



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

July 2019



## The Planes are in Their New Hangars!



At long last, the planes are now in their final hangar locations! Thank you to everyone who has spent time working on the new hangars getting them ready.

- The keys are above the cleaning supplies in Hangar A until the Flight Planning Room is complete.
- All of the 172s are in the North-facing hangars.
- The 182 and Cherokee are in the South-facing hangars.
- We have purchased an electric tug that is stored in hangar B that works for all of the Cessna aircraft.
- We continue to work on the hangar doors, the Flight Planning Room, and unpacking.

## Summer Barbecue



What a perfect day for our Annual Club BBQ and Strawberry Shortcake gathering on June 15<sup>th</sup>. We had the special treat with the magnificent sights and sounds of the warbirds (B17, B24, B25, P40, P51, T6), and it was fun to watch four of the club planes taxi in from the Sister's fly out. We also got to celebrate Tyler Graveline getting his shirt tail cut to commemorate his first solo flight! Thank you to everyone who brought the delicious food. It was a great time hanging out at the Airport! We look forward to seeing everyone at our next club event!

## June Fly Out

By Todd Lindley

Saturday was a busy club event day, as the strawberries had ripened for the annual club shortcake and BBQ gathering. We had also scheduled the monthly club fly out to Sisters (6K5) for the same day. All worked out as the fly out turned into a breakfast run and everyone made it back in time in the afternoon for BBQ and strawberry shortcake.

The morning started out MFVR with 1800' ceilings all around the valley, but the cloud cover only extended east to Stayton and with a few holes in the clouds to the west, some decided to scoot under to clear skies for the climb over the pass and others climbed up over Independence for the climb eastbound over the cloud layer.



Pictures by Todd Lindley

After three of the club planes landed, the pattern got really busy at Sisters. As 5ED was maneuvering for the pattern, several more planes entered the area, including a Cessna 170 and Malibu. After jockeying for position, 5ED landed and we secured the airplanes and headed into town.

With more than 23 restaurants in Sisters, we ended up at the Depot Café. The food was good and would recommend stopping when passing through Sisters. After breakfast we walked back to the airport and over



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the time we had been at breakfast, the temperature had risen and the automated weather was reporting 5100' density altitude (the airport's published altitude is 3168'). We departed runway 02 which is 3500' long but has a displaced threshold for some extra take off distance. The runway also slopes down so plenty of runway to get airborne on this hot day.

## Upcoming Club Fly Outs

By Todd Lindley

### July Fly Out

Saturday and Sunday July 20/21, is the annual Blueberry Pancake Breakfast in Mulino (4S9). Just a 15-minute hop from Salem makes for a short and sweet airplane trip for all you can eat pancakes and to view some classic cars. Perfect for bringing a non-flying friend or significant other. Pick a day (or both) and join us. We'll plan to depart at 9:00 am.



### August Fly Out

Saturday August 17th we'll head over to Madras (S33) to view the Erikson Aircraft Collection. Madras is just 80 miles as the crow flies from KSLE. Pick a route north or south of Mt. Jefferson to avoid the 10,497' peak. We'll plan to depart at 9:00 am.



### September Fly Out

Sunday, September 22nd we'll head over to Gillette Field (OR51) in Jordan for the annual Jordan Chicken Dinner Cruise-in & Fly-In. Gillette is a grass strip that is 2900 x 30 ft with power lines on the approach end. The all-you-can-eat lunch is \$15 (BBQ chicken, potatoes and gravy, beans, noodles, coleslaw, roll and dessert). We'll plan to depart at 9:00 am

### Other Potential Events

- Poker Run/Hop-Skip-Jump (TBD)
- Orca's Fly-in and campout, August (KORS)
- Bremerton Airport Day/Blackberry Festival, August/September (KPWT)
- Reno Air Races (September)
- Shelton Oyster Fest, October (KSHN)

## Membership Accomplishments

Congratulations to the following members on their fantastic accomplishments!

- **Tyler Graveline** soloed on June 5th. Tyler started his training with Max Duke, and is now training with Al Gray.
- **David Handy** passed his private pilot checkride on June 23<sup>rd</sup>. David trained with Max Duke and Todd Lindley.
- **Joshua McKinney** is a newly minted CFI after passing his examinations on June 26<sup>th</sup>. Josh finished his CFI training with Chris Eriksson.



We've continued to grow quite a bit over the last several months. We are thrilled to welcome the following new members:

**Tyler Graveline** (joined October, 2018):

I am an Embry-Riddle Prescott alumnus, and I originally wanted to be an aerospace engineer so I could work on aircraft and space vehicles. After starting college, I quickly discovered I genuinely enjoyed software, and decided to change my major. When I graduated Garmin offered me a software engineering position, and one of the "perks" they tout is a chance to join the flying club. While attending ERAU I warmed up to the idea of becoming a pilot, so joining the flying club was a no-brainer. Since my family lives in Idaho I am hoping that flying will provide me with the opportunity to see them more often. In my free time I am generally working on a game that I've been developing for a couple years now, but I also like to go fishing.

**Brandon Biodrowski** (joined January, 2019):

I grew up in Omaha, Nebraska and moved to Oregon in 2008. I developed a passion for aviation at a very young age going out with my dad and grandpa to watch them fly their RC airplanes and inevitably helping them look for their downed planes as well. Every year we would go to Offutt Air Force base and watch the airshow, I loved seeing the older war planes and was also fascinated with GA aircraft as well because I found out those could be flown by anyone and felt more attainable. I've been training with Chris Eriksson since January and look forward to every

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lesson. Once I obtain my PPL, I would like to continue to work on other ratings as well. I've worked for Garmin for 5 years as a Design Engineer so I feel very fortunate to be able to combine my passion with my career.

**Rus McCracken** (joined May, 2019):

Rus retired from a financial management role at McKesson Corporation and moved to Salem in 2008. He recently joined Valley Flyers after receiving his Private Pilot Certificate this past January, thanks to the sage instructional guidance and patience of Dennis Wyza. While there were several military aviators in his family, the real bug to fly was the back seat of an Aeronca Champ at age six and seven as his dad cruised over the cornfields of Nebraska. As a retiree, Rus is fortunate to be able to divide his time between his interests; gardening, reading, time with his dog, enjoying theater, community service through Rotary, and continued development of his aviation skills. He has a daughter in Lincoln City and son in the San Francisco area.

**Mikel Wynn** (joined May, 2019):

As a kid, I was drawn to aviation and flying after flying trans-Pacific many times between Japan and the states with my parents. Aviation was kind of in the family with my late-grandfather and dad being former GA pilots and two of my uncles currently GA pilots. I started flight training in Utah in September 2016 and got my private certificate in November 2017. I currently have over 350 flight hours logged, having flown the DA20-C1 Katana, DA40 Diamond Star, Piper Cherokee, Piper Arrow, Cessna 172, Mooney M20, and CP-30 Emeraude. I'm close to finishing up my Instrument Rating and hoping to add the Commercial Rating and Multi-engine add-on soon after that. Pending the additional pilot ratings needed, I am on the verge of getting a degree in Aviation Science from Utah Valley University. I hope to become a CFI after graduating. Prior to starting flight training, I kept my interest in aviation alive through aviation photography by way of plane-spotting trips, visiting aviation museums, and attending air shows and fly-in events; I LOVE

photographing aircraft, because unlike people, aircraft don't complain about my photography! Outside of aviation, I enjoy spending time in good company with my young single adult church group and cooking (especially Japanese and Asian cuisine!).

**Yukon Vinecki** (joined June, 2019):

I started flying right here in Salem. I took a discovery flight at age fifteen and knew I wanted to become a pilot. Beginning my training with Steve Larson, I was able to solo on my sixteenth birthday, before even getting my driver's license. My training was on and off for a few years after that until finally focusing on getting my private pilot license with Dennis Wyza last fall. Outside of flying I have just recently graduated from OSU majoring in computer science, Go Beavs! I have been a member of the Civil Air Patrol at the local squadron since I was a cadet and part of the aircrew. I look forward to sharing the blue sky with all of you, fly safe!

**Aaron Walters** (joined June, 2019):

I've been an aviation enthusiast since I was 8 years old. My flying experience began shortly after joining the Air Force, where I served 20 years as a Chaplain Assistant. My daughter is a recent Sprague HS graduate and I'm currently working as a commercial estimator with Pfeifer Roofing. My interests include running, hiking, hunting, fishing, and surfing.

**Kevin Stuth** (joined June, 2019):

I was introduced to aviation at a young age by my dad, who was a pilot for Delta Airlines. For as long as I can remember I knew that I wanted to become a pilot one day. I achieved my dream in the summer of 2007 when I passed my check ride and became a private pilot. In the following years I got my instrument rating, commercial ASEL certificate, and a degree in aerospace engineering. My wife Ellery, our Saint Bernard Maya, and I moved to Oregon in 2017 after I accepted a position as a flight test engineer at Garmin. Ellery and I welcomed our first son, Oren, into the world last August. I look forward to meeting other members of the club and exploring the many airports around Oregon as a member of Valley Flyers.

May you always have  
tailwinds and blue skies

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## Crosswind Landings Review

By Chris Eriksson

One way we can better care for our tires is using proper cross wind landing techniques. When we have winds like we have been having recently, landing without using proper technique results in landing sideloaded and risking loss of control, and at the very least, damage to tires. There are two primary methods of landing in a crosswind, the wing low method, and the crab method.

1. The wing low method involves establishing a steady final approach in a slight cross control. The aircraft nose should be kept aligned down the runway using rudder controls, and keeping the aircraft from drifting by using the ailerons. The cross-control attitude is maintained the entire approach and into the landing. The controls are held cross control in the flare, and allow the aircraft to touch down on the upwind wheel first, then the downwind wheel, followed finally by the nosewheel as the aircraft slows down. This method has the upside of keeping the aircraft stable throughout the approach and landing, providing more time to become steady in the cross control.



2. The crab method involves crabbing into the wind during final approach, and maintaining that crab angle until the flare. When established on final, simply keep the aircraft nose pointed into the wind enough to maintain the track of the runway. When the aircraft enters ground effect, the pilot must kick the rudder to line the nose up with the runway, and use the ailerons to prevent drift. The aircraft will then be held in that cross controlled position just like the wing low method while the wheels touch down one by one. This method has the upside of spending significantly less time in cross controlled states, but with the downside that it requires a faster input at the very end to keep the aircraft aligned as it should be.



In either method, the aircraft should be touching down first on the upwind main wheel first, followed by the downwind main wheel, and then letting the nose settle as the aircraft slows down. The aircraft should always be touching down aligned with the runway. If the aircraft lands side-loaded, the aircraft will change direction rapidly on the runway, and may even skip sideways across the runway. This will result in bald patches, and potential loss of control on the runway. Another common issue with crosswind landings is for the pilot to be nervous while coming in to land, and accidentally holding the brakes while landing. This will almost immediately cause a bald spot, and potentially a flat tire. Take extra care in crosswinds to keep your feet off the brakes. Patience is key when landing in a crosswind, take your time with it, and fly the airplane all the way to the runway. Remember, you aren't done flying until the plane is shut down in the hangar.

## Tire Care

We as a club have been going through far too many tires. Please try to minimize brake use when not necessary. It is unnecessary to turn off on Alpha every time you land on 34, instead, let the aircraft roll to slow down. So when taxiing, and landing, keep your toes off the brakes as much as possible.



Isaac Mosgrove and Brian Deno flew into the Second Annual Green Trees Ranch Fly In private grass airport.

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.