Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

September 2020

Member Accomplishments

Barak Mosgrove – Barak passed his private pilot checkride with Jack Loflin this month! Barak worked cleaning planes and now at Infinite Air Center in Albany to pay for himself to fly. He trained with Scott Bragg. Well done Barak!

Eric Brown – Eric Brown passed his private pilot fixed wing add-on with Jack Loflin this month. Eric already has his private pilot rotorcraft certificate. He worked with Todd Lindley to achieve this goal. Congratulations Eric!

Austin Langford – Austin had his first solo this month as well! Austin has been training with Scott Bragg, and started this summer. Way to go Austin!

Andrew Laschober – Andrew completed his private pilot checkride! Andrew was working on his certificate with Joshua McKinney, and was Joshua's first student to pass a checkride! Congratulations Andrew and Josh!

Evan Estep – Evan Estep had his first solo this month while training with Joshua McKinney. Evan just started flight training earlier this summer. Great job Evan!

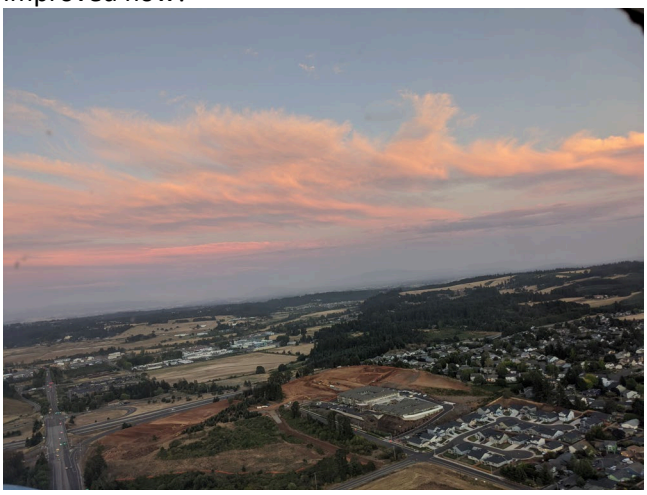
Evan after his first solo – Joshua McKinney

September Fly Out

On Saturday 9/19 between 10 and 11 am, we will depart Salem for Tillamook. We will explore the museum, and either get lunch in Tillamook via crew car, or fly to Siletz Bay for Side Door Café! The lunch will depend on the number of people and availability of a crew car.

Cherokee Hangar Work

Thank you to Martin Winziers and Will Horsey for leading the effort to fix the Cherokee's hangar doors! And thank you to Tim Burnett, Frank de la Puente, and Isaac Mosgrove for all coming out and volunteering to help! The doors are greatly improved now!



Salem at Sunset – Chris Eriksson

Flight Following: Why Not?

By Frank de la Puente

On 7/5/2020, a Cessna 206, N6373U, departed Coeur d'Alene Airport, KCOE (2,307 MSL), with an intended destination of Lewiston, *ID*, KLWS, (1,442 MSL), 84 n.m. away; 15 n.m. later, the Cessna collided into a deHavilland DHC-2, N2106K, flying in the opposite direction, over Lake Coeur d'Alene, Idaho, (2,125 MSL). [NTSB Preliminary Report WPR20FA206A] Witnesses estimated that the airplanes collided at an altitude of 800 feet above the lake, i.e., at 2,925 MSL, and at 10 n.m. south of the Brooks Seaplane Base (S76) from where the deHavilland departed; the two occupants of the Cessna and all six occupants of the deHavilland perished, there was no radar or ADS-B data for

either airplane. *Id*. Each pilot was operating VFR without flight following. *Id*. According to Spokane Approach, flight following can be provided for traffic departing KCOE as soon as ATC can see the requesting airplane on radar, typically upon reaching 500 ft AGL.

Why no flight following? Perhaps because each pilot reckoned against it, there was a radar outage, ATC's workload ruled it out, or each airplane's transponder was INOP. I am writing exclusively to illuminate the virtues of VFR flight following and hopefully encourage as an element of flight safety its use by pilots who do not ordinarily use flight following.

"Flight following"—technically known as VFR radar advisory service —is a safety tool where radar enables ATC to alert a pilot about conflicting traffic. The literature is replete with articles about VFR flight following. Start with the AIM at §§ 4-1-15 to 4-1-18 (Ed. 2020).

Communicating with ATC during flight following complements your situational awareness in at least three ways: (1) by ATC alerting you to traffic, (2) by ATC alerting you when it recognizes that your airplane is at an altitude placing it in an unsafe proximity to terrain/obstructions, and (3) by your by listening to other traffic talking to ATC. [AIM § 4-1-16]

Toledo (5S4) approach – Todd Lindley

With flight following ATC can provide you with positive control by recommending a deviation to resolve a conflict, and by helping you (a) navigate when you are lost, (b) avoid weather, (c) avoid congested airspace, and (d) avoid restricted airspace. Even under flight following, when ATC alerts a pilot to traffic, the pilot may not see the traffic despite scanning the relevant sector of the sky. You may have experienced the frustration of not being able to see the traffic called out by ATC when it is so close to your airplane that you're wondering why you can't see it.

That failure to see traffic is explained by the phenomenon of "empty field myopia," a condition that occurs when flying in a haze layer that provides nothing specific to focus on outside the aircraft. [Pilot's Handbook of Aeronautical Knowledge, at 17-22 (Ed. 2016)] This causes the eyes to relax and seek a comfortable focal distance that may range from 10 to 30 feet. *Id*. For the pilot, this means looking without seeing, which is dangerous. *Id*.

Climb out of Salem in the Luscombe – Scott Bragg

According to "Midair Collisions: Limitations of the See-and-Avoid Concept in Civil Aviation," AVIATION SPACE AND ENVIRONMENTAL MEDICINE, Morris, C. Craig, (April 2005), from 1991 through 2000, there were 16 midair collisions annually in U.S. civil aviation. In 94% of those NTSB found failure to see the traffic, inadequate visual lookout, and failure to maintain visual and physical clearance, as probable causes. *Id*. *at 76:357*. Limitations, including those of the human visual system, the demands of cockpit tasks, and physical and environmental conditions combine to make "see-and-avoid" an uncertain method of traffic separation. [LIMITATIONS OF THE SEE-AND-AVOID PRINCIPLE, BUREAU OF AIR SAFETY INVESTIGATION, at p. vii, Hobbs, Alan, (April 1991)]

The physical limitations of the human eye are such that even the most careful search does not guarantee that traffic will be sighted. Page 1 of 2 *Id*. moreover, "the pilot's functional visual field contracts under conditions of increased workload. The resulting 'tunnel vision' reduces the chance that an approaching aircraft will be seen in peripheral vision." *Id*. The concept of see-and-avoid is a flawed and unreliable method of collision avoidance." *Id*. at 2. But see Vision in Flight, AIM § 8-1-6 (Ed. 8/15/2019) (providing scanning techniques to

maximize reliability of see-and-avoid).

Today, we have equipment, e.g., panel-mounted GPS, or tablet with Foreflight or Garmin Pilot, displaying traffic through "ADS-B In." While "ADS-B In" might render flight following redundant, it does not render it obsolete, nor should it rule it out. Redundancy is a characteristic of aviation safety.

Each pilot flying under VFR should obtain flight following, and not rely exclusively on see-and-avoid to navigate away from harm's way. What about obtaining flight following during flight training? During a VFR training flight, the CFI's mind is on the student's flying, the student's mind is on the CFI's instruction, and consequently both minds' attentiveness to traffic is attenuated. Thus, flight following should be obtained. Who's call is it? Anybody's! In my experience, no CFI has ever made an issue of it.

Sedona – Chris Eriksson

Unfortunately, flight following is not always available. ATC's primary responsibility is to maintain separation of IFR traffic. Thus, flight following is available so long as ATC's workload permits it. But, in deciding whether to request flight following, don't you worry about ATC being too busy, ATC will let you know if it is. Au contraire, despite a heavy workload, ATC may actually want to provide flight following to VFR traffic in fulfilling its mission to maximize safety and facilitate its primary responsibility of separating traffic, if only you will ask.

New Scheduling Site

We are planning to start using FlightCircle on October 1. We will be having some trainings on how to use FlightCircle, as well as how we will have it working for Valley Flyers. Look for emails this month for dates/times for trainings. This will be an exciting change for the club to reduce workload and improve our ability to care for the aircraft.

Interesting ADS-B Traffic

By Chris Eriksson

I was up at FL230 loitering around Newport and started to hear calls on Seattle Center from a King Air off Tillamook. They were giving ATC a heads up that they were a "Balloon Chase Plane". It turns out, they were waiting for a balloon and it's payload to fall out of the sky. The balloon and payload would separate and fall from somewhere upwards of 100 thousand feet. Both the balloon and it's payload were ADS-B equipped. When the fall occurred, I maneuvered north towards Tillamook so I could see the balloon come through the area. Sure enough, a few minutes later an ADS-B target appeared north of us, 8500 ft above. It caught my attention as it was rotating rapidly and diving. Every update from the system had it pointing in drastically different directions and hundreds to thousands of feet had been lost. I only ever saw the one target, which was listed as N451FQ, and categorized as a "Lighter Than Air" vehicle. The chase plane flew underneath the balloon until the balloon crashed into the surface near Tillamook. It was certainly the first time I have seen a balloon falling that fast!

Balloon in freefall – Chris Eriksson