



# Valley Flyers

*"Just Plane Fun!"*

885 Lancaster Dr SE  
Salem, OR 97317

June 2014



## Dan Hennigan Solos!

Congratulations to Dan Hennigan on his solo flight on the evening of May 27<sup>th</sup>. Despite the rain and crosswind, Al was confident that in Dan's abilities. As Dan noted, the approach in an airplane is sure a lot more shallow than he is used to in the Guard helicopters. Awesome job Dan!

## Welcome...

Welcome to our newest full member, Nicholas Coffey, who is a long time pilot. Nicholas has been away from flying for a while, but decided he wanted to get back into it.

Welcome to our newest student member, Alison Irish. Alison graduated in May 2013 from Embry Riddle in Prescott, AZ with a degree in Aerospace Engineering, and now works at Garmin as an Aviation Systems Engineer. Having grown up in Northern Idaho, she loves camping, hiking, and the outdoors. In addition to learning how to fly, she is also learning how to sail. Alison is training with Chris Eriksson as his first guinea pig (first student pilot).

## Summer Fueling

Thank you to all who are courteously refueling the planes after each flight so that they are ready for the next person. PLEASE remember that the fuel tanks **DO NOT** need to be topped off in the warmer weather. As the fuel warms up and expands, it just drips out the fuel vent line and is wasted. Recently, a bucket captured over a gallon of overflowing fuel from 515ED.

## Annual Club BBQ and Strawberry Gathering

Our **Annual Club BBQ and Strawberry Gathering** will be on June 14<sup>th</sup> at the Skyhawks' hangars starting at 12:00pm, with the grilling starting at 1:00pm. Bring your choice of meat for your family and a salad or main dish to share. We will have ice tea, lemonade and strawberry shortcake for all. Bring the family and enjoy the airport.

## Julio Passes Checkride!

After working hard through the winter months, Julio passed his check ride with Lisa Dahl on the beautiful, sunny afternoon of Thursday, May 22.

The week leading to the checkride was a little hectic. A few days before the checkride, Julio found that he was missing 0.5hr of solo cross-country, so he had to quickly fit one in. Then the day before the checkride, he took N12382 to Independence which resulted in the plane being grounded due to the airbox. After some scrambling, other members graciously changed their reservations to free up N515ED for Julio's checkride. As Julio noted, "It made me a little nervous as I flew 382 most of my training."

According to Julio, "In general the checkride itself was not too bad. I did have a couple of "oops" but not bad enough to make Lisa freak out. I also kept looking at the ammeter the whole flight hoping the battery was not going to fail on me like the last time I [flew 5ED]."

Well done Julio!



## Thank you Brett!

Did you notice how much better the printed newsletter looks? A huge "thank you" to Brett Trammell for generously printing the monthly newsletters in high-quality color laser!

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### Quotable Quote

*What is the cause of most aviation accidents? Usually it is because someone does too much too soon, followed very quickly by too little too late.*

*- Steve Wilson, NTSB investigator  
Oshkosh, WI, August, 1996*

## Chris earns his CFII!

### And offers some sound check ride advice

Congratulations to Chris Eriksson for earning his CFII! Even with all of his experience and just earning his CFI last month, Chris was reminded of a few items that will serve all of us well.

Prior to any checkride, one item that must be examined is the aircraft maintenance log. When Chris took his CFII checkride, he got the maintenance logs the night before, but ran out of time to go through them properly. Although he completed the oral portion of the exam, this ended up causing a discontinuance for his flight. Examiners must look at the log to ensure that the aircraft is airworthy, as well as to discuss maintenance items with the applicant.

In this case, the examiner, Lisa, wanted to take a look at the Airworthiness Directive (AD) logs to see if an AD had been accomplished during the last 100 hours. There is a misconception about a recurring AD on the seat rails of C172Ms that the inspection must be accomplished during 100 hour inspections or annual inspections, whichever was applicable. The time interval was actually changed to its current wording in 2011, which made the interval 100 hours time-in-service or annual inspections, whichever comes first. When Chris and Lisa examined the aircraft logs, the AD log was not in the book because a new log was being created. The new log being created for AD compliance should simplify the process for checking the status of the ADs because it will list out each AD and any applicable recurring dates and times for it. The checkride was discontinued because this log is required.

The flight was successfully completed on another day instead, after reviewing the new log.

Before any checkride, ensure the logs are inspected in detail by the applicant to be sure that when an examiner asks for information, you can find it quickly, easily, and not be surprised by it!

## N1636H Upgrades Are Coming

After experiencing COM issues with both radios in N1636H, the Cherokee was taken to Corvallis to have the radios tested. COM2 has finally given up the ghost, and COM1 does not work reliably on frequencies that end in XXX.2 or XXX.7.

So, we've scheduled 36H to travel to Ashland in late July/early August for some nice updates. We've planned to:

- Gain some useful load by removing all of the old INOP Loran and ADF equipment.
- Install two new Garmin GTR 225 COM radios, including replacing the old coax cables and installing all new COM wiring.
- Install a new Garmin GMA 350 audio panel with 3D Audio and all new stereo headset jacks in the front and rear seats.
- Install push-to-talk switches in both yokes.

The Piper is a fun plane to fly, and it is a great benefit to have a low wing airplane in our fleet. We hope that these upgrades will help more people to feel comfortable flying 36H so that it can take some of the flying load off of 5ED and 382. Until the upgrades are complete, you may want to carry a handheld COM radio with you when flying 36H.



## Plane Washing Parties

Every once in a while we need to take some time out to wash our planes ("whether they need it or not") and clean up the hangars. We will be planning a series of work parties and ask that EVERYONE pitch in on one of them. The board members will arrange periodic work parties for each plane and will send out notices so that you can pick the one that works best for you. Please sign up, bring friends or family, and join in with your fellow members to have a blast (and get the planes cleaned up too).

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## Where is new to you?

At the Annual Club Meeting, Joan threw out the challenge to see who could visit the most new-to-them airports this year. *Please let Joan or Isaac know new places that you've visited so that they can be included each month.*

- John Barringer visited Ukiah, CA (KUKI)
- Terrance Hawley visited Prospect State, OR (64S)

## California Wine Country

*Submitted by John Barringer.*

John & Paula Barringer flew the Skylane down to the California Wine country May 15th through the 18th.

We took our friend, Mikie Bolliger, with us down to Ukiah, California (KUKI). It was a little over 3 hours each way, and the weather down on Thursday was perfect for Mikie's first long distance GA flight. We spent 3 days with 2 other couples who drove down (about 12 hours each way!), and brought back a few cases of some awesome California wine. Coming home was a little dicier, though. It was IFR most of the way, and ATC initially cleared us direct at 12,000 msl. About an hour out of Ukiah we hit the clouds, and shortly after started picking up a little rime ice. We asked for 10,000 (still freezing), then 8,000 (still freezing), and finally down to 6,000 as we neared the Eugene area. We had clouds, rain and sleet most of the way, but the ride wasn't too bumpy in spite of the weather, and we got the plane washed for free!

It was my first trip down to that part of California, but it definitely won't be my last.

## In and Out of 64S

*Submitted by Terrance Hawley.*

A friend and I flew into Prospect State (64S) on the weekend of May 24<sup>th</sup>. It's a tree lined strip with waterfalls near the south end of the runway. We overflowed the runway to look for things bigger than a toaster. The G500 and airplane drift indicated winds from the southwest, but both windsocks indicated a steady north wind on the surface. Using the windsocks, I entered downwind for RWY 2 and kept the speed up on final expecting windshear. The airspeed slowly increased 10 knots by 400 AGL and the landing was easy. We did a drive by on a good looking Tri-Pacer and looked for a landing log to sign but didn't see one.

I hesitated before back-taxiing. Do I takeoff into the wind knowing it will shift, or takeoff with a 5-8

knot tailwind on a 4000 foot runway at a DA of 3000 feet? What would you do? I turned left. We departed the same way we went in, into the surface winds. The 172 gathering as much airspeed as the short strip and little engine would allow. We climbed as expected until we were over the trees when the climb rate decreased from 600 fpm to 300 fpm. It was a long minute while we caught up with the wind and regained a normal climb rate. In retrospect, I didn't consider all of the factors. Departing RWY 20 would have given us the chance to see the water falls again.

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

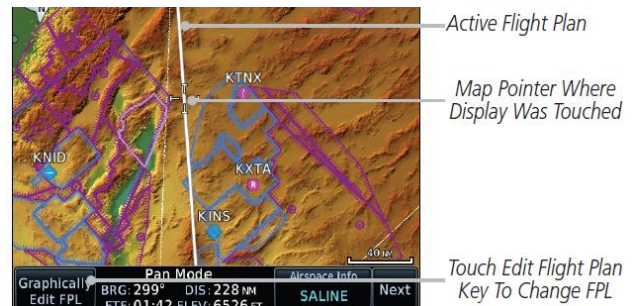
## GTN Tips

*Submitted by Chris Eriksson*

Ron Sterba had a great suggestion to help everyone familiarize themselves with the newer avionics in our planes. We will be including a tip of the month in the newsletter for using the avionics effectively. This month's focus is on the GTN.

So for this month's tip, try using the GTN graphical flight plan editing to avoid obstructions or airspace along a route. To use this feature:

- Have a flight plan or "Direct To" entered.
- While on the map page, touch the screen to enter the pan mode.
- A new button will appear in the bottom left called "Graphically Edit FPL". When you select this button, you can now touch and drag a section of the flight plan line to a new waypoint and it will alter your plan as you move the line.
- When you have dragged it to a waypoint it will change the image to include that point and now there will be a button on the bottom right asking you to confirm you are "Done". It is just that easy!



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## Other Upcoming Events

- **June 14: Our Annual Club BBQ and Strawberry Gathering** starting at 12:00 pm at the Skyhawks' hangars starting at 12:00pm, with the grilling starting at 1:00pm. Bring your choice of meat for your family and a salad or main dish to share. We will have ice tea, lemonade and strawberry shortcake for all. Bring the family and enjoy the airport.
- **June 14: Fly-in & Industry Day, Chehalem Airpark (17S).** Pilots, local aviation entities, and community members are invited to join Precision Helicopters for a fly-in and industry day at 9:00 AM. Come explore and share what aviation has to offer in the Pacific Northwest. There will be airplane and helicopter rides as well as plenty of BBQ food and drinks. Also, come check out the first Guimbal Cabri helicopter in the U.S.
- **June 14-15: Wings & Wheels Event, Bend Muni (KBDN).** Rides in a WWII B-25 "Grumpy" and Saturday evening "40's Swing Dance". Sunday 8am-4pm "Grumpy" rides, Classic auto displays, airplane displays, and motorcycle displays, pancake breakfast, and lunch. See <https://www.facebook.com/HighDesertFlyers> for more information.
- **June 22: Fly-In/Drive-In Pancake Breakfast, McMinnville (KMMV), 7:00am – 2:00pm.** Join us for the annual Fly-in/Drive-In Pancake Breakfast hosted by the McMinnville Lions Club. Also participate in the Flour Bag Bombing Contest, Touchdown Autorotation competition, \$20 Helicopters Rides, ADS-B presentation by Garmin and much more!
- **July 12: Poker Run, McMinnville (KMMV).** Jerry Trimble Helicopters is hosting a Poker Run open to aircraft, cars & motorcycles. Participants will draw a card at JTH then travel to 3 surrounding airports to draw their next card. The final card will be drawn when they return to JTH. Poker hands will be judged and the winning hand will be awarded a prize. After the poker run, the FAA will host a FAA Safety Briefing open to all pilots. Call 503-577-6371 for more information or to register.
- **July 17: Dinner with the Tower.** Come meet Rob, the new KSLE tower chief. Please reserve this date, and watch your e-mail for more details.
- **August 9: Joseph Airport Festival, Joseph, OR (KJSY).** Fly on over for a pancake breakfast and the Bronze, Blues and Brews Festival at the Joseph Airport. The breakfast is served from 7:00 am-11:00 am, with other festivities running until 9:00 pm. More information is available at <http://www.bronzebluesbrews.com/index.htm>.
- **August 22-23: The Airshow of the Cascades, Madras (S33).** Homeland Fireworks, Inc. - Hafeli and Hildebrandt Air Show Announcers - Hammerhead Aerobatics
- **August 16: AOPA Regional Fly-In, Spokane (KSFF).** AOPA Fly-Ins have something for everyone. Spend a Saturday with AOPA participating in aviation activities, exploring exhibits and seminars, enjoying a couple of meals, and building relationships. With free admission for members, these fly-ins feature activities designed to bring you and your association together around our common love of flying. Bring your family along and make a weekend of enjoying the rich surroundings of great GA airports and their local communities. Visit <http://www.aopa.org/Community-and-Events/AOPA-Fly-Ins/Spokane.aspx> for more details.
- **August 16: NWAAC & Highway 30 Cruisers Northwest Classic Fly-in & Cruise-in, Scappoose (KSPB), 8:00am-6:00pm.** An old-fashioned Fly-in/Drive-in for antique, classic, experimental, and contemporary aircraft and cars. Friday spaghetti feed for early arrival of planes and cars. Gates open 8 AM Saturday with a Pancake Breakfast served until 11 AM. Food and merchandise available throughout the day. Concours judging with awards presented at the Banquet from 4 PM to 6 PM.
- **September 5-7: Annual Hood River Fly-in, Hood River, OR (4S2) at WAAM (Western Antique Aeroplane & Automobile Museum).** Fly over to celebrate WAAM in style with lots of pilot-oriented fun, including a spaghetti feed, pancake feed, fire pit, trivia, camping under your wing, and more. Aircraft registration is only \$5. For more information, visit <http://www.waaamuseum.org/events/fly-in/277-fly-in-pilot-s-page>.
- **Every Friday Morning: Lenhardts for Donuts, Lenhardt (7S9).** Show up to visit and have fun with other local pilots. All are welcome.

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