



Valley Flyers

“Just Plane Fun!”

885 Lancaster Dr SE
Salem, OR 97317

April 2022



Fuel prices



Gas prices are continuing to rise across the country, and fuel is one of the most significant costs that drives our hourly rates. Please keep an eye on fuel costs at the airports you visit (or plan to visit) and help the club keep our costs down where you can. Prices vary widely right now, and some of the savings can be significant. For example:

	Cost Per Gallon	Skylane Estimated Savings	Skyhawk Estimated Savings
Salem	\$6.95	-	-
Independence	\$6.90	\$0.65/hr	\$0.45/hr
Twin Oaks	\$6.49	\$5.98/hr	\$4.14/hr
Lenhardt	\$5.29	\$21.58/hr	\$14.94/hr
Corvallis	\$5.40	\$20.15/hr	\$13.95/hr
Albany/Mulino	\$6.49	\$5.98/hr	\$4.14/hr

As always, safety is our top priority. If you need to buy fuel to continue your flight safely then don't hesitate to do that, even if the price is a little higher. But if you have the option to buy somewhere cheaper, that helps the club keep our hourly rates low.

Fuel receipts in Flight Circle



Flight Circle continues to be a great help to the club, by reducing the amount of physical paperwork that members and board members need to handle.

To continue streamlining our club operations, we'd like to start gathering fuel receipts in Flight Circle. That means, when you check in an aircraft you

should take a photo of the fuel receipt with your phone and upload it directly into Flight Circle.

For now, uploading receipts in Flight Circle is optional. You can continue to email receipts to receipts@valleyflyers.org or mail in paper ones. However, we strongly encourage everyone to start uploading them directly into Flight Circle if you can. Once you've uploaded a receipt there's nothing more for you to do; you don't have to collect receipts and remember later to mail them. It also saves a lot of time and effort for our volunteer board members.

Detailed instructions on how to upload a receipt are enclosed with this newsletter. Here's some additional information on the general process:

- The instructions assume that you're using Flight Circle on a phone or tablet that has a built-in camera
- You upload receipts during the usual check-in process for the flight
- You still need to enter the number of gallons and fuel cost during check-in; Flight Circle can't 'read' that information automatically from a photo
- If you've uploaded a receipt in Flight Circle, you *don't* need to mail or email it to the club

If you have any difficulties following the photo upload instructions, please contact Simon Hayes, Chris Eriksson, or any other board member.

March flyout – PDX

Todd Lindley

On Saturday March 5th, we made the short flight to KPDX. The ceilings enroute were fluctuating between MVFR and VFR but for this flight a cruising altitude of 2500' was all that was needed.

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Right base 10L. Not to be confused with left base 10R.

After a short briefing on how to negotiate the class C airspace arrival and departure for KPDX, we spaced our departures by five minutes to give the KPDX tower controllers a break from four simultaneous arrivals of single engine piston airplanes (though the controllers probably didn't care).

After checking on with Seattle Center we were soon handed off to Portland approach and the approach controllers realized we were all headed to KPDX, so they worked it out with the Aurora controllers for us to all fly through the KUAO class D airspace enroute to PDX.

At about five miles from KPDX we were handed off to Portland tower and asked to enter a right downwind and a short approach to runway 10L to stay ahead of arriving jet traffic on a five-mile final. The short approach was executed flawlessly, and we made the first turn off to clear the runway for the arriving jet. We were then given taxi instructions to Atlantic Air, which as part of that taxi route required an Airbus to hold in position for us until we exited at the Whiskey taxiway that led to Atlantic Aviation.



91.113 doesn't cover this situation

After securing the aircraft at the FBO, we borrowed two crew cars and drove to Famous Dave's BBQ at nearby Cascade Station for some lunch.



BBQ – it's what's for lunch

April flyout – Prospect (64S)

Todd Lindley



On Saturday April 9th, we'll plan on going to Prospect State Airport (64S). The Prospect airport is 132 nm from Salem so about an hour or so enroute. We'll grab breakfast/lunch at one of the nearby diners and afterwards feel to deviate to the east on the flight back for some photo opportunities of Crater Lake.

General reminders

To help other club members and keep the club running smoothly, please remember to:

- Cancel your flight reservation if you can't make it. This frees up the aircraft for other members to use, or for maintenance work. Please cancel as soon as you know you won't be able to make a flight, to give others as much notice as possible. And it would be great to send out a message to other members, especially if you

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have to cancel at the last minute (Flight Circle lets you do that when you cancel).

- Avoid turning and pointing your prop wash into the hangars. This blows grass and dirt into the hangars and can throw light objects around too. Instead, please just stop on the taxiway centerline and turn the aircraft as you push it back with the towbar or tug.

Oregon International Air Show



The Oregon International Air Show has two air shows coming up, in Hillsboro and McMinnville.

The Hillsboro event is on May 20-22 and features an all-female line-up of military and civilian pilots.

The McMinnville show on August 19-21 includes the USAF Thunderbirds and F-35A Lightning II demo teams.

See www.oregonairshow.com for more details.

Aircraft updates

We're continuing with various upgrades and improvements to the aircraft. Here are some recent updates.

N12382's interior is now almost fully upgraded, including a new clock. We still need a few plastic parts, and then we'll finish up by painting the panel black.



N12382 – mmm, new airplane smell! Kind of...

N70574 has a new windscreen and rear windows. We've also ordered carpet and side panels. And after some teething problems with the new avionics, the fuel flow and % power indicators now work correctly.



N70574 – I can see clearly now

Benefits of monitoring ATC frequencies

Mikel Wynn

Because of my job working early morning hours and sleeping during the day, I often find myself flying at night after the sun's gone down on weekends. As a result, I've been able to maintain currency and proficiency when it comes to nighttime flying. And on the evening of January 1, 2022 (New Years Day), I found myself on such a flight. In the wake of a stressful and busy holiday season mainly due to work and having family visiting, I made my first flight of 2022 a nighttime cross-country down to Creswell (77S) and back in the N1636H.

It was a rather quiet night as I didn't observe a lot of traffic along my intended flight path despite the fact it was clear night for flying; I was thinking a lot of people were still on holiday at this point. Even so, I still maintained situational awareness and visually scanned for traffic. And out of habit, I tuned into the Cascade Approach frequency and monitored it as I approached the Eugene/Springfield area, just in case. After an uneventful leg down to Creswell with a full-stop landing and departing soon after, I made my climb northward passing over the Eugene/Springfield area, again monitoring Cascade Approach frequency.

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It was on the way back I was surprised to hear ATC calling up my tail number, inquiring if I was on frequency. Bear in mind that I did not pick up VFR Flight Following at this point and was still squawking "1200" on the transponder. I responded to ATC's call and they informed me that they picked me up via ADS-B and inquired of my intentions with regards to how high I was climbing. Immediately, I recognized what was going on; Cascade Approach was working a commercial flight inbound from Salt Lake City and was vectoring them for a visual approach onto Runway 16R at Eugene (KEUG) and they were descending and converging into my intended flight path as I climbed.



Embraer E-175

I was just about to pass through 3500 feet MSL on my climb (having intended to climb to 4500 feet for the cruise altitude), so I offered to halt my climb and maintain that altitude and stay east of the I-5 freeway in order to give the commercial flight some room on their descent. The approach controller said that would work great, and he appreciated me working with him. He also expressed his appreciation to me for monitoring his frequency as I was passing through the area. I looked over my left shoulder and the bright LED lights of the SkyWest-operated Embraer E-175 inbound from Salt Lake City was already in view. I reported to ATC I had them in sight and they were no factor. Maintaining visual separation, the E-175 passed off my left wing about 1000 feet above and continued on to land at Eugene for the night. After that, ATC cancelled my self-imposed altitude restriction and wished me a good night and a Happy New Year.

This experience definitely reinforced my beliefs and habits with regards to maintaining good situational awareness and emphasized that we should be at least monitoring appropriate frequencies when passing through the vicinity of busy controlled airspace. I also learned that if needed, ATC can and will try to call you on the radio if there's a potential conflict. In this case, I'm glad ATC called me up and I was glad that I was monitoring their frequency. With a handful of new routes (along with a few more slated to begin later this year) being operated by the legacy carriers (through their regional partners), the entrance of low-cost carrier Southwest Airlines and new start-ups such as Avelo Airlines and "Aha!" Airlines in 2021, flight schools at Eugene and other nearby airports, skydiving operations at Creswell, and even military flights frequently practicing Instrument approaches and landings (due to the airport located away from the populated areas), Eugene Airport and the airspace around it has become a little busier in recent years.

When airspace becomes congested and the potential for traffic conflict increases, we should utilize whatever resources we have at our disposal to maintain good situational awareness. Of course, our number one priority is to keep our eyes outside the cockpit and constantly scan for traffic when flying VFR. We can supplement our visual scanning with tools such as ADS-B and pick up VFR Flight Following from ATC, workload permitting; bear in mind that ATC's primary responsibility is to ensure and maintain separation of IFR traffic. If Flight Following is unavailable, it doesn't hurt to continue monitoring the proper ATC frequency for the airspace you're transitioning through.

Ultimately, it's up to us individually in deciding what tools and resources we use to maintain good situational awareness regardless of what kind of flying we do.

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.

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