



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

May 2015



N12382 Update...

The deposit for the new engine has been paid and we are just waiting for the engine to arrive before N12382 is taken offline for its engine replacement and annual. Joan will keep everyone posted for when 382 will head to the shop.

As noted last month, we are planning on 382 being down for a month, although we are hopeful that it will be done earlier.

As a heads up, when 382 is brought back online, we'll have to carefully break-in the new engine. Carefully breaking-in the engine will help to protect the large investment that we've made. During the break-in period, flights will most likely be limited to longer-duration flights at lower altitudes. We want to be sure to break the engine in correctly before we start flight training, doing circuits around the pattern, and hopping to the many nearby airports. More details will be sent out later.

In the mean time, please take advantage of flying the other aircraft. Remember that N1636H is a bargain and is a lot of fun, especially with the new avionics and its fresh annual. If you have 100 hours in your logbook, 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.



Corey Drechsler taking a co-worker and his son on a lunch flight during Bring Your Child to Work day. This little boy was on cloud nine and thinks his dad works for the coolest company in the world!

Welcome Our New Members

A very warm welcome to our newest members:

Phil Yager has joined as a student member. "I grew up on a family farm in the San Joaquin valley near Fresno California. I remember watching crop dusters flying across our fields when I was around 4-5 years old. I have been fascinated by aircraft ever since. While attending Reedley College to earn my Airframe and Powerplant license and Associate Science degree, I worked at the Fresno Air Terminal as a line refueler. This put me near a/c and I learned to refuel everything from Cessna 150s to Boeing 720/707's. Upon graduating with my A & P, I went to work for WestAir United Express as a lead mechanic on British Aerospace and Embraer a/c. In 1988/89 I started flying lessons, solo'd, ran out of money and shelved the idea of the pilot's license at the time. I worked for a Cessna service center for several years and later moved to Oregon where I left aviation for quite some time. In 2007 I came back to aviation and worked for Artex (ELT's), ran a Part 145 Repair Station, and then made my way to Garmin where I serve as the Production Manager. Now I need to finish what I started 26 years ago and put the procrastination aside. I am really looking forward to flying again."

Bob Botta has joined as a full member. Bob took his first airliner flight when he was 6 years old. With that first takeoff, he was hooked. After that, his head would whip up to scan the sky whenever he heard a plane engine. He attended air shows and always dreamed and talked of flying. About 6 years ago, his sons surprised him with a gift of flight lessons and airplane time to help make his life-long dream a reality. Whenever he's not working as a diesel mechanic, Bob takes to the skies as his hobby. Skyhawk Pilot's recently sold their plane, so Bob decided to join Valley Flyers so that he can fly a variety of aircraft. Bob is looking forward to participating in the club activities and getting to know our other pilots.

We look forward to getting to know each of you, having a lot of laughs, and making lasting memories. Happy flights!

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Upcoming Pilot Parties!

Alan Lasneski and Chris Eriksson have been busy planning out activities that we can all participate in over the summer. The goal is to fill the planes with members, have fun together, share experiences, learn from each other, and have a blast with our shared passion for flying. By having multiple pilots in the planes, the plan is to share the flight time to lower the cost to each individual so we can fly to farther destinations.

Look for updates and details for each event as they get closer. As always, weather may cause plans to change. For now, the plans are:

- **June:** Prospect airport (64S) with a BBQ lunch at the airport. This one is planned for earlier in the year as it gets pretty hot down in Southern Oregon and this airport is at a higher elevation.
- **July:** Plan for a great Poker run. This entails flying to a bunch of airports, grabbing random playing cards, and then seeing who ends up with the best poker hand!
- **August:** Nehalem Bay airport (3S7) visit and BBQ.
- **September:** Copalis airport (S16) fly out (bring your own lunch). This is the airport in Washington where you land on the beach. The day and time will be strategically picked based on low tide just before lunch time and last for a few hours after lunch. This will coincide with a plane washing party when the planes return.
- **October:** A Lenhardt Friday morning bring your donuts visit. Can you imagine Valley Flyers showing up with 4 dozen donuts, assuming a dozen per plane.

More Updates for N515ED

Just when you think it can't get any better, Garmin has released new software for the G500, GTNs, GMA 35 audio panel, and the GDL 88 ADS-B transceiver. This new update includes many enhancements. Some of the main enhancements include:

GTN enhancements:

- FastFind predictive flight plan entry to make flight plan entry even easier
- WireAware™ (wire-strike technology) for Hazardous Obstacle Transmission (HOT) lines. This also shows power lines that can be hazards near airports or across canyons
- Airspace altitudes are shown on the map
- Simple Frequency Entry for COM and NAV frequencies so that the leading "1" and trailing zeros(s) are no longer required
- Added the ability for the data fields on the map page of the GTN 650/750 and the default navigation page within the GTN 650 to be configured as shortcuts for nearly all the pages within the GTN
- Changed the ownship icons to enhance visibility
- Removed the ADS-B fault nuisance alerts that are displayed prior to obtaining a GPS fix

G500 Enhancements:

- Updated the design of the moving maps on the MFD so that they look like the GTN and respond much faster
- Added GDL 88 ADS-B traffic and weather displays
- Terrain alerts now show in synthetic vision
- Added a Timer/Clock field, LP+V approach annunciation, and pilot selectable OAT type
- Added Smart Airspace, airspace altitude labels, and range to altitude arc ("Boeing Banana") to the moving map

New AFMS documents will be available in the aircraft, and the following updated versions of the user documentation can be downloaded from <https://support.garmin.com/support/manuals/searchManuals.faces>.

G500 Pilot's Guide:	190-00601-02 Rev. H
G500 Cockpit Ref. Guide:	190-00601-03 Rev. G
GTN 750 Pilot's Guide:	190-01007-03 Rev. H
GTN 750 Cockpit Ref. Guide:	190-01007-04 Rev. F
GTN 650 Pilot's Guide:	190-01004-03 Rev. H
GTN 650 Cockpit Ref. Guide:	190-01004-04 Rev. G
GDL 88 ADS-B Pilot's Guide:	190-01122-03 Rev. E

Thank you to Terrance Hawley, Chris Eriksson, Jacob Pratt, and Emitt Hamm for working to get the updates installed at no cost to the club.

Most hours flown in April

Congratulations to Brett Trammel for flying the most number of flights and the most hours in April (6.6 hours).

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Words of Wisdom

Never trade luck for skill. Except in golf.

-Bill Reiman

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!

Drechsler, Corey	9
Alison Irish	7
Don Schildmeyer	7
Hughes, Marcus	6
Lindley, Todd	6
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.

New Airports Visited

Don Shildmeyer and his wife Candi flew down to Florence with the idea of catching lunch at one of their favorite restaurants in old town on the riverfront. The flight was pretty much unremarkable except that there was a PIREP that indicated visibility was limited at 10,000 ft. due to the smoke from the fires in Russia and it was worse at 12,000 ft. Usually, it's the other way around, hazy down low with clearing as you go up.

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.

Annual Club BBQ & Strawberry Gathering

Our **Annual Club BBQ and Strawberry Gathering** is coming up in June (the date will be determined by the strawberries). 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.

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.

- May 9th: **Willamette Aviation's "Second Saturday Seminar," Aurora Airport (KAUO)**. Stephan Toman, an aviation accident investigator will review three declassified military helicopter accident reports with a special emphasis on how a culture of safety creates the foundation of all aviation safety systems. The free presentation starts at 11:00 am in the Education Hangar at Willamette Aviation, and is certified for FAA Wings Credit. If you'd like a box-lunch (\$10), please call 503-678-2252 before 1 pm on Friday, May 8.
- May 23rd: **Willamette Aviation's "Summer Safety Briefing," Aurora Airport (KAUO)**. A review of Cross-Country Flight Planning, with an emphasis on safety in VFR conditions. The briefing gets started at 11:00.
- June TBD: Our **Annual Club BBQ and Strawberry Gathering** is coming up in June (the date will be determined by the strawberries).
- June TBD: **Club flight to Prospect airport (64S)** with a BBQ lunch at the airport.
- June 6th: **First Saturday Pancake Breakfast Fly-in, Starks Twin Oaks (7S3)**. Grab another pilot (or 2) for a fantastic breakfast and amazingly good time.
- June 13th: **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 25th: **5th 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 TBD: **Club Poker Run**.
- July 18th: **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.
- August TBD: **Club flight to Nehalem Bay airport (3S7)** with a BBQ lunch at the airport
- Sept TBD: **Club flight to Copalis airport (S16)**.
- Sept 12th & 13th: **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.

Quick Quiz?

Submitted by Al Gray, CFI

- **Question:** Which ATC facility should be contacted to get special VFR clearance out of class D air space?
 - A. Flight service station
 - B. Air route traffic control center
 - C. Air traffic control tower
- **Answer:** C. If there is a tower located on the field, the AIM recommends that any special VFR request go through the ATC tower. *Reference AIM 4-4-5.*
- **Question:** Calm winds reduce the chance of a wake turbulence.
 - A. True
 - B. False
- **Answer:** False. According to AIM 7-3-5, pilots should be particularly alert in calm wind conditions when the vortices could:
 - remain in the touch down area
 - drift from aircraft operating from a nearby runway
 - sink into the take-off or landing path from a crossing runway

Night Go-Around

Submitted by Dennis Wyza, CFII

Go-round at night can be scary. How can you best control the airplane when performing this maneuver?"

"Night go-arounds and missed approaches have the potential to be dangerous maneuvers for the unwary. The problem occurs in situations where the go-around is initiated in poorly lit terrain with poor outside references at night, when the aircraft attitude cannot be controlled precisely. This can lead to a descent into dark terrain or a steep climb leading to a stall.

Anticipation of this situation is a key factor in avoiding flight into terrain or a stall. Be prepared to go directly to your instruments when initiating a go-around or missed approach at night. Use your attitude indicator and airspeed indicator to properly position the nose for a climb as you add power.

This is another good reason to be proficient at basic instrument skills. Instrument proficiency is gained through practice."



Who Needs a Flight Review?

Submitted by John Barringer, CFII

Duh – everybody! Formerly called the BFR, or Biennial Flight Review, a flight review is required of all pilots per 14 CFR Part 61.56. It must consist of a minimum of 1 hour of flight training and 1 hour of ground training. With only a few exceptions, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as PIC, that person has completed a flight review.

But here is one exception that is an "exceptional" benefit to you. Part 61.56(e) states that a person who has satisfactorily accomplished one or more phases of an FAA-sponsored pilot proficiency award program need not accomplish the flight review requirement.

This is the carrot used to entice you to participate in the FAASafety Team WINGS program. This is a free program, sponsored by the FAA, to provide ongoing continuing education for pilots. Military, corporate and commercial aviation all have their own proficiency programs, but us little guys are on our own. Simply stated, you are a flight department of one.

So, if you participate in the WINGS program, and complete any WINGS "phase", then you will have satisfied your flight review requirement. Each phase consists of 3 Knowledge Activities and 3 Flight Activities. Once you have completed the phase requirements, you are good to go. And instead of a once every other year cram session with your flight instructor, you have on-going, consistent training and continuing education program to help you in your aviation pursuits.

Please look at the FAASafety Team's WINGS program at: <http://www.faasafety.gov>. It is self-paced, provides 100's of educational topics, and will give recommendations for knowledge and flight training activities based on the certificate levels and areas of interest you put in to the system. You can also get WINGS credit by attending many local seminars, completing a new certificate, or by using something like the AOPA Safety Foundations on-line and in person classes.

I am a FAASafety Representative, and I would be happy to help you get started in the WINGS program.

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