



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

September 2014



## N1636H Upgrades Complete!

N1636H is back and the upgrades are great! 36H lost over 20 pounds (that's 20+ lbs of added useful load!), and the panel has been beautified. Besides the new GTR 225 COM radios, GMA 350 audio panel, new stereo headset jacks, yoke-mounted PTT switches, and the new plastic overhead pieces, we also repaired to #2 NAV radio, installed new black panel plastic (and painted the co-pilot side to match), and did some other minor repairs and maintenance.

There are cables in the co-pilot pouch that are used for connecting your auxiliary audio device into the audio panel to easily enjoy your audio entertainment. These cables are labeled for 36H, so PLEASE be sure that they stay in the aircraft (we don't have any spares).

It is important to please note the following updates to N1636H's Weight and Balance information as of 8/18/2014:

Description	Old	New
Aircraft Empty Weight (lb)	1437	1417.8
Aircraft Empty C.G.	85.20	85.4189
Moment	122432.40	121106.89
Useful Load (lbs)	713	732.2

This is one very pleasant and fun airplane to fly. Now is a great time to get current in it, or to get checked out if you have not already done so.



## Quotable Quote

Problem Logged by the Pilot:

*The T/C ball seemed stuck in the middle during my last turn.*

Solution Logged by the Mechanic:

*Congratulations! You've just made your first coordinated turn.*

## Welcome!

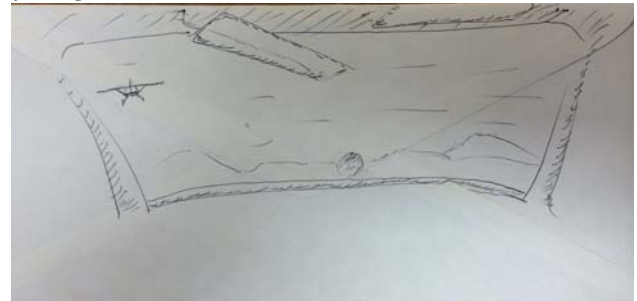
Welcome to our newest student member, Stephen Wang. Stephen recently hired on at Garmin as a Senior Aviation Systems Engineer. Stephen previously worked with flight control systems design/flight test on aircraft including Gulfstream, Lear Jet, Honda Jet, Airbus, and others. Stephen started his flight training in 2008, but got interrupted. He is now actively working toward his private pilot license and is flying with Chris Eriksson.

Welcome back to Matt Baker, who has re-joined as a full member. Matt, a senior design engineer at Garmin, wanted to get back into flying after growing tired of sitting right seat and listening to everyone else's flying adventures around work. Welcome back Matt!

## Where is this?

Congratulations to Ron Sterba for correctly identifying Terrance Hawley's drawing last month of the Sunriver airport (S21).

Can you figure out where this sketch is? Send your guesses to Joan.



Al Gray CFI  
503.932.9374

Dennis Wyza CFII  
503.428.7111

John Barringer CFII  
503.949.5760

Chris Eriksson CFII  
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### Words of Wisdom

Mix ignorance with arrogance at low altitudes and the results are almost guaranteed to be spectacular.

— Bruce Landsberg, Executive Director of the AOPA Air Safety Foundation

### Thank You!

THANK YOU to the awesome crew who spent the Saturday of Labor Day weekend working on the hangars. N12382's hangar doors were removed and new rollers installed (using lots of muscle and a forklift), the gutters were cleaned, the storage was attic purged of old 1950's items, and the hedges were trimmed. Special thanks to Vern for getting the Hyster and spending many sleepless nights figuring out how we were going to pull this off (we had the hyster from Friday night to Tuesday morning, and only had to pay for 1 day!).

Work Crew: Brad Stoller, Gavin Johnson, Isaac Mosgrove, Joan and Vern Johnson, Ron Sterba, Sam Ewen, and Tom Davies.



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.

### 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.*

- Marcus Hughes made a stop at Rogue Valley International-Medford Airport (MFR) on his way to the Bay Area for Memorial Day Weekend. Unfortunately, the smoke from the fires in Northern California reduced visibility beyond Marcus' personal limits, so he made a wise and safe choice to return to Salem.
- Isaac Mosgrove had a first landing at S45 (Siletz Bay State Airport, Lincoln City, OR) and made several flights out of S45 for scenic tours up and down the coast during a family reunion. Definitely carry extra speed when coming in from the south, and expect a bumpy ride until about 1/3 down the runway.

### John Goes to AOPA Regional Fly-In



John Barringer and his wife Paula took the Skylane to Spokane for the AOPA conference at Felt's Field August 15<sup>th</sup>. The flight was IFR at 13000 msl (for 1/2 an hour, I promise!) and still skimming in & out of the cloud tops.

Saturday was great. There were lots of airplanes (here's one of my faves), good seminars and a great time in Spokane.



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## Other Upcoming Events

- Every Friday Morning: **Lenhardt's for Donuts, Lenhardt (7S9)**. Show up to visit and have fun with other local pilots. All are welcome.
- 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>.
- September 19-22: **Oregon International Air Show, Hillsboro (KHIO)**. This event is packed with activities including fireworks, static aircraft displays, KidZone, a 5K run on the runway, and of course air show performances. This year's attractions include the Canadian Force's Snowbirds, US Army Parachute Team Golden Knights, Team Rocket, Vicky Benzing Aerosports, Hammerhead Aerobatics, Smoke-n-Thunder Jet Shows, and CAF/SoCal. Visit <http://oregonairshow.com/> for schedule information, ticket prices, and to purchase tickets.
- September 25: **4<sup>th</sup> Annual Garmin Open House-Seminars & BBQ, Salem (KSLE)**. Garmin will be hosting its annual Open House-Seminars & BBQ event from 4-7pm at the Garmin AT facility located at 2345 Turner Rd, SE, Salem, OR. There will be free BBQ, opportunities to learn how avionics are designed and built, factory tours, seminars, product demonstrations, and prize drawings. For questions or RSVP, contact [wayne.mcghee@garmin.com](mailto:wayne.mcghee@garmin.com) (503-391-3439). Come see what Garmin has going on!
- September 27: **OPA Flap Jack Feed, Flying Poker Run, and OPA Explore Oregon prize drawings at Independence State Airport (7S5)**. See <http://www.oregonpilot.org/propwash/CurrentIssue.pdf> for more details.
- October 18: **2014 OPA (Oregon Pilot Association) Convention, Eugene Airport (KEUG)**. A full day of seminars and keynote speakers held at the Lane Aviation Academy from 9:00 to 5:30. See <http://www.oregonpilot.org/propwash/CurrentIssue.pdf> for more details.

## Avionics Tips – GTR Countdown Timer

Submitted by Chris Eriksson

This month, N1636H had an avionics upgrade which replaced the old radios with new Garmin GTR 225s. These radios are great COM radios that will display frequencies, show the identifier for the frequency, and have a database of identifiers to be able to look up by location. One great function not normally expected of a radio however, is the timer function.

In the Cherokee, fuel tanks must be switched periodically during flight in order to stay balanced. There have been numerous accidents in general aviation that involved forced landings due to fuel exhaustion when there was actually more than 50% of fuel in one of the tanks. This occurs most frequently when the pilot forgets to switch tanks and does not correctly follow the emergency checklist.

One way to help remember to reset fuel is to use a timer. On the GTR, you can set up a countdown timer by pressing the "FUNC" key to access functions and use the large dual concentric knob to highlight the TMR function. Turn the small knob to select Count Down, and press "ENT".



After pressing "ENT", the GTR screen will show a screen that will allow you to enter the time. Use the knobs to enter the time desired, and then press "ENT" to accept the time, and press "ENT" a second time to start the timer.



When the timer has reached the time limit, it will NOT make any tone, however it will flash at the bottom of the main screen. Make sure you keep an eye on this timer. If you do not see it right away, the timer will begin to count up so you will at least know how far past the time you were for planning purposes. This will be continually highlighted while the GTR counts up.

When the timer has expired, it is possible to reset and restart it by pressing "CLR" and then "ENT" to reset the timer, and "ENT" again to start it over. Try it out next time you fly the Piper, and don't forget to switch the tanks!