



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

April 2023



## Fuel surcharges update



The price of gas at Salem has remained fixed at \$7/gallon so for now our club fuel surcharges will remain the same as well:

- Skyhawks/Cherokee: \$3.40/hr.
- Skylane: \$5.20/hr.

## March flyout: Pearson Air Museum

Todd Lindley

The weather worked out for us on a Saturday in March, so we were able to fly to Pearson Airfield (KVUO) and visit the Pearson Air Museum at the National Historic site of Fort Vancouver. This could be a challenging endeavor for some as it involves a class C airspace transition and complying with the [14 CFR 93 Subpart N](#) Special Flight Rules Area. Everyone did their research beforehand and after a short pre-flight briefing N1636H and N515ED launched for KVUO. The pilots in the Cherokee elected to make the arrival from the west over Vancouver Lake and 5ED opted for the PDX tower transition into Pearson.



*It's not just special, it's part 93 special!*

After landing we taxied to the west end of the airport to park at the FBO but, it turned out there was a taxiway with museum signage that led us to a grass area that allowed us to park adjacent to the museum. The museum artifacts are in a large hangar with a handful of vintage aircraft and informational exhibits.

On a side note, there seems to be a misunderstanding between the museum folks and the airport authority as the museum taxiway is on federal land and the adjacent taxiway is non-federal property. When we were departing, the museum folks told us that we should have called ahead to get permission to park where we did, though there is no NOTAM or PPR mentioned in the flight supplement or instructions on using the museum taxiway on the KVUO or museum website.

After touring the museum, we found the bike/pedestrian path that encircles the airport and walked to the nearby retail area for lunch. The return to KSL was uneventful and after takeoff, we each got on frequency with Portland Approach for the class C transition back to Salem.



## April flyout: TBD

Todd and Simon are both out of town for a good part of April and we don't have any fixed plan at this point. Members are always welcome to coordinate and organize themselves, of course! If a sunny weekend comes up and conditions are good, the coast and Sisters Eagle Air (6K5) are both locations we've visited in the past.

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## Member achievements

Congratulations to Greg West on his first solo! CFII Chris Eriksson.



## Flight Following: A Follow-Up

*Frank de la Puente*

In Valley Flyers’ [newsletter of September 2020](#), I published a note on flight following detailing therein its purpose and virtues. I did not write about the technique for obtaining flight following.

During our quarterly meeting of 2/21/2023, Chris Eriksson’s presentation included counsel on the proper way to communicate to ATC a desire to obtain flight following. Chris’ counsel was basically that less is more on the initial contact, e.g., “N1636H requesting flight following.” That counsel resonated with me. So, why am I writing? Because, there is controversy as to proper technique which this note will hopefully aid the reader in resolving or in further researching.

During the years when I have enjoyed flight instruction, CFIs (not all), and commentators, have counseled me on the proper technique for initiating communication to obtain flight following. The variance in techniques is the controversy. I have actually been instructed to say as much as possible in that initial contact, e.g., tail number, position, altitude leaving, type aircraft, and intentions. I suspect that other pilots have likewise been perplexed about the variance in instruction for proper initial contact for flight following.

One author published an article in IFR Magazine counseling this example of an initial contact as proper: “Approach, N12345, off Smalltown, request flight following to XYZ at (directionally appropriate altitude). We’re a Cessna 172 slant Golf.” [\[IFR Magazine, Oct](#)

[2018 ed.](#), subscribers only]). The author’s remarks inferred that he was an ATC controller. [Ibid.]. So, is there a proper method?

The Aeronautical Information Manual, (“AIM”), 2023 edition, addresses under [Chapter 4, Section 1](#), “flight following”—technically known as “Radar Traffic Information Service.” [See [AIM § 4-1-15](#)]. There, you will find the purpose of the service, its limitations, availability and nature of the information which ATC will provide to a pilot while under flight following.

As for initiating flight following, [AIM Section 4-1-17\(e\)](#) provides that “radar navigation assistance (vectors) and other radar derived information may be provided in response to pilot requests.” That AIM section does not state the mechanics of requesting flight following. (I think it should, or at least reference the relevant section therefor). So, I’m thinking perhaps initiating flight following is left exclusively to each pilot’s prudence and sensibility. Not really.

[AIM Chapter 4, Section 2](#), titled “Radio Communications Phraseology and Techniques” counsels the following format when initiating contact with ATC: (a) name of the facility being called; (b) full aircraft identification; never abbreviate on an initial contact; (c) when operating on an airport surface, state your position. (d) the type of message to follow or your request if it is short. [\[AIM Sec. 4-2-3\(a\)\]](#).

As an example, when calling for flight following, initiate with “Miami Center, Baron Five Six Three Hotel, request V-F-R traffic advisories.” [Ibid. at Example 3].

According to a controller from ATC Seattle with whom I spoke, call sign, request and type is sufficient.

A couple of months ago, three minutes after I took off from Salem, I called ATC three times for flight following. I got nothing. Based on what I was hearing on the frequency given to me by Salem Tower, I concluded that ATC Seattle was too busy to provide flight following. I was frustrated, because I felt that ATC should have extended to me the courtesy of acknowledging my contact, even if just to deny flight following so I would know that it has heard me and my radio is transmitting. My research for this note led me to the FAA policy on this point: ATC has no duty to answer a request for flight following. [See [AIM 4-1-15\(b\)\(1\)](#)], which provides that “Controllers possess complete discretion for determining whether they are able to provide or continue to provide this service [flight following] in a specific case. The controller’s reason against providing or continuing to provide the service in a particular case is not subject to question nor need it be communicated to the pilot.”]. I understand

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that policy to mean that ATC is not required to acknowledge a request for flight following.

Even with the advent of ADS-B, I am still uncomfortable flying without flight following. My hair stands on end whenever ATC refuses to provide flight following where there are ten airplanes within three miles and 500 feet above or below my altitude, heading toward me. One solution is to get an IFR clearance. You might consider, as a reason for obtaining the IFR rating, improving your safety when flying: with an IFR clearance, you are guaranteed to get radar advisories. [Ibid.].

The AIM is not a regulatory publication. [AIM 2023 ed., at [Flight Information Policy](#)]. I am not a CFI; none of the above should be taken as flight instruction.

### New member intro: Jackson Gilmore

*Jackson Gilmore*



My name is Jackson Gilmore. I am originally from Flagstaff, Arizona, and I moved to Oregon for school. Last June, I graduated from Oregon State University with a Bachelor's in Business.

The last 7 years, I have been working in Alaska as a Fishing Guide for a remote fishing lodge during the summers. The only way in and out is by float plane or boat. It didn't take long for me to start dreaming about flying Cessna 206s and De Haviland Beavers and Otters. I knew as soon as I got my degree, I wanted to pursue becoming a career pilot. I am wrapping up my Instrument Rating and building time for my Commercial. I hope to be an Instructor in the Willamette Valley in the next year.

### New member intro: Jimmy Myers

*Jimmy Myers*



My name is Jimmy Myers, we do custom baling all over the Willamette Valley, as well as California. I live just outside of West Salem with my wife and daughter and I have 3 adult children living in Oregon and California. I got interested in flying because I feel like it will be a great way to visit our distant

family and retrieve parts in a hurry come harvest time. I would like to say I appreciate what Valley Flyers have going on and I appreciate the opportunity they have given me! I look forward to meeting the other members.

### New member intro: John Strother

*John Strother*



I am a medical oncologist and moved to Salem in 2008 to join Oregon Oncology Specialists at Salem Hospital. My wife Stephanie and I have three

teenage boys and three dogs (a chocolate lab and two St. Bernards). I received my PPL in 2022 after training with Mike Short at Independence Airport. My aviation goals for this year are to meet other pilots who share my love of flying, to become comfortable flying all 5 planes in the club, and to work towards earning my instrument rating. When not up in the air, I enjoy running, bicycling, and watching our boys play their team sports.

### Young Eagles at Independence

*Simon Hayes*

EAA Chapter 292 in Independence is organizing [its next Young Eagles day on June 10<sup>th</sup>](#) and they're looking for pilots. If you're an EAA member and meet [the requirements to be a YE pilot](#), it's a great way to do some fun flying for kids that also helps GA overall.

If you might be interested and have questions, let me know. I've done several YE flights at Independence and can tell you what the 'pilot side' is like (there's a lot of work required on the 'ground side' too). The EAA292 Young Eagles Coordinator is [Cindy Woodworth](#).

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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