



# Valley Flyers

*"Just Plane Fun!"*

885 Lancaster Dr SE  
Salem, OR 97317

April 2015



## N12382...Here We Go!

The time is almost here. We're getting ready to place the down payment on N12382's new engine. You are probably thinking:

1. *When will it get installed?* We are planning to start the installation on May 1, and it is expected to take the entire month of May.
2. *What should I fly while 382 is down?* N1636H is a bargain and is a lot of fun, especially with the new avionics and its fresh annual. Do you have more than 100 hours in your log book? If so, then N70574 is a great option to get checked out in with its power, speed, and cargo capacity. And then there is always the avionics packed N515ED.
3. *Who do I thank?* THANK YOU to everyone who prepaid toward the new engine. Your sacrifice is an investment in your club's future and is helping to keep your fleet safe.

## Whale Watching

Oh, man. If you haven't already done so, you should take advantage of this phenomenal weather and head over to the coast to watch the whale migration.

As Alison Irish noted on one of her training flights to Siletz Bay and Newport, they saw nine whales (including whales arching), and innumerable seals. It was amazing to circle over the whales and see these magnificent creatures from a different perspective. While on this trip, Alison even dropped over Wakonda Beach State Airport, but it was still too wet for a landing on this grass strip south of Newport. Way to go Alison on stretching out to new airports and places to explore!

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.



*During the great weather of March, I was able to take some friends on a night flight loop over Portland. As pilots, we forget how fun something as simple as this flight can be for our passengers. They really enjoyed it and snapped quite a few pictures*

*-Contributed by Ryan Skogstad*

## Allan Hadley Earns His Instrument Rating!

Congratulations to Allan Hadley on passing his IFR check ride and earning his Instrument Rating! After training with Dennis for about 9 months, Allan had to patiently wait for the weather to lift on the day of his check ride with Lisa. Fortunately, the weather finally lifted around 1:00 and he was able to complete the flight portion of the exam. Allan is quick to point out, having your IFR rating doesn't mean you can fly anytime you want. You still have to carefully watch the weather at your destination airports. Way to go Allan!



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### Words of Wisdom

Do not let yourself be forced into doing anything before you are ready.

-Wilbur Wright

## Helpful Resources

How many times have you hopped in a plane only to find that someone accidentally walked off with the convenient checklist that John Barringer made for the plane? If you'd like to make sure that you always have one, the checklists have been posted on the ValleyFlyers.org website so that you can conveniently print off your own copy.

Are you familiar with the new avionics in N1636H, N12382, and N515ED? If not, or if you have questions, there are quick reference guides posted on ValleyFlyers.org. These provide a good overview of the basic features and functions that you will most often use. If you want more in-depth resources, the Pilot's Guide for each piece of Garmin equipment can be found in the respective airplane, and they can also be downloaded from [www.garmin.com](http://www.garmin.com). We've selected equipment and installations that are designed to reduce your pilot workload, provide safety enhancing features, and make flying even more enjoyable.

## Why Can't I Reserve a Plane?

Do you know when you completed your annual club flight review? If you haven't checked recently, it would be a good idea to log into AircraftClubs.com and check your pilot profile. When your club review, medical, or flight review (formerly known as BFR) expires, you will no longer be able to reserve planes. If the information in your profile needs to be updated, please contact one of the club officers. Be sure to complete your flight review with any of the instructors before you get an unexpected surprise when you try to reserve a plane for that perfect day of flying.

## New Airports Visited

- Don Shildmeyer has returned to flying after a 20+ year hiatus, so I think that we can count his airports as newly visited. So far, he's hit Aurora, McMinnville, Creswell, Eugene, and Albany while racking up cross-country hours.
- Alison Irish visited Siletz Bay and Newport.
- Marcus Hughes found Valley View (5S9) in Estacada (and almost touched down at Lenhardt, but we can't count that one).
- Isaac Mosgrove took his kids over to Pacific City for the first time and landed on runway 14.

## Most Visited

Many of you are definitely taking advantage of the fantastic weather to visit new airports. Keep on sending in your airports, pictures, and write-ups!

Don Shildmeyer is taking a unique approach to visiting new airports. All but one of the airports that he's visited this year have been night landings! So, even though he has visited them, he still hasn't seen them in the daylight.

Drechsler, Corey	9
Hughes, Marcus	6
Lindley, Todd	6
Don Shildmeyer	6
Alison Irish	5
Mosgrove, Isaac	5
Ewen, Sam	2
Stutheit, Quinn	2

Everyone is encouraged to participate. Just send your airports and the month that you visited them to Isaac Mosgrove.

## Upcoming Events

- Every Friday Morning: **Lenhardts for Donuts, Lenhardt (7S9)**. Show up to visit and have fun with other local pilots. All are welcome.
- Every Fourth Saturday: **Hot dogs and Refreshments, Albany (S12)**. Hosted by Infinite Air Center.
- June 13: **War Birds Over the West, Salem McNary Field (KSLE)**. Vintage aircraft fly-in and car show fundraiser at the B-17 Alliance Museum at Salem's McNary Field.
- June 25<sup>th</sup>: **5<sup>th</sup> Annual Garmin Open House-Seminars & BBQ, Salem (KSLE)**. This year's Garmin annual Open House-Seminars & BBQ event from has been moved up to June instead of August. The event will be 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 prizes.
- July 18: **Wings and Wheels, Roseburg, OR (KRBG)**. The event features local airplanes and others flown in from around the Pacific North West. Lovingly restored classic cars mostly from the time of flashy paint jobs with flames and striping, tuck and roll and loud pipes will be on display. This is a free event for spectators and fly-in aircraft.
- Sept 12<sup>th</sup> & 13<sup>th</sup>: **Annual Hood River Fly-in, Hood River, OR (4S2) at WAAM (Western Antique Aeroplane & Automobile Museum)**.

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## Instructor Insight

The flight instructors have graciously agreed to share tidbits of knowledge with us through the newsletter each month. The topics and formats will vary. There may be questions to ponder and research, refresher items, tips and tricks, or new things to think about. We all need to work diligently to remain proficient, and flight instructors are here to help.

Please take advantage of the instructors and bring them along on a flight to brush up on your techniques, to learn a new maneuver or procedure, or to just glean information from them. Be sure to thank the instructors next time you see them.

### Lost?

Submitted by Al Gray, CFI

Do you know your lost procedures (hint: we're not talking about the procedures that you misplaced)? Just remember the four C's: *Climb, confess, communicate, and comply*. If you find yourself lost (which can happen for a variety of reasons), set your pride aside and let your training kick in:

1. *Remain calm.*
2. *Fly the airplane.*
3. *Climb if possible. Communication, DF steering (Direction-Finding equipment), and radar coverage become more reliable with greater altitude.*
4. *Contact an ATC facility, either an air traffic control center or an approach facility.*
5. *Ask for radar vectors to your destination.*



### What if you lost your alternator?

Submitted by Dennis Wyza, CFII

Have you ever experienced an Alternator Failure during the day? What if it fails on a night flight? What should you do? Do you continue to your destination or divert to the nearest airport? How long will the battery last?

These questions pose a good example of difficult aeronautical decision making.

Proceeding to your destination is a strong pull since we pilots always like to complete the mission. Whereas landing short presents a bunch of problems such as how will we get to the destination? How will we get back to get the airplane? Can it get fixed at this airport? Sure would be nice to get home if I could.



One of your first decisions comes as you work the checklist where it tells you to turn off non-essential electrical loads. How about powering down your radio, transponder, navigation lights, beacon lights and strobes? Remember, if it's night time, turning all those off will prolong your battery life but also make you invisible. Which is safer, being able to talk or being visible?

Of course if your battery holds out, you can get home on time, but the other side of that is the possibility that you could be arriving at a busy class D or C airport with no lights and no radio. Not a pretty situation. Not to mention that depending upon your airplane you may also be required to do a no flap landing.

Since we have no way to know just how long the battery will hold up in this situation, I would not be willing to risk a stealth arrival at a class C airport. I think that could be very difficult to explain knowing I passed up closer landing opportunities. Instead, maybe pick the closer D airport, inform the tower if you can, that you may lose communication and get on the ground."

If you can't communicate by radio, are you IFR? Do you have the phone # for ATC Clearance Delivery Only (1-888-766-8267)? Do you have the phone number of the Control Tower?

Yes, I know, we are not supposed to use cell phones in flight. But in an emergency, do what you must to get the aircraft safely back on earth. Salem Tower is: 503-581-3571 or call: 1-800-WX-BRIEF (1-800-992-7433) for help!

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## Avionics Tip: Backlights

Submitted by Chris Eriksson, CFII

Aircraft with advanced avionics systems tend to be pretty bright at night in my opinion. This can be very distracting and make any visual maneuver, like landing, more difficult. Proper adjustments to night vision should be made by slowly adapting to the darkness.

To do this in an aircraft like 5ED, slow adaptation can be achieved by manually dimming the units as the flight progresses. When you first turn on the G500 and GTNs, they are on an automatic light sensor, and they will dim to their preset value. Set the cabin lights to where you can still see the standbys, but not much brighter. As the flight continues, you should manually dim the G500 and GTNs to where you can still see them, but barely to continue to adapt to the darkness. Same goes for the standby indicator lights as well.

To dim the GTNs, from their home page, touch the "System" button and then enter the "Backlight" menu. This page will show you the level they are at and has a manual offset. Press the arrow buttons to the left or right for manual offset to dim or brighten the screen. The offset may not be the same between the GTN 650 and GTN 750, so treat each individually and dim them as needed.



GTN 750 (top), G500 (bottom)

To dim the G500, twist the knob on the MFD side of the unit to the AUX page. On this page, in the top left corner is the DISPLAY BRIGHTNESS field. Change the mode from automatic to manual by pressing the MFD knob, and then using the big knob to navigate to that field, and the small knob to change it. When MANUAL is highlighted, press the "ENT" key and now twist the big knob up to the LEVEL field. Once this field is highlighted, twisting the small knob will change the brightness.

Night flying can be very rewarding, and a beautiful time to fly, but inability to dim the instruments may make it uncomfortable to land in. When flying at night, minimal lights is best, and will make landings much easier. Use the backlight controls to aid your night vision, and night flights will become much safer.

## Thank You Brett!

An extra special shout out to Brett Trammell for so graciously printing the newsletter each month. It is because of his generosity that we are able to include and enjoy the great color pictures and stories that are submitted each month.

## How Do Airplanes Stay In the Sky?

Submitted by Corey Drechsler

The Statesman Journal recently ran an article asking local students "How do airplanes stay in the sky?" (<http://www.statesmanjournal.com/story/news/education/2015/01/27/sj-kids-airplanes-stay-sky/22436463/>). Some of my favorite answers are below.

- They need air to fly and gas to fly in the air.  
*- Helen Bernal Lagos, Grade 1, Weddle*
- Planes stay in the air with the wings and the engines. The pilots keep it steady.  
*- Sean Cox, Grade 1, Weddle*
- The planes have little wind things that make wind. That is how they fly.  
*- Itzel Hernandez Godinez, Grade 1, Weddle*
- I don't exactly know, but I think that the airplane wings and the spinning thing make the plane fly and stay in the air.  
*- Lexi Olson, Grade 5, Sumpter*
- They put in them little people to control the airplanes.  
*- Anthony Gonzalez, Grade 4, Sacred Heart*

Upcoming aviation events can be hard to find. If you know of any upcoming events that would be of interest to other club members, please let Isaac Mosgrove know so that they can be included in the newsletter.