



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

April 2017



Monthly Events

For our April event, we are going to try again to get to Bend for lunch. The restaurant is called the Pickled Pig BBQ and Café. The food ranks highly for an airport restaurant; the grilled cheese is excellent! We will be leaving, weather permitting, Saturday April 15th, at 10:00 am.

For May we have a special trip planned! On Saturday, May 6th, we will participate in the Washington Pilots Association and FATPNW fly out to Copalis State Airport on the Washington Coast. The fly in is from 12 to 3, so we will plan to leave at around 1030.

It is the only sand runway in the lower 48, and we are fortunate to have it only about an hour and a half away. In the past, we have usually been some of the only aircraft there, but for this fly out, FATPNW and WPA have had turnouts of more than 30 aircraft. This will give a great opportunity to meet fellow northwest aviators in one of the most unique airports we have in the country.

Copalis provides some extra challenge in that the runway is only available at low tide. At high tide, the entire runway is underwater. Because of that, it is the smoothest runway you can find. It is paved daily by the changing tides, and you truly cannot get any closer of an airport to the beach. Landing takes some special care to identify what sand is safe to land on, and which is too wet or too dry. We recommend taking either an instructor, or an experienced pilot who has visited Copalis before, to help identify the safe strip of land. This trip will, as always, be followed with a thorough cleaning of all aircraft that made the journey. The sand and salt cannot be allowed to stay in or on the airplanes!

March Fly Out

By Isaac Mosgrove

FATPNW hosts many fly-in events throughout the year. This year, the Winter Fly-in event was scheduled for Saturday, March 18 at Kelso, Washington (KLS). As is often the case in the

Northwest, the weather did not cooperate, so the event was changed at the last minute to Sunday, March 19th. Landon Nye, my son Barak, and me loaded up in N12382 and headed North for a fantastic flight. Kelso was absolutely hopping with activity! FATPNW provided hotdogs, and everyone brought potluck food to share (there was no shortage of food). The airport manager, FBO, and EAA did a great job marshalling airplanes and making it a welcome and safe destination. This was a great time to meet many of the people that we see post in FATPNW. Everyone was super friendly and it was definitely worth the trip. We fueled up and then hit the skies for another picturesque and peaceful flight back to Salem. Hopefully this is the first of many FATPNW events that we get to attend.



This was my first time to Kelso. It is a great airport! There is no restaurant on the airport, but the friendly FBO will help you get to a place to eat. There is also a golf course right next to the airport if you are looking for a new place to golf.



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Joining Fee Increase

Effective May 1st, the initial joining fee for Valley Flyers will raise from \$600 to \$750. This was discussed at the annual meeting. This raise is being done to support upgrades to the aircraft. If you know anyone who is interested in joining the club at the lower rate, student or full member, now is the time. For those in the club already, this will not have any impact on any billing.

Electronic Weight and Balance

By *Todd Lindley*

I've been a Fore Flight user since the beginning, but having worked at Garmin for several years it was time to learn what Garmin Pilot had to offer. So, several months ago I quit cold turkey from Fore Flight and switched to Garmin Pilot for all my EFB needs. I hope to share some comparisons and contrasts between Garmin Pilot and Fore Flight, and some EFB tablet tips in upcoming newsletters.

My current setup includes an iPad, iPad mini, and an iPhone for backup. For mounting I use a ram mount with adjustable necks and brackets for each device. I mostly use the mini in the 172 since it fits nicely between the yoke handles when mounted, whereas the iPad is too wide for the 172 yoke. If I don't mount the mini for a flight (while teaching or a short local hop), I'll typically use the iPad and just let it rest on my lap. In the 182 the iPad fits nicely within the confines of the yoke or sits comfortably on my lap.



iPad Mini mounted on the yoke

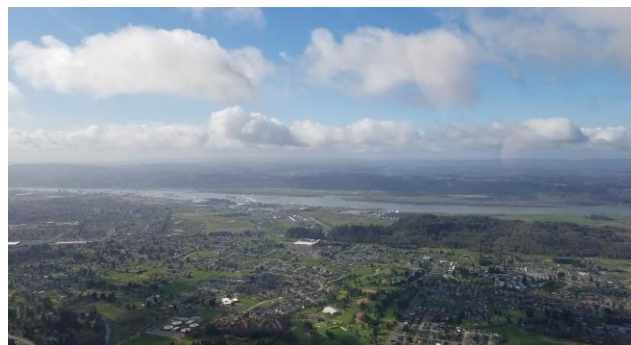
Both devices are 4G models and have built in GPS's but now that we have Flight Stream (more about that in a future article) in both club 172's, the GPS info from the GTN 650/750 can be used by the iPad. This means that for those with Wi-Fi only models, you will no longer need to bring along an external GPS source (Stratus, GDL39, etc.) for your iPad to receive navigation data.

This month I'd like to highlight the weight and

balance feature in Garmin Pilot. I'd previously been using the Sporty's W&B app for weight calculations. As licensed pilots, we have enough experience to know that a passenger and ourselves will typically be within the envelope in a 172 and that carrying two passengers will typically be within limits in the 182. Which, probably suffices for 91.103 (Pre-Flight Action) as those two examples wouldn't typically exceed max gross weight in either aircraft and be within the legal CG envelope.

Where the W&B calculator comes in handy is when you get that last minute third or fourth passenger that wants to come along or passengers show up at the hangar with extra items like backpacks, beach accessories, etc. How many times as pilots have we planned a flight with passengers and fuel and then one of your guests asks if they can bring a friend? Now, thanks to the built-in W&B calculator it's easy as 1-2-3 to modify weight values for fuel and/or passengers to confirm that last minute loading change is within the airplanes legal envelope.

Before using the W&B feature, you'll need to add information about your airplane into Garmin Pilot. There are some pre-configured airplane models to select from, but unfortunately our club 172 and 182 models aren't in the pre-configured list. You'll begin by adding an aircraft under the settings page and proceed to enter aircraft information such as N-Number, color, performance, etc. For the W&B section you'll need the airplane's POH and official weight and balance sheet to enter the necessary information for each station and to define the moment/CG envelope. Also, once an airplane is configured, it will sync across your other Apple (or Android) devices that are running Garmin Pilot.



Kelso in April – Chris Eriksson

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 **Chris Eriksson** for inclusion in future newsletters.

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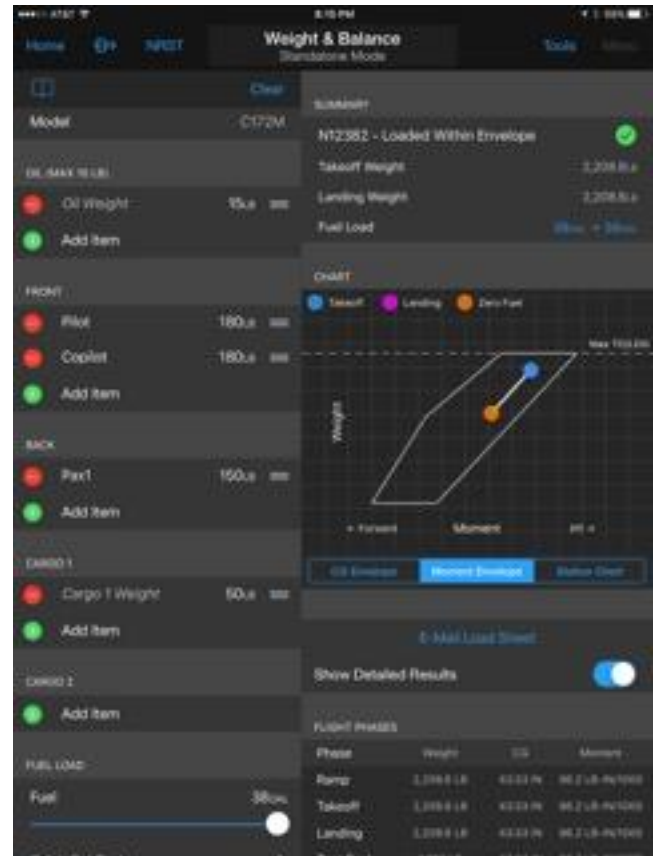
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Moment envelope for N12382

Once the airplane's profile is setup you can enter weights for fuel, passengers and baggage to see in real time how the values move about in the CG/moment envelope and whether your load exceeds the max weight/CG limits.



N12382 with a load within its envelope

If you are a Garmin Pilot user and haven't yet tried the W&B feature, take some time and familiarize yourself with its capabilities and who knows, you may get to put it to good use this summer when planning that special trip with multiple passengers and baggage to your favorite destination.

Staying Ahead of the Airplane

By Chris Eriksson

All pilots are familiar with the basic private pilot maneuvers such as steep turns and slow flight. A key aspect to these maneuvers is learning to stay ahead of the aircraft. Easiest way to stay ahead of the plane is to actively set the aircraft attitude and power settings, rather than chasing the airspeed or altitude you are trying to maintain. Consciously choose the pitch and bank angle of the aircraft, and make deliberate adjustments from there. Instead of lifting the nose a little more, choose to raise the nose 1 or 2 degrees. Learn the aircraft performance based on these small inputs, and you will have much finer control of the aircraft. Use this same principle with every portion of your flight, and every moment will be more under control.



N12382 with a load outside its envelope