



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

November 2019



## November Flyout

Saturday November 16th our destination will be Seaside, OR (56S). The airport is 76 NM from Salem and we'll plan on taking the 20-minute walk to Gearhart for lunch at the Pacific Way Bakery and Café. The Seaside Municipal Airport's runway length is 2,211' and 50' wide, so be sure to brush up on your short field landing technique. Departure time 10:00 am.

## Club Christmas Party

Joan and Vern have graciously agreed to host the party, starting at 6:00 PM on Saturday, December 14th. In order to have enough food for everyone, each member is asked to bring either a main dish or salad, and a small dessert to share. The club will provide meat and some fixings. We'll also do a gift exchange, so bring a fun gift in the \$10-15 range (aviation gifts are always fun). Bring your family or friends for a fun evening together. Please RSVP to Joan by December 7th so that we can get the plans finalized. Feel free to text or email Isaac or Joan if you have questions.

## Member Accomplishments

### Barak Mosgrove

Barak had his first solo this month after his training with Scott Bragg. He solo'd in N12382 with his parents watching. Congratulations Barak! Barak has been working hard to train quickly and is doing a great job!



### Jack Burton

Jack earned his Private Pilot Certificate on October 25<sup>th</sup> in N515ED. He trained with Todd, and took his checkride with Jack Loflin. Jack has been out practicing every week to prepare for this checkride, and the work paid off. Well done Jack!

## New Avionics in 36H

By Chris Eriksson

The Cherokee has undergone an upgrade this month! The GNX 375 GPS/Transponder was installed to comply with the ADS-B mandate. The GNX 375 is a new product by Garmin that is a WAAS IFR capable navigator that is also an ADS-B In and Out transponder. The GNX 375 user interface is very similar to that of the GTN 650. The GNX 375 ADS-B In will display weather, traffic, and give traffic alerts. It has terrain alerting, and can connect to iPad and Android tablets over Bluetooth. It has a full moving map GPS with flight plan capabilities, and can be used to fly GPS approaches down to LPV minimums. This unit is a very capable GPS, and gives our Cherokee much better situational awareness. The transponder controls are on the right side of the unit, and the direct to button is a touchscreen button on the top right corner of the unit.



GNX 375 map page

The autopilot has also been expanded. With the GNX 375, the GFC 500 is now capable of using nav mode and approach mode to track GPS courses, and fly RNAV approaches. The GFC 500 also now has a heading input and can fly heading mode. If you have any questions about the new capabilities of the Cherokee, contact a club instructor. We would be happy to assist you.

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## October Fly Out -Chiloquin (2S7)

By Todd Lindley

The fall ceilings were starting to look like we'd have to cancel the trip due to fog over the valley, but as the morning progressed, the skies opened up over KSLE as seen in this photo during a south-bound climb out from Salem. Once airborne, the weather turned out as forecast with the fog extending south to Eugene and then clear towards Klamath Falls. There were no concerns for the return trip as the fog was expected to clear well before our return arrival to KSLE. The flight down to 2S7 was beautiful and we passed just West of Crater Lake for some photo opportunities.



Our route this day was to head South East towards Creswell (77S) and then loosely parallel V452 until Crater Lake and Klamath Lake were in view, then proceed to 2S7. For those who haven't flown to Chiloquin before, the airport's location is deceiving as it's between two ridges and not next to Agency Lake as it appears on the sectional. The landing was uneventful and we taxied to the parking area near mid-field adjacent to Highway 97.



Everyone was hungry and as our anticipation grew for a traditional café breakfast, much to our surprise after crossing the highway, was that the restaurant was closed. By the look of things, apparently the café has been INOP for a while (note to self, call ahead before flying 148 miles to get breakfast). Thanks to modern technology, we punched in our location on the smart phone and discovered that we were only a short walking distance into the town of Chiloquin. So, we trudged across the airport and followed a path that led to the main road into town. From there we spied a roadside diner and after all was said and done we walked about 20 minutes from the tie down area. The diner grub was excellent, and think everyone had the pulled pork, but their burgers and other fare looked really good too.

After filling our bellies, we walked back to the airport and performed our pre-flight duties and departed for home. Since there were some pretty strong headwinds forecast for the return flight, we opted to stop at 77S for fuel on the way back in order to not have to worry about arriving at KSLE near or below fuel minimums.



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## ICAO Codes

As of August 27th, 2019, the familiar “/G” or “/U” are no longer accepted for flight plans and you are required to file using ICAO codes. Your favorite tablet EFB (e.g. Garmin Pilot, ForeFlight) will take care of this for you, though you may have to specify ADSB equipment capabilities inside each respective application. This equipment can be confusing, and they ask for details that are not as easily available as they seem to think. So this article may help understand the codes better, and make filing plans simple with club planes.

For those using 1800wxbrief.com or via 1-800-wx-brief, here are a few of the more commonly used codes:

Item	Code	Description
Flight Type:	G	General Aviation
Aircraft Equipment	G	GNSS
Departure/ Destination	Airport Code	4 letter ICAO airport beginning with "K" or "ZZZZ" when airport has 3 letters then in the “Other Information” box specify DEP/airport or DEST/airport
Cruising Speed	N0000	N followed by 4 digits for speed in knots
Level	A000	A followed by 3 digits for altitude
Surveillance Equipment	See Table	

Todd Lindley and Alison Neubauer worked out the codes for the flying club planes. They analyzed what equipment is in each aircraft, as well as the specs for each transponder to determine what codes we should be filing. The following tables explain the equipment and capabilities of each aircraft, and then finally the code that should be filed. Thank you both for your hard work to make a cheat sheet!

Aircraft	Transponder Mode	ADS-B Compliant	ADS-B Equipment
N515ED	C	Yes	GTX32 + GDL 88
N12382	S	Yes	GTX 345
N70574	C	Not yet	n/a
N1636H	S	Yes	GNX 375
N5174E	S	Yes	GTX345

Aircraft	1090 MHz Out	1090 Mhz In	UAT Out	UAT Out/In
N515ED	No	In Only	N/A	Yes
N12382	N/A	Yes	No	In only
N70574	No	No	No	No
N1636H	N/A	Yes	No	In only
N5174E	N/A	Yes	No	In only

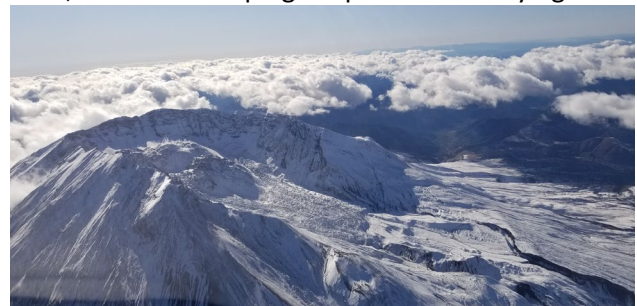
Aircraft	Surveillance Code
N515ED	CU2
N12382	EB2
N70574	C
N1636H	EB2
N5174E	EB2

## Fuel Prices

Salem fuel prices continue to be high, so keep an eye on fuel costs while out and about to try and save some cost to the club. As examples:

Salem: \$5.25/gal  
 McMinnville: \$4.99/gal  
 Independence: \$4.79/gal (@ south ramp)  
 Twin Oaks: \$4.99/gal

Please purchase what gas you need for the flight, regardless of the cost. Safety is always top priority, but buying cheaper gas will help the club save for upgrades to the fleet. Hopefully the fuel prices in Salem will be more competitive soon, but until then, thanks for helping keep the cost of flying low!



Mt St Helens – Chris Eriksson