month, I found myself arriving in PDX at about 5 pm on a weekday. I was not looking forward to driving home in rush hour, and instead, Andrew Laschober and Josh McKinney were nice enough to come pick me up in 382. So upon arriving at PDX, I called Atlantic Aviation, and they sent their shuttle over to pick me up at the terminal. From there, we paid the ramp fee, and departed PDX. It was very bizarre though to see the lines of airlines occupying runway 3, which is closed for aircraft storage. Due to reduced air traffic, airlines are storing aircraft everywhere they can.

Andrew was able to use it as a learning opportunity to try flying in and out of a Class C airport including a full stop landing. Instead of a painful drive, we had a beautiful flight back from PDX, and a great opportunity to try something new.



PDX from 382 – Chris Eriksson

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