



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

May 2021



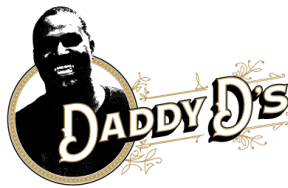
Club flyouts

Todd Lindley

After postponing last time, on Saturday, May 15 we plan to fly to Woodland State Airport (W27) and walk into town for BBQ at Daddy D's. We'll depart in the 9:30-10:00 time frame and possibly get a touch and go in at PDX for those feeling adventurous.



Woodland State (W27)



Future flyouts will be:

- June 19: Florence (6S2) to grab lunch at the Beachcomber Pub or Sweet Magnolia Bakery & Café
- July 24: Boeing Field (KBFI) to visit The Museum of Flight

Fuel considerations

Warmer summer is coming, so please think carefully before topping off tanks up to the brim:

- If the temperature is high enough, the gas will expand enough to spill out the fuel vents. As well as being a waste of gas and money, it's not good for the environment.
- If you're operating at a high density altitude (DA), carrying a full fuel load could limit your climb performance or require more runway than you have available. Remember to check your performance charts and weight and balance! If necessary, you can always get a refresher on DA and performance from an instructor.

Please also consider the price of gas itself. Another airport close to Salem may have cheaper gas available and it can be a great opportunity to visit somewhere new, or revisit somewhere you don't go that often. For example, right now Twin Oaks (7S3) has gas at \$4.65, which is 30 cents a gallon less than here in Salem. Buying cheaper gas helps to keep our hourly flying costs down for all our members.

If you find a really good price on gas locally then it's likely that other pilots will be eyeing it too, so calling the FBO to check availability is always a good idea.

Having said that, safety is always our top priority and if you need gas for your flight then just buy it!

Member news and achievements

Congratulations to Ryan Skogstad on passing his instrument checkride! (CFII Todd Lindley)

And a warm welcome to our newest members! They are John Arabadji, Martin Burn, and Jeremy Greenwood.

New member bio: Gordon Peters

Gordon Peters

- Began taking flying lessons about the same time I started driver training. Was ready to take the check ride for my private license when my flight instructor learned that I was still only 16. Had to wait 4 months to turn 17 before I could get my wings.

- While I was attending college, my summertime job was at a fixed base operator. The FBO was also a Piper dealer/distributor and had an active charter business. That allowed me the opportunity to get some time in most of the in-production Piper line at the time: the entire Cherokee fleet, Comanche and Twin Comanche, Aztec, Seneca, and Navajo. After I acquired my commercial certificate, one of the privileges of the piece of paper was getting paid for sleeping on the job (we would do nighttime charter freight runs as auto companies were changing over model lines in August and needed just a few parts to complete a production run; longest such

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flight had us leave Toledo, fly to Atlanta to pick up the freight, wing our way north to Minneapolis to deliver the load, and then head back to Toledo).

- While most of my time has been in Pipers, I've also logged a number of hours in Cessna 172s and a Cardinal as well as a Beech Bonanza. (I think you can guess which airplane in the club will get the majority of my attention.)
- I've always enjoyed the challenge of flying in the clouds. While attending school in Wisconsin, during finals week in January I would go out to the airport and shoot instrument approaches to get my mind off the book work. People at the FBO thought I was slightly nuts but rented me the airplane anyway.
- Had sole ownership of a Cherokee 235 for 10 years and put about 1200 hrs. on it (it was a useful tool for serving a congregation that was scattered over the eastern half of Idaho). Have been a partner in a Bonanza, a Cardinal, and a Cherokee 180. I'm waiting to see whether I can get back to an ownership position once again. I've been intrigued for quite a while with the thought of taking a Cherokee 140 or 180 and seeing how much additional performance I could get out of it by doing various aerodynamic improvements. I might be able to do that when I get to the point that I can retire from the working world.
- Total hours at this point are a little over 2800. I haven't been flying long enough to have used LF ranges, but I did log quite a number of ADF approaches in the earlier years of my flying history.

including the USAF Thunderbirds. See www.oregonairshow.com for more information.

Have you had a memorable trip, flying experience, or words of wisdom that others in the club would benefit from, or that you would like to share? Please send your stories, tips, quotes, and pictures to **Simon Hayes** for inclusion in future newsletters.

Strawberry Shortcake summer BBQ

Every year the club holds a summer Strawberry Shortcake BBQ when the strawberries are ripe. We plan to go ahead with it as usual in June and we'll let you know the date as soon as it's settled.

Other local events

Here are some future events that you might want to plan ahead for:

- June 12 and September 11: EAA 292 in Independence is hosting Young Eagles events. More information at www.eaa292.org/young-eagle-rallies and note that to volunteer as a pilot you must be an EAA member with a current Youth Protection Policy and Program review.
- July 30 – August 1: the Oregon International Air Show is scheduled to take place at McMinnville,