



Valley Flyers

“Just Plane Fun!”

885 Lancaster Dr SE
Salem, OR 97317

October 2022



Fuel surcharges update



Fuel costs continued to be high in September. Salem has one of the highest rates in the area right now, at \$7.60/gal. As a result, we’re keeping the fuel surcharges the same as last month:

- Skyhawks/Cherokee: \$7.23/hr.
- Skylane: \$11.05/hr.

While the club can still absorb some of the higher costs per gallon – and safety is still our top priority! – we need your help to keep costs lower where we can. Even a ‘small’ difference in price helps to keep the club rates and our fuel surcharges as low as possible. Here are some local fuel prices for comparison (as of 10/04/2022):

Airport	\$/gal	C172 savings/hr	C182 savings/hr
Salem	7.60	-	-
Independence	7.30	2.70	3.90
Twin Oaks	6.99	5.49	7.93
Lenhardt	6.60	9.00	13.00
Corvallis	7.15	4.05	5.85
Albany	7.29	2.79	4.03
Mulino	7.29	2.79	4.03

Annual Jordan Dinner

Isaac Mosgrove

The weather was perfect for this year’s Annual Jordan Dinner fundraiser for Our Lady of Lourdes church in Jordan, Oregon (just east of Scio in the foothills). The event was packed with a car show, aircraft, lots of booths and activities (including ax throwing), and tons of delicious food. In all, about 50 aircraft flew in and over 300 cars entered the car show.

The Gillette family generously opened their 2900 ft private grass runway for the event. I took off in N515ED with my son Jesse while my other son Barak grabbed N12382 with his fiancée. We joined a steady stream of aircraft headed to Jordan (including a Mooney that departed Salem with us).



If you’ve never landed at Gillette, this is a great time to fly in, meet the family, and get contact information to request permission to land during other times. They take very good care of the runway, and orange balls mark the power lines that are at the approach end of runway 26.

Club flyouts



Due to weather, smoke and other factors, no club members were able to make the trip to the Reno Air Races in September.

On October 15th, there will be a club flyout to Prospect State (645) to see Crater Lake from the air. Next month, we’ll plan a flyout on November 12th so feel free to reserve an aircraft now!

PIREP: Dan Gryder meetup at Victor-23

Stuart Jantze

Todd Lindley, Jim Crowell, Steve Liddane, and I drove to [Victor-23 Craft Brewing](#) in Vancouver, WA on Friday 30 September 2022. We met Jay Schofield at the venue. Victor-23 is a craft brewery and pub themed around the D.B Cooper mystery. The food and drink were good.

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The main reason for attending when we did was a chance to meet Dan Gryder who was scheduled to drop by on a visit to the area. Dan has a theory about who D.B. Cooper was in real life. In addition to detective work, Dan is trying to make a positive difference in reducing GA accident rates by promoting an Advanced Qualification Program that is similarly used in the airlines.



Those in attendance got to meet with Dan and talk to him one on one. He is a very humble man in person and is very passionate about keeping pilots alive through advanced training. He also shared what to expect next on his YouTube channel - November is thought to be an exciting month for the D.B. Cooper investigation! And of course, we took our photos with Dan while wearing our D.T.S.B. hats too.

New member: John Gonzales

John Gonzales

I recently moved to West Salem. I was a member of the Aero Dynamics Flying Club at Mulino (4S9). My aircraft ratings are single engine airplane and piston rotorcraft/helicopter. I transferred to the club to continue my passion for flying and continue to work on my IFR rating. I work for LMC Construction as a Senior Superintendent, currently working on the new Hilton Hotel in downtown Salem. I enjoy horseback trail riding, camping, hunting, and competing in Ironman triathlon events.

New member: Ryan Hari

Ryan Hari

Hi everyone, my name is Ryan Hari, I'm a new member of the club as a student pilot. I'm retired from a career in the fire service, married to my wife Hidi for 30+ years. Our family includes our son Brendan who is also a professional firefighter, and daughter Makayla who is an ICU nurse, and our two golden retrievers Kody and Kaya. Now that the kids are grown up and work is no longer in the way, I finally have the time to pursue a passion of mine which is flying. I initially started flight school in Albany, but when an opportunity to join the club came up I switched and now am learning from Scott Bragg. My goals as a pilot and a club member are pretty simple, I'm focused on learning how to be a safe and skilled pilot in order to fly just for the fun of it. Thus far my experiences have been fantastic and everyone I have met at the club has been open and welcoming. I look forward to meeting you all and thanks again for welcoming me into the club!

New member: Kyle Peters

Kyle Peters

Hi everyone! I'm Kyle Peters, and I'm an Aircraft Certification and Systems Engineer for Garmin. I am originally from 45 minutes outside of Detroit, Michigan, and moved to Salem in June 2021 to work for Garmin after graduating from Michigan State. Aviation has always been part of my life. Both my parents flew for Republic/Northwest/Delta for 35 years, and I grew up flying in their 1976 Cessna 210. I earned my PPL while attending MSU, and I intend on pursuing my instrument rating with the club shortly.

I'm Upset! Now I'm Not!

Jon Eggert

Loss of control in flight (LOC-I) is the leading cause of fatalities in general aviation and, like most pilots, I don't want any part of that. LOC-I is generally caused by upsets: unintentional deviations from normal flight, like excessive bank, excessive pitch, or inappropriate airspeeds. I recently completed an Upset Prevention and Recovery Training course at [Specialized Aero Works \(SAW\)](#) in Bend, Oregon. The goal of UPRT is to learn how to prevent upsets and recover from them if they happen.

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Every pilot has had some training in parts of the flight envelope outside of normal flight: how to recognize an impending stall, avoid wake turbulence, and recover from unusual attitudes. We're taught the danger of cross controlled stalls and the infamous skidding turn from base to final, and the theory of spin recovery.

Practical spin training is not required, though, except for the CFI rating. Without that experience, I've always lacked confidence about how near or far I am from an error that could cause LOC-I. I've always wondered if I would take the necessary actions.

The UPRT courses at SAW are taught by company founder Mike Kloch. His achievements include flying F/A-18 jets in the Marine Corps, working as a test pilot and instructor for Epic Aircraft, Master CFI and Master CFI-Aerobatic designations, and more. I half expected to feel intimidated by Mike, however he is strongly motivated to teach and provide a good experience for his students, and I was quickly put at ease.

Training began a couple of weeks before arriving at SAW, with some assigned reading and videos. They included motion sickness, physiological effects of high g loads, the [Airplane Flying Handbook chapter 5](#), and [Rich Stowell's "Learn to Turn" program](#). Recent flight time is one of the strongest recommendations for avoiding motion sickness. A few days before the course, I flew with Simon to prime my vestibular system with steep turns, unusual attitudes, and some other basic maneuvers. I do think that was beneficial for the UPRT flights.

I signed up for the "Enhanced" course, which includes three UPRT flights and two spin flights, plus ground instruction. Each flight started with a pre-flight briefing on all the maneuvers and ended with a debriefing. Mike records the flights with cameras on the wing strut and in the cockpit. Those are very useful because we can pause, rewind, and debrief the maneuvers later with models and a whiteboard available.

The videos are also fun to have after the course is done. I've posted a video recap of the training on my website, www.oregonairborne.com, and [on YouTube](#).

Day 1 – introduction to upset recovery

Ground instruction started with LOC-I causes and accident scenarios, physiological effects of g-loads, flight dynamics, energy management, and recovery techniques. The information was more detailed than during my private pilot training but still very accessible, and Mike was always open to questions.

I was very nervous leading up to the course and shared that openly with Mike. He talked about ways to overcome nerves, using reason and self-talk to turn nervousness into excitement. Between that and the thorough ground preparation, I managed to reduce my dominant fears down to vomiting or embarrassing myself with a poor performance.

Before the first flight, we briefed the maneuvers, including optional aerobatics in case we had extra time. We also briefed the airplane checklists for the Super Decathlon, and Mike showed me how to put on the emergency parachute and explained how to use it.



The Super Decathlon on the ramp

You know you're in for some excitement when you have to buckle up a five-point harness and tighten the lap belt with a ratchet like the ones on a tie-down strap. Although, the ratchet in the Super Decathlon is about twice the width of the ones I recently used to secure a refrigerator in the bed of my pickup. I suppose a wider strap spreads the load over more human flesh, rather than needing to be bigger for strength. It sounds cool when describing it to friends though.

This was my first time piloting a tailwheel airplane. Mike gave me pointers for taxiing the aircraft and we didn't hit anything on our way to the runway area,

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although I'm sure it looked like amateur hour on the taxiway. Runup and takeoff were routine enough and we headed out to the practice area.

On the climb out, we did some simple maneuvers to familiarize me with the airplane while demonstrating some of the aerodynamic effects we'd discussed earlier. Those included Dutch rolls, and a maneuver Mike calls "box-the-sky": drawing a rectangle with the nose of the airplane. We performed some simple pitch maneuvers to experience a range of g forces, positive and negative. That was followed by slow flight, including higher angles of bank and rates of turn than usual. Next up were power off and power on stalls, followed by a "falling leaf", which is a sustained stall using the rudder to try to keep the wings level. The Super Decathlon bucks around quite a bit in that maneuver. Then came steep turns, all the way to a 3g pull, a bit over 70 degrees, and a couple of wingovers, which turned out to be much gentler than I expected.

We then started on the meat of upset training. The first upset was nose high and banked to a greater angle than one would see in private pilot training. After a few more nose high upsets with increasing deviations, we started on nose low recoveries. Sometimes Mike would say something like, "wake vortex," pull the nose up and then roll us over as the nose dropped. On the tenth upset, he put the nose low and banked over to a slightly inverted attitude of about 100 degrees. The experience seemed very intense, but I also felt a huge sense of excitement and accomplishment at being able to recover.

All the motion, coupled with August afternoon heat, started to get to my stomach. Throughout the course, any time I felt some motion sickness, Mike was patient about it. I would take the controls if I didn't already have them, and we would chill out with a little level flight. We had accomplished everything laid out for the flight and started heading back to the airport. After a short settling time I was feeling pretty good, and took the opportunity to do my first aileron rolls, left and right.

Back on the ground, we debriefed the flight using the videos and Mike's notes. Being able to see it again on video was a great way to cement some of the important critiques.

Day 2 – upset recovery

The second day started early. On the way out, we practiced control failure mitigation strategies, and did some intentionally uncoordinated flight with turns and a high angle of attack. Next, we did accelerated stalls. I entered the first one with too little rudder input and the high wing rolled off a lot. Other than that, they were benign. Those were followed by a fun "lift vector orientation" exercise that consisted of a simulated dive bombing.

Cross controlled turning stalls demonstrate a common accident scenario: a skidding turn to final after overshooting the runway centerline. Mike had me perform the stall with slow rudder input and, while it's not something you'd want to do in the pattern, it was easily recoverable. He demonstrated the same stall with quick rudder input and the difference was dramatic: we rapidly went inverted with an incipient spin. It was so fast and surprising that I asked to see it again. I decided not to try it myself until I could speed up my recoveries first. Mike then had me perform a stall while slipping the airplane, in a variation of the falling leaf. Compared to the bucking bronco of the first falling leaf maneuver, it was very docile in the slip.



An inverted loop

While flying along and discussing the stalls, Mike surprised me with an upset to recover from. Stress and surprise are intentional parts of the training because it's important to overcome the startle response and recover the airplane. We did a few upset recoveries, and it became clear why repetition is necessary. My first few responses weren't quite correct, and too slow, before I started to get back into the groove. We then progressed to nose high upsets with 90 degrees of bank, which require a slightly different technique. Those were followed by nose high inverted upsets that also need a slight variation in procedure. With those in

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the bag, we had some bonus fun with a Split S and a demo of a Half Cuban 8. We returned to KBDN to debrief, take a breather, and prep for the next flight.

The third flight added a spiral dive recovery, and reps for the upset recoveries. Mike also had me do some recoveries from upsets entered with my eyes down. This flight was largely about solidifying what I had learned on the first two flights. It went well and we had time for a loop and Half Cuban 8 before returning to the airport.

Our flights were done before lunch, and we spent the early afternoon on ground instruction for spins. Mike teaches the NASA spin recovery technique, with the caveat that the POH takes precedence, if it's different.

Day 3 – spin recovery

The first spin flight included spin prevention, which would be familiar to anyone who learned stall prevention. Then came incipient spin recoveries, stopping them before they became fully developed. If you miss the signs of an oncoming spin, stopping it in the incipient stage seems like the next best thing.

Mike demonstrated a couple of one turn spins and recoveries before I attempted them myself. I found it striking how gentle they really are, and after all the upset recoveries, they weren't frightening. Before this course, I would not have imagined myself readily kicking in the rudder to enter a spin, but I did. That doesn't mean my recoveries were good, though. I experienced some time compression and it felt like things happened quickly, so I started out too slow with my recovery inputs. For example, once the rotation stops it's important to quickly neutralize the rudder input and pull out of the dive. I tended to be slow with the rudder and started rotating in the opposite direction. I could recover, but lost a lot of altitude compared to an optimal recovery. In all, I performed eleven spin recoveries on the flight.

The flight also included some upset recovery review, and there was time for a barrel roll before returning to KBDN to debrief and take a break.

Spin flight two went through normal spin prevention, entries, and recoveries again. Then we added aggravated spins, which in the Super Decathlon only require a little forward stick movement after the spin develops. The turns sped up noticeably and I continued

to be slower than ideal with my control inputs and did get a little frustrated with myself over it. In the process of trying to really nail one, I bagged eleven more spins in this flight. According to Mike, the Super Decathlon can recover with just 650 feet of altitude loss, but the best I ever did was 750 feet.

By the end of the second flight, I was feeling wiped out and the motion was getting to me. I opted not to do any aerobatics on the way back this time, so I'll have to go for some recurrent training one day and get in a Hammerhead turn. Back at the airport, we debriefed the flight and got a picture of me with my certificate, a proud moment.



Closing

This was some very concentrated and impactful training, which I'm extremely happy to have in my logbook. We are fortunate to have a resource like Specialized Aero Works so close to us, and I look forward to returning there for recurrent training.

I found Mike to be thorough, patient, and fun to fly with. His feedback and critiques were helpful without being harsh. After taking the course, I have better situational awareness, I'm more proactive, and most importantly, I'm less likely to get into danger.

Have you had a memorable trip, flying experience, or words of wisdom that others in the club would benefit from, or that you would like to share? Please send your stories, tips, quotes, and pictures to **Simon Hayes** for inclusion in future newsletters.

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