



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

August 2019



Monthly Events

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)

August Fly Out

Saturday August 17th we'll head over to Madras (S33) to view the Erickson 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 We'll plan to depart at 9:00 am



BARAK MOSGROVE

5ED after it had just been cleaned – Barak Mosgrove

New Instructors

This month we had two new instructors be approved for instructing in club aircraft, so get a hold of them to keep learning and stay current. They are both great to fly with!

Scott Bragg: I'm Scott Bragg, originally from Loveland, Colorado. I went to school at Embry-Riddle Aeronautical University studying aerospace engineering. I'm now a systems engineer at Garmin! I did an internship last summer.

I started flying gliders when I was 12 years old, soloed at 14 and got my glider certificate when I was 16. I started flying airplanes when I got to college. Also in college I became a CFI-G, and later got my ASEL add on to my CFI. I love to fly anything and everything, including RCs! I have my own collection and am looking forward to getting to fly more overall again.



C5 at Oshkosh making everything else look small– Chris Eriksson

Joshua McKinney: Hello, my name is Joshua McKinney. I am happy to be one of the club's newest instructors. I have been a pilot since I earned my private certificate in 2011. I flew off and on for a couple years until I had the opportunity to volunteer with a humanitarian aviation organization in South America. While my purpose there was not to be a pilot, I did get to fly a number of times and became interested in getting more training. After I finished my undergraduate degree, I got my instrument rating and commercial certificate. Up to this point I had always enjoyed taking people flying and sharing the magic of flight with them. I knew that I wanted to teach flying for quite a while but I hadn't had the time to devote to the studying required. During graduate school, I joined a flying club and began pursuing my flight instructor certificate. It was difficult juggling school and flying and it took me until this summer to complete it.

Flying has been my favorite hobby for years. I've been fortunate enough to have been a part of three flying clubs now. I've gotten to fly the east coast

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including many trips all over Florida during my commercial training and a trip from Georgia to Oshkosh. I also learned how to fly in and out of short unimproved strips while in South America. Now I'm enjoying flying here on the west coast with the beautiful scenery and nicer temperatures.

In my free time I work at Garmin as a flight test engineer. My wife and I moved here a little over a year ago from Atlanta Georgia and are enjoying living here in Salem. If you see me around, feel free to ask questions or even just say hi. I love talking about flying. I look forward to meeting more of you in the club.



DC-3 landing at Oshkosh – Chris Eriksson

New Members

Simon Hayes (joined November, 2018)

Hi everyone! I'm new to Oregon and being part of such a friendly and welcoming club has been great for flying and for getting to the know the state! I moved here from Kentucky in October 2018 to take up a position at the State of Oregon as an IT Director and I joined Valley Flyers immediately.

I learned to fly in South Africa in 2004, where I got a Private Pilot License (PPL). Compared to the US, a SA PPL is (or was) a bit more limited: day VFR only and no radio navigation or GPS. Until I moved to the US later I had no idea what a VOR was. On the other hand, spins were a pre-solo requirement and pilotage and dead reckoning were the only allowable navigation methods. More limited didn't necessarily mean easier!

After that I moved to the US, got a foreign-based private certificate and started an instrument rating. I passed the instrument checkride just before I left the US to move back to Europe where I didn't fly at all for five years. Anyone who thinks that flying's expensive here in Oregon should check out some European prices...

When I came back to the US I found myself in Alabama with an expired South African PPL so I did the normal FAA checkride to get a 'regular' US private certificate. That was when I discovered that the FAA had lost my instrument rating records and I had to do it all over again! As a result, I've had the dubious

privilege of doing two full instrument checkrides, one on steam gauges and one on G1000. After leaving Alabama I went to Kentucky and got my commercial certificate. I also joined a tailwheel-only flying club with two Citabrias, started flying for Pilots N Paws and for EAA Young Eagles, both of which have been really rewarding. So far in Oregon I've only been able to do some YE flights but I hope I'll be able to do some PnP ones too.

As for next steps, I'm working towards CFI (slowly, I admit!) and I've planned to add a seaplane rating later this year. I'm very happy to have been able to join a great club like Valley Flyers and I'm looking forward to more awesome flying here in the PNW. If anyone's looking for a safety pilot or just someone else to fly with, let me know!



Moonbeam McSwine at Oshkosh – Chris Eriksson

Brad Davis (joined December, 2018)

Brad learned to fly at UAO Aurora (starting before the tower opened), and got his ticket in 2017. He enjoys cross country, loves most any kind of map, and literally does charts for a living at Garmin. He decided to start flying because he had too much money. (Problem solved!) On weekends he's not flying, look for him on the road, towing the family trailer to one of his daughter's horse shows. He looks forward to earning his instrument rating one day so he can fly his football maven son to Seahawks games and his wife to peace and quiet!"

Andrew Laschober (joined July, 2019)

I grew up as a young boy fascinated with trains and airplanes, so 5-year-old Andrew would be very excited to see where I work now. Coming up on 3 years at Garmin as a mechanical engineer, and beginning training to get my Private Pilot's License. I live in Tualatin, and grew up in Pittsburg, England, and Oregon, graduating from Oregon State in 2017. Outside of aviation I have a passion for exploring the PNW via bike, kayak, or skis.

David Meehan (joined July, 2019)

As a kid I was always interested in flying and aviation. During college I was lucky to be accepted into an internship at NASA's Goddard Space Flight Center where I really started engaging with the world

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of aviation. I graduated from OSU in 2014 with a B.S. in Mathematics and a B.S. in Computer Science. I was fortunate enough to immediately get a job working on the GTN at Garmin. Working as a software engineer at Garmin for the past 5 years has really grown my knowledge in aviation, but you can only learn so much without getting in the cockpit and flying for yourself. I am very excited to join the club and learn to fly.

Outside of aviation I also enjoy rock climbing, hiking, camping, reading, and board games. Last July I married my wife Amelia who is also interested in aviation. She's even named after Amelia Earhart! I am looking forward to meeting more members of the Valley Flyers!

Barak Mosgrove (joined August, 2019)

I'm 17 years old and I attend Chemeketa Community College with plans to transfer to OSU to pursue a degree in Engineering. I enjoy cars and plan to start a project one soon. I am a Shot on iPhone photographer (that's code for I'm too cheap to buy a real camera).

As the son of a pilot, I've been around airplanes and the aviation community for a large chunk of my childhood and teen years. I love flying and am working towards my PPL so I can explore the PNW with friends and family. Also, I'm Isaac's son if that's important.

Brian Pugh (joined August, 2019)

I'm a native Oregonian. I was born and raised in a little town called Summerville which is near La Grande. I'm married to my lovely wife, Mira and we have a teenage daughter, Kara. I've always been interested in aviation but never thought I could be a pilot. That changed when I started working at Garmin as a software engineer. I've watched many of my fellow engineers get their pilot licenses through the flying club and I thought, "why not." Everyone I've met has been very encouraging and their enthusiasm for aviation has rubbed off on me. I hope once I have my pilot's license to do many trips for \$100 hamburgers, camping near airstrips, and other fun things that can only be experienced from the air.

Toni Topfer (joined August, 2019)

Toni is a Garmin avionics aerospace engineer. Flying has always been on his list, but until now never something that appeared within financial reach. For as long as he can remember, airplanes connected him with friends and family. He would fly from northern to southern Germany to visit relatives during every break. Flying at that age included being supervised by a flight attendant, getting to sit in an A320 cockpit and receiving a metal airplane. Chris Eriksson gave Toni the final hook when he took him along on a recent test flight. Seeing the Northwest from above and having

the Pacific, the volcanoes, the rivers and the city all within reach is what did it. Prior to Garmin, Toni was involved in engine testing and development programs at Honeywell Aerospace. Past programs include Apache/Black Hawk T900, TPE331, TFE731, and 737/A220 131-9 APUs. He feels very fortunate that his career and the club are aligned to get him flying. He looks forward to the community and shared experiences.

Membership Accomplishments

Brandon Biodrowski completed his first solo flight on July 3rd, in N5174E. He has been training with Chris Eriksson, and flying all three Skyhawks to get to this point. Congratulations Brandon!



Brandon after his first solo!

Chad Eason passed his instrument checkride earlier this month after training with Todd Lindley. He took his checkride with Lee Shuster. Congratulations Chad, enjoy the clouds!



The IFR setup for Chad's training – Todd Lindley

Formation Training

By Chris Eriksson

I was able to participate in the Bonanzas to Oshkosh group formation flying clinic this summer. The FAA only requires preflight coordination for formation flight. We discussed everything, the orders of which we would be talking on frequencies, the appropriate dialog for the lead and wingman, the order in which we would do each maneuver, and even the exact second at which we would start our engines. We started off with what is called an element takeoff,

where the two aircraft line up on the runway together, and start to accelerate, taking off with partial power to make sure the wingman can stay in position on the leads wing. This was more of a challenge when not flying the same type of aircraft, and took careful planning on the part of the lead to make sure we could both rotate at the same time.

The desired position once airborne was to be on a 45 degree angle back from the lead, with my wing 3 feet past the tip of the leads wing. We also wanted to be positioned lower than the lead aircraft so that we could not see the top of the leads wing. This is essential for safety in case the lead aircraft had engine issues and fell back rapidly. While we were there, one aircraft did have an engine fail due to running out of fuel in the tank they were using. If the positioning had not been correct, it could have led to a midair collision. So to start with, I practiced holding that position exactly. We then worked on welded wing turns, where as the lead turns, I stay in the exact same position in relation to his aircraft. So if he was in a 20 degree bank away from me, I would have to be in a 20 degree bank, but also rise up to stay on his wing. After practicing 20, 30, and 45 degree banks in both directions, we started into echelon turns. Echelon turns are where I do not rise up to stay with the leads wing, but instead match his bank and stay at the same altitude as him. We practiced these repeatedly at different banks.

We also practiced cross-unders, where we switch sides by reducing the power, dropping down, and sliding back across the tail of the aircraft. As you pass directly behind the lead aircraft, it takes putting the power almost all the way back in to pull back up into position without falling out of the formation.



Our Bonanza, this is not zoomed in – Chris Eriksson

The last airborne maneuver we spent time practicing was close trail. In close trail, wingman falls back and sits directly under the tail of the lead aircraft. The goal is to be a few feet behind, and a full ship

height under the lead aircraft. This maneuver was a lot of fun to get as close as you can to the lead!

Then we would return back to the airport and land in an element landing, where we once again move forward to be almost aligned, and touch down together. We landed significantly faster than normal, and with no flaps, so that the wingman can stay behind the lead in the landing and rollout. We would then taxi in, and when directed shut down our engines.

The flying was exhausting, and required continual input on all controls. The rudder was used substantially more than I expected. When wanting to move closer or farther, or cross under, the wings stayed exactly as the leads are, and the rudder was used to shift the aircraft position. The other part that really surprised me is how limited the wingman's situational awareness should be. Really, the wingman's job was just to keep position on the lead. The lead assumes full responsibility for the flight in terms of communication, airspace, weather, and positioning of the formation.

When not flying myself, I would ride along as an observer. I was able to join and ride along on a four ship formation, where we did the same maneuvers, as well as breaks and rejoins, where the lead would break the formation and re-align all the aircraft, and diamond maneuvers, where we create a diamond pattern. These guys were talented!



The view from #3 in formation – Chris Eriksson

I learned a lot over the weekend, including how much effort the B2Osh group puts into safety and training of all of the members, and how much practice it really takes to get good at formation flying. If you want to learn formation flying, or just a different type of flying altogether, try going to one of those clinics. Formation flying is a much larger challenge than I had thought going into it, and learning from an experienced person is critical. Even if you don't have the right type of plane, talk to the organizers and see if they mind you riding along and learning!