



# Valley Flyers

*"Just Plane Fun!"*

885 Lancaster Dr SE  
Salem, OR 97317

November 2022



## Fuel surcharges update



Fuel costs continued to be high in October and although some prices have fallen slightly, Salem is still high at \$7.30/gal. We're keeping the fuel surcharges the same as last month:

- Skyhawks/Cherokee: \$7.23/hr.
- Skylane: \$11.05/hr.

Safety is still our top priority, but please consider refueling at another local airport if possible. For example, Twin Oaks (7S3) is currently at \$6.49/gal., which is a saving of over \$10/hr. in the club 182.

## Club Christmas Party on December 10<sup>th</sup>!



Joan and Vern have graciously agreed to host the party, starting at 6:00 PM on Saturday, December 10th.

In order to have enough food for everyone, each member is asked to bring either a main dish or salad, and a small dessert to share. The club will provide meat and some fixings. We'll also do a gift exchange, so bring a fun gift in the \$10-20 range (aviation gifts are always fun). Bring your family or friends for a fun evening together.

This is a great time to see old friends and to meet some of our newer members. Please RSVP to Isaac by December 3rd so that we can get the plans finalized and seating appropriately spaced. Also, please let Isaac know if you can volunteer to help clean up after the party. Feel free to text or email Isaac or Joan if you have questions.

## Engine cold starts and heaters

The weather is getting colder and that can sometimes be a challenge when it comes to starting engines. We want to avoid draining the battery or even burning out the starter!

Since a warm engine starts more easily, remember that we have engine block heaters in all the club 172s (and we're about to add on to the Cherokee). Please plug the aircraft in after flying if the overnight temperature is expected to be below 40F. There's an extension cord in each hangar, and you can access the heater plug through the oil filler door on the cowling.



When starting a colder engine pulling the prop through is often helpful to loosen the oil and make it easier to turn over the engine.

First, make sure the mags are off and the mixture is at idle cutoff. Second, check the keys are out of the ignition and safely in your pocket. Third, go back and check the mags, mixture, and keys again, just in case! Finally, if you're completely sure the prop isn't hot then pull it through 4-6 times in the normal direction of travel, i.e. clockwise as seen from the cockpit, or counterclockwise from in front of the aircraft.

After that, you can prime and start the engine as

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usual. If it doesn't start, do not keep cranking until the battery is dead. Stop, and let the starter rest between attempts. You can also check the POH for the aircraft to see if there are any cold starting procedures for that specific model.

If you need help with cold starting, an instructor or board member can help you.

## Aircraft update: 515ED and 12382

You might remember that we ordered new engines for both 515ED and 12382. The engines are paid for and are expected to ship to us this month. Once the new engines are installed, we'll be looking for people to help with break-in flights. Once the break-in period is complete, both aircraft will be fully available for use as normal.

## Club flyouts



On October 15<sup>th</sup>, two of our members had perhaps our smallest club flyout to date, to Prospect State (64S). See the next article for all the details.

This month, we've planned a flyout on November 12<sup>th</sup> and although the destination is still to be finalized, it looks like all the club aircraft have been booked to take part!

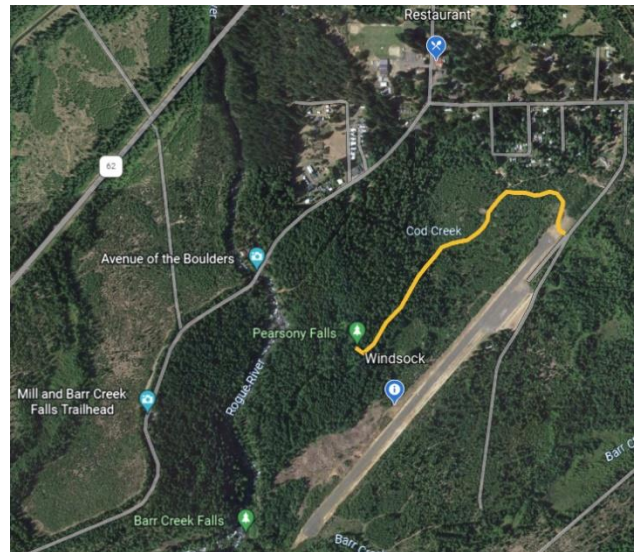
## PIREP: Prospect State flyout

*Jon Eggert*

On October 15th, Todd Lindley and I tested for the lower limit of participation that still qualifies as a club flyout. We took off from Salem and headed direct to Prospect State (64S) airport at 7,500' in N12382 for a smooth flight in the wildfire haze. The rising terrain between Eugene and Prospect made for some cool looking ethereal views of the ridges, but I would prefer low mist rather than smoke to get that result.



I started descending just past the ridge at the south end of Rogue-Umpqua Divide Wilderness. For reference, the ridge is shown on the VFR sectional with a point 6,131' high, and that peak is labeled as Elephant Head on some maps. A 500 ft/min descent put us at a good altitude to fly over the airport by the time we reached it. I was looking for the windsock and never managed to spot it, partly because it is not marked well, and partly because it turned out to be in a totally limp profile. We knew the forecast was for winds 0-6 knots roughly from the east, and we couldn't see any signs of wind, so I made left traffic for Runway 2 and landed without any problems other than being a bit too flat on a runway that slopes up.



Google Earth image © 2019

The airport is located at the south end of the town of Prospect, above the Rogue River. Check out Stuart Jantze's [PIREP in the August newsletter](#) for good information about the airport, including camping. Todd and I did like Stuart and walked the roads into town

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where we ate at the Prospect Café and Trophy Room. We got there during lunch time, but they continue to serve breakfast all day and I can attest to the fact that they won't bat an eye if you order a milkshake with breakfast around noon.

After lunch, we walked down Mill Creek Drive to the Pearsony Falls park where it's a short and easy hike down to the waterfall. We asked a group of locals about getting back to the airport from there and they confirmed it's possible. There's a large log across the creek below the falls, which we used to cross over, and there's a short and steep section of trail up that took us to a T intersection with a larger trail. We first headed southwest and reached a dead end. Turning around and going the other way, we eventually reached the approach end of Runway 20. Going this direction, the trail is uphill much of the way, and there's a fork that requires turning right to stay out of a residential area. The path might be hard to locate from the airport end, but is well worn and obvious once you're on it. It connects about midway along the edge of the approach clearing. I think it could also be found by walking from Airport Road, straight across next to the tree line at the end of the clearing, but that might require walking through some (hopefully sparse) brush for about 75 feet to meet up with the curving trail.



In addition to Pearsony Falls, the area next to Prospect State airport includes Mill Creek Falls (173 ft tall), Barr Creek Falls (242 ft tall), and Avenue of the Boulders (lobbed over by Mt. Mazama). All of them can be reached from trailheads along Mill Creek Drive, accessed from town like we did, or starting from the trail at the airport. I think someone with a few hours in Prospect could walk to all those sights.



I needed to be back in Salem, so we made our way to the ramp and prepped for departure. Todd and I swapped spots for the return leg. The wind was still dead calm, so we took off downhill on Runway 20 and headed back on a direct route to Salem. In the warming afternoon air, our climb performance took a hit, but we made it over the previously mentioned ridgeline without having to make climbing turns. We passed through an area of downdraft strong enough to cancel out our climb, but it was short lived and we proceeded to 8,500'.

This time, as we passed the TFR area for the Cedar Creek Fire, we could see some very active smoke plumes and the smoke smell was stronger. The ADSB traffic information showed five aircraft working around those plumes. I know people living in that area are grateful for those firefighting efforts, and now three weeks later, they're certainly also grateful for the recent rain.

The tower at Salem had us come straight in for Runway 34. Traffic was a factor as we neared a two mile final, so Todd had to make a right 360 for spacing before putting us down gently to end another successful club flyout.

## New member: Matthew Martin

*Matthew Martin*

I've always enjoyed aviation, my family travels fairly frequently and as a kid I was always fascinated by airplanes and flying. As a kid my dad took me to the Miramar Air Show a few times, it was always an awesome experience, but I never considered becoming a pilot or learning to fly myself. Up until recently I barely even realized that you could go and become a pilot without aspirations of flying commercially. I was pretty

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set on engineering as a career path, so the thought never crossed my mind.

In January 2021 I saw a video on YouTube of some pilots ferrying a DC-3 for the 75th anniversary of D-Day. One of them was not much older than I was and was also an engineer. Watching his videos is what introduced me to the world of general aviation. I had no idea how many possibilities there were, and the amazing experiences you could have in a small plane. Seeing someone like myself made the idea suddenly seem attainable.

I was hooked, and about a week later I had a demo flight booked. After that I started reading through the FAA publications, with plans to start my training in the summer after school had finished. With the semester done, I started training in May of 2021 at Twin Oaks (7S3). I was interning nearby and would drive to the airport after work and fly in the evenings. That September I passed my check ride and had got to take my friends flying for the first time. School had started back up, so I didn't fly much that winter. I graduated in April and in May I moved down to Salem and joined Valley Flyers shortly thereafter.



It's been super exciting to join a community of fellow pilots and have access to such a great fleet of aircraft. I'm super happy to be here and look forward to many more adventures in the future!

## PIREP: Floats in Florida

*Simon Hayes*

Back in 2019 I had a few days free in Florida and spent them getting a seaplane rating. I did it at [Jack Brown's](#) in Winter Haven, in a J-3 Cub on straight floats. This

year, I was back in the same area and decided to take a day to do a refresher.



Jack Brown's does a one-day course with 1 hour of ground school and 3 hours flying. I'd refreshed my memory by reading over their course materials the night before, but the ground time was still very helpful. ("Who has right of way over a seaplane on the water? Everyone! Even that guy asleep on his inner tube.")

The pilot sits in the rear of a J-3 for weight and balance reasons, so I spent a lot of time looking at the back of my instructor's head. I could just about see the altimeter (set to zero before takeoff) and the tach. In fact, most of the pilots I met seemed to prefer listening to the engine noise over looking at the tach.



The weather was unusually cool and windy for Florida, that meant a lot of rough water takeoffs and landings (very similar to soft-field ones), and we couldn't easily do some exercises like plow turns or confined area takeoffs. Even so, three hours of 'splash and goes' went by quickly; it was great fun and really

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encourages you to just fly the aircraft and not overthink things. I highly recommend it if you have the opportunity!



Board Member and shadow or help them. Our goal is to make sure that we have members who want to serve on the Board and are ready for a smooth transition when the time comes.

Officer elections are held each January at the Annual Club Business Meeting. In 2023, you will be electing the Vice-President and Secretary positions.

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.

## Membership Meeting on November 8<sup>th</sup>

The club’s next quarterly meeting will be on Tuesday, November 8th at the hangars. Please contact a Board member if there is a particular topic that you would like to have discussed. All members are welcome to attend.

## Board of Directors

*Isaac Mosgrove*



We have a fantastic Board of Directors who enjoy serving Valley Flyers and who have lots of fun while working to ensure the club remains viable, vibrant, and healthy. Most of our Board members have served for many years. While we really enjoy what we do and it is very rewarding, for Valley Flyers to remain healthy and successful it is important that we have other members ready to take a turn serving our wonderful club.

We are looking for members who may be interested in serving on the Board in the future. We realize that you may be hesitant to sign-up to serve if you don’t understand the commitment and how the Board functions. If there is a particular position in which you may be interested, we’d like to invite you to reach out to the Board to ask questions or to join alongside a

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