



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

October 2014



N12382 Upgrades Complete!

N12382 is back and the upgrades are awesome! 382 lost about 9 lbs, and is now ready for IFR flight. Besides the new GTN 650 GPS/NAV/COM touch screen navigator, GNC 255 NAV/COM, GMA 350 audio panel, VOR/LOC/GPS/GS CDI, VOR/LOC/GPS CDI, new stereo headset jacks, and avionics master switch, we also installed a marker beacon antenna, all new GPS, COM, and NAV antennas, ran all new coax to the antennas, and replaced the voltage regulator.

There are cables in the glove box that are used for connecting your auxiliary audio device into the audio panel for you and your passengers to easily enjoy your audio entertainment. These cables are labeled for 382, so PLEASE be sure that they stay in the aircraft (we don't have any spares).

A "Getting Started Guide to the Avionics in N12382" was created to help you become more familiar with the new avionics. A copy of this guide was e-mailed, placed in the airplane, and is being posted on the Valley Flyers website (<http://www.valleyflyers.org/aircraft/>). Please let Isaac know if you have any questions.

A copy of the AFMS (Aircraft Flight Manual Supplement) is also in the pouch behind the pilot's seat. Please become familiar with this (especially those who will be flying the airplane IFR).

It is important to please note the following updates to N12382's Weight and Balance information as of 9/12/2014:

Description	Old	New
Aircraft Empty Weight (lb)	1405.8	1396.7
Aircraft Empty C.G. Moment	39.86	40.0787
Useful Load (lbs)	56035.19	55977.97
	894.2	903.3

NOTE: Please note that we are continuing to investigate an issue where the PTT (mix TX) does not work with some headsets. Until the issue is resolved, please verify that you are able to transmit with your headset before flying 382. We'll let you know when the issue is resolved.

Words of Wisdom

When making prolonged climbs, occasionally dip the nose or perform gentle S-turns; a midair collision seriously erodes climb performance.

— Barry Schiff

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Welcome!

Welcome to our newest student member, Kyson Montague. Kyson grew up in the valley and has wanted to become a pilot for as long as he can remember so that he can fly up to the mountain lakes for some fishing and camping. He recently joined Garmin as a software engineering, and enjoys learning about anything related to flying. Kyson is flying with CFII Chris Eriksson.

Welcome to Don Schildmeyer. Don has long been a private pilot, but stopped flying about 20 years ago. He was recently invited to an AOPA Rusty Pilots gathering, and he couldn't resist the pull of the skies. Don is flying with CFII John Barringer as he works to dust off his wings and get current again.

Last, but not least, welcome to Emitt Hamm. Emitt recently moved to Salem from Southern California to join Garmin as the Aircraft Maintenance Team Leader. Airplanes are in Emitt's blood. He's been some type of mechanic for almost 40 years, has built a Cessna 140 out of a Cessna 150, and has equity ownership in a Cessna 210. Unfortunately, the 210 is still in Southern California, so Emitt will have to learn to fly a bit slower.

The Unusual Notam

Submitted by Ron Sterba

I planned a flight to Pacific City on Saturday, Sept 27th. As part of my planning, I called Flight Service and received a Notam MMV 09/104----Unmanned Rockets. VOR 197 degree radial, 23 nm, 0-6000 feet, .5nm radius. Well, I was excited to fly N12382 with the new Garmin 650 and audio panel. I was able to locate the big collection of vehicles out in the farm land for the model rocketry club.

As for the new Garmin audio panel...sounds were incredible! It's nice to have a great 172 to fly. My hat's off to the Garmin folks and our club leadership for the upgrades.

Where is this?

Terrance stumped all of us with last month's sketch. It was actually an image of formation flying to Twin Oaks. Can you figure out where this sketch is? Send your guesses to Joan.



Quotable Quote

Problem Logged by the Pilot:

Friction locks cause throttle levers to stick.

Solution Logged by the Mechanic:

That's what they're there for!

Brett Solos!

Congratulations to Brett Trammell on his first solo flight on September 18! We look forward to hearing about your adventures as you work toward your check ride!



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. The following is a summary of where we are so far:

Alan Lasneski	6	Terrance Hawley	1
Sam Ewen	3	Marcus Hughes	1
Isaac Mosgrove	1	Gavin Johnson	1
John Barringer	1	Quinn Stutheit	1

This competition is open to all members, including students. Did you miss sending them in? No problem...just send Isaac the name of the airport that you visited and when you visited. It is always nice and appreciated if you include some little interesting bits about the trip, airport, or restaurants/attractions.

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.

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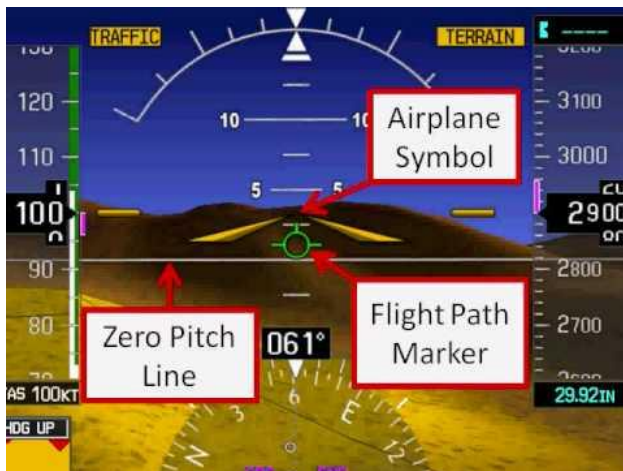
Avionics Tips – G500 Synthetic Vision

Submitted by Chris Eriksson

One great advantage to N515ED is having the G500 PFD/MFD. We have the synthetic vision feature available as well, which allows you to see a general view of the terrain on the PFD with some key features that help fly in many phases of flight. The image below shows a good interpretation of the Synthetic Vision features.

- The **Airplane symbol** is just like any other attitude indicator.
- The nicest feature of Synthetic Vision is the **Flight Path Marker**. The little green circle indicates where the aircraft is currently going. So you can set this point to be in various locations to make your flying more precise.
- The **Zero Pitch Line** shows the line of the same altitude as the aircraft is currently on. This allows you to see where the aircraft will be if kept level.

The zero pitch line and the flight path marker can be combined into a great feature to help keep the aircraft level. If the flight path marker is on the zero pitch line, the aircraft will remain level. Another great use for the Flight Path Marker is to set the marker at the end of a runway (which is also displayed on the synthetic vision), and keeping the marker on the runway will keep you on a glide slope to the runway. The marker can also be used in an emergency situation to see roughly how far the aircraft will glide. If the engine is idle or failed, the marker still will show how far with current setup you will go. This can be used to make quick estimates whether you will make your desired point or not.



To enable synthetic vision, press the **PFD** soft key on the bottom right side of the PFD. This opens

new options, including **SYN VIS** on the bottom left. There are three different options that are presented in this case, **SYN TERR**, **HRZN HDG**, and **APTSIGNS**.

- **SYN TERR** gives the terrain background, zero pitch line, and flight path marker.
- **The HRZN HDG** will show some headings on the background of the map along the zero pitch line.
- **APTSIGNS** will show signs on the PFD as you move around airports.

Garmin Open House

Submitted by Isaac Mosgrove

Thank you to all the Valley Flyers who were able to attend the Garmin Open House on September 24th. The Garmin associates had a blast meeting you and getting to show off their facility and the things that they work on. We hope you had a great time, enjoyed the food, learned something new, got questions answered, and saw some new products that you liked. Over 165 people flew in or drove in from all over Oregon and Washington (including a several planes from the Seattle and Puget Sound area). Despite the weather, 19 planes still flew in. We hope that you'll join us again next year!

Other Upcoming Events

- Every Friday Morning: **Lenhardts for Donuts, Lenhardt (7S9)**. Show up to visit and have fun with other local pilots. All are welcome.
- 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.
- October 20/21: **Real World Weather – FREE Safety Seminar** is being held in Eugene on October 20th and in Portland on October 21st from 7:00-9:00 PM. See events at www.AOPA.org for more details. We'll take a no-nonsense look at how you can get better, more complete weather information—and make better, more informed decisions as a result. We'll talk about: The best weather resources, and when to use them; Situations that tempt smart pilots to make dumb choices; Weather-related accidents and the factors that led to them; Knowing what's safe and what isn't when things get "complicated".

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