



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

July 2018



N1636H Upgrades

The club was approached to see if there was interest in allowing Garmin to use our Cherokee 140 for an STC certification project. After discussions amongst the Board and many of the members who regularly fly 36H, it was decided that this offer would be beneficial to the club and long-term improvements to our fleet.

As a result, we are currently going through the inspection process with Garmin to make sure that 36H is an appropriate candidate for their program. If 36H is a good match, then Garmin is planning to use 36H from early July until mid-August. During this time, the club will not have access to the aircraft.

In return for using the aircraft, 36H will be returned to the club equipped with a new Garmin G5 electronic primary attitude indicator and state-of-the-art GFC 500 2-axis autopilot. The GFC 500 leverages Garmin's advanced attitude-based flight control technologies developed for the acclaimed GFC 700, which drives Garmin's most advanced glass flight deck systems. Look for more detailed information about the features of the GFC 500 in future newsletters.

For those who normally fly 36H, this is a great opportunity to get checked out and familiar with the Skyhawks. When 36H is back, we'll all have an opportunity to fly an aircraft with an autopilot that has top-of-the-line performance and amazing safety features!



Welcome New Members

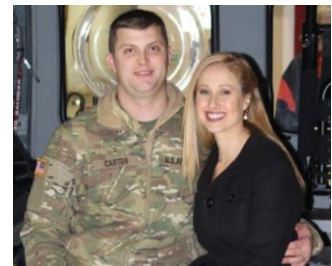
We are thrilled to welcome the following new members:

Aaron Keefe joined as a student member earlier this year. Aaron got hooked on flying early in life after watching airshows and spending time with his grandfather who flew RC



airplanes. He had his first discovery flight in 2005 and started flight lessons 2007. Unfortunately, he stopped flying in 2008 when the economy had its downturn. Now that he is married and has a 10-month old son, Aaron decided that he wanted to finish his flight training in order to build memories with his family. Aaron works at Fry's Electronics, where he has worked his way from the bottom up to now being the assistant store manager. Aaron has been training with Al Gray.

Nathaniel Carter joined as a member earlier this year. Nathaniel has been a flying nut since he was 5, when he used to build paper airplanes and balsa models. After going to an air show at Hillsboro at 13, he knew he wanted to fly for a career.



Nathaniel joined CAP for a few years. His dad, Dana, worked as an engineer at Garmin, which enabled Nathaniel to take ground school when he was 13. At 16, he started flying Champs out of Lenhardt Airpark, and earned his private pilot license at 18. For one of his solo flights, Nathaniel flew a Champ to Salem and taxied to Garmin for lunch with his dad. Nathaniel currently flies Blackhawk helicopters for the Army National Guard and was deployed to Iraq and Afghanistan last year. He is now is working toward his ATP minimums and plans to hire on at Horizon Airlines as one of their first RTP employees (Rotorcraft Transition Program).

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Membership Accomplishments!

Congratulations to Aaron Keefer who earned his Private Pilot Certificate in the Cherokee on June 21st. He worked with Al Gray to get ready for his checkride and gracefully handled a late switch from N12382 to N1636H. Aaron took his checkride with Lisa.

Congratulations to Alan Blood who earned his commercial certificate on June 25th. Alan trained with Jack Loflin and took his checkride with Lisa.

KSLE Runway Closures

Runway 31/13 resurfacing will start at the beginning of July and is planned to go through early September. The ILS will be inoperative on 13/31. The airport will be closed while work is done on the intersection of the two runways. This airport closure is likely to happen in late July to early August. During the runway work, 16/34 will be open except when work is happening at the intersection. Be sure to check the KSLE NOTAMS.



Monthly Events

Our June flight to Ranger Creek got weathered out, so we are hoping the weather will be better for our July outing. For July, we will have our fly out to Orcas Island (KORS). We will leave at 9 am on July 21st, and plan to be there most of the day. Orcas Island is in the northern portion of the San Juans, and is a short walk to town where there are plenty of nice restaurants. It is an incredibly beautiful flight over the Puget Sound and into the San Juan Islands. Contact Chris Eriksson if you are interested in going!



Orcas Island Airport - WDOT

Club BBQ and Strawberry Shortcake Picnic

The weather was perfect for our Annual Club BBQ and Strawberry Shortcake gathering on June 23rd. It was fun to visit, eat, and have a little mischief with battle bots ☺. We also welcomed Lewis, the new KSLE controller who just moved to Salem after serving in the Navy. We look forward to seeing everyone at our next club event!

Fueling at KSLE



The fuel pumps at KSLE have been upgraded. As part of this upgrade, new nozzles were installed that are much more sensitive to backpressure than the old nozzles. Be sure that the small hole on the side of the nozzle is completely outside of the fuel when fueling the airplanes. If this hole is covered, then the system prevents fuel from being pumped.

KSLE also significantly raised their price to \$5.25/gallon. By comparison, Twin Oaks is \$4.54, Independence is \$4.60, and Albany is \$4.79. Fueling at an alternate airport can save over 15% on our fuel costs.

If you have a little extra time on your flight or want another landing, it is much appreciated if you are able to fuel at the lower price before returning to KSLE. That said, please remember it is always safety first! Thank you for helping to control our costs so we can keep our rates low.

Upcoming Events

- Every Friday Morning: **Lenhardt's for Donuts, Lenhardt (759)**. All are welcome starting at 9 am.
- July 12-14: **Corvallis Corkscrew Aerobatics Contest, Corvallis (KCVO)**. <https://www.iac.org/contest/2018-07-13-the-corvallis-corkscrew>
- July 21st: **Club flight to Orcas Island (KORS)** with lunch at one of the local restaurants.
- August 3-4: **Warbirds over the West Vintage Aircraft Fly-in, Salem (KSLE)**. Military & Aviation fly-in, swap meet, WWII Living History Encampment, 40's Hangar Dance, and fundraiser hosted by B17 Alliance.

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“Unfinished Business” is Not Finished Yet!

Submitted by Terrance Hawley

The following was posted by a family friend who shared what happened. He spent 13 years making his bi-plane named Unfinished Business. It was one of the most beautiful biplanes I had ever seen. There is a lesson to be learned here.



“Guys and Gals...Such a simple mistake...”

...The short of it is that it was a fueling error on my part. I had flown an ACE evaluation in Longmont, CO, then fueled up to come home. For some reason, unknown to even me, I fueled the auxiliary tank first, which I have always done last. Having done that, I put the caps back on both tanks like I always have done after fueling the aux tank, and flew away with 10 gallons less fuel than I thought I had on board. I was descending to land at Evanston, WY, to top off the main tank for the last 57 miles home, when the engine quit. This time, however, it didn't stutter or hesitate like it does when I run the aux tank dry. Thinking that I still had 10 gallons in the main, I thought the throttle linkage had broken because it just idled down like it would if you pulled the throttle off over about three seconds.

With a 6:1 glide ratio, my best, and only, option, was I-80 westbound, even though there was heavy traffic. There were four semis to my left, and as I turned over the freeway I thought I was ahead of the lead truck. I even said to myself, "I have this made". I lowered the left wing slightly and gave a touch of right rudder to see the road ahead, and at about fifteen feet up I struck something beneath me. I couldn't see what it was because this airplane is so blind. I couldn't imagine what I had landed on, because I was certain that I was ahead of the trucks. The right wings struck something, a pole I think, and I was thrown off to the right side, and hit the ground nose down, then tumbled, landing upside down at an angle, like it has

stopped at point 3 of an 8-point roll to the right. I was completely uninjured. I extricated myself, and a few minutes later a truck driver came over and said I had landed on top of his sleeper cab. Had I pulled that one off I would have called Kent Pietsch and asked to have "cartop landing" added to my SAC card.

I examined the airplane on Wednesday, and removed the main tank cap, and nothing came out. I was expecting at least 8, and probably 10, gallons of fuel. I removed the cowling and found the throttle linkage intact. I have a fuel receipt that shows 27 gallons purchased, and that is exactly what I would have put in both tanks, 17 in the aux and 10 in the main, after the evaluation, so I was totally confused over where the other 10 gallons had gone. I checked my credit card history (this was after 4 days of pondering where the 10 gallons went), and that's when I found another fuel purchase for filling the aux tank. WHAP! The sound of my hand hitting my forehead! It was then I realized that after fueling the aux tank, I never fueled the main tank because I always close up both tanks after fueling the aux tank. Having done things out of order, I hadn't realized that I failed to fuel the main tank, and off I flew to oblivion.

I will be bringing the airplane back to my hangar on Monday. The wings and landing gear legs are not salvageable, but most, if not all, of the wing hardware, flying wires, etc, can be used again, and I have all the jigs necessary to rebuild the wings. The fuselage is intact, although there is some minor damage to the tip of the fin and rudder. The insurance company will cover the costs of the rebuild.

I never push weather, and I never push fuel, but I did get things out of order when I fueled, and was carrying less fuel than I thought, so that is on me. I just hope this tale keeps others from making the same type of mistake. The corrective action is obvious: ALWAYS fuel the main tank first!

Danny

PS: The g-meter showed +6/-6



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