



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

September 2021



C182 update and new hourly rate

We are in constant communication with the shop and expect to pick up the aircraft any day now. Because of the massive installation, there are a lot of checks required and the exact date depends on how smoothly things go. The new hourly rate for N70574 will be \$145.

Please remember that everyone who flies the 182 will need a new checkout from a club instructor. We'll train multiple instructors on the new systems as soon as the aircraft is available, to help get other members checked out as quickly as possible.

Chris Eriksson is coordinating the training schedule; if you plan to fly N70574 when it returns, please let him know.

New club CFI: Alan Lasneski

Congratulations to Alan Lasneski on passing his CFI checkride! He trained with CFII Chris Eriksson. Alan is now a club instructor, and is available for club checkouts, FAA flight reviews, general instruction etc. He says:

"I started in the Valley Flyers club in 2012 working on my private pilot certificate. After realizing how much time was IFR while working on my VFR I decided to go after my Instrument, during that time I realized that you get the opposite weather to the certificate you are working on. I kind of became hooked on flying and my instructor Chris Eriksson thought I'd make a good instructor. But to become an instructor you have to have a commercial certificate. After my commercial I started working on the CFI and just recently passed my checkride for it. I'm really looking forward to learning more about all the club members as I take on this new role."

November flyout: Night Currency Event

Todd Lindley

We're planning a night currency event on the evening of Saturday, November 13th. More details will be in the October newsletter. Save the date!

PIREP: camping at Nehalem State (3S7)

Todd Lindley



I've visited Nehalem State Airport a few times in the past, either by car or airplane, but finally had the opportunity to camp at the airport. Next to the runway there are six primitive camp sites each with a fire ring and picnic table. Each campsite has its own "charm" with varying

amounts of seclusion as some sites are more exposed to the airport surroundings and others set back in the trees. There is also an outhouse and a water spigot on site or one can walk from the airport into Nehalem State Park and use the showers and facilities there.



One of six campsites

The airport sites are first come, first served and the fee is \$11 per night. Though we brought a bundle of firewood, the camp hosts inside the park have

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Chris Eriksson CFII
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970.219.0661

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425.681.9994

firewood available for sale. Just hanging around the campsite is very relaxing, but the beach and Nehalem River are a short walk, as well as numerous walking trails within the state park. If you are a little more adventurous, the town of Manzanita is a thirty minute walk via the beach or residential roads. The weather each day was sunny and 70 degrees and the marine layer lingered most of the morning but cleared by noon. Keep this in mind if flying to 3S7 as you may have to wait around for the low ceilings to clear longer than you might like. In fact, I've been here a few times where the low overcast remained for several days in a row.



PIREP: the AirShow of the Cascades 2021

Mikel Wynn

On Saturday, August 28th, I flew myself in N5174E out to Madras, Oregon (S33) to attend the 2021 AirShow of the Cascades. After the Oregon International Air Show held in either Hillsboro or McMinnville, this is Oregon's second-largest air show venue and this year was their 20th anniversary (albeit, deferred by one year due to repercussions from the COVID-19 pandemic!).



This year in particular, I think the AirShow of the Cascades beats the 2021 Oregon International Air Show held earlier this year, hands down due to the latter being done in a drive-in format!

Highlights from the air show performer line-up at Madras included the U.S. Army Golden Knights parachute team, a privately-owned Douglas A-4 Skyhawk, along with a handful of aerobatic performances. Also included in all levels of ticket admissions was free access to the Erickson Aircraft Collection's hangar and museum, where they display their extensive collection of warbirds, many still in airworthy condition. But the real feather in the cap for this year had to be not one, but TWO B-17 Flying Fortress bombers flying together, a rare sight anywhere these days! One was from the Commemorative Air Force's Arizona Wing on tour throughout the country and the other was the locally-based one from the Erickson Aircraft Collection. The two B-17s brought a little Madras history to life, as the Madras Municipal Airport (formerly known as Madras Army Airfield) once served as a training base for the Army Air Corps during World War II, with the Flying Fortress once been a common sight there.



What was fun about going to this air show was that it was fly-in friendly! Dating back to the 1970s, the AirShow of the Cascades started out as a fly-in show on a family farm just outside of Madras. As more pilots and aircraft participated in subsequent years, the need for a larger venue became apparent. And in 2000, the show officially moved to Madras Municipal Airport and it became known as the AirShow of the Cascades from then on. And to this day, the air show organizers invite pilots and aircraft owners to fly in and put their aircraft on display (especially the vintage kinds!).

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It was a beautiful day for the air show and I didn't have too much trouble getting out there and back, in spite of some wildfires that were burning north of Detroit Lake and Mt. Jefferson along with the associated TFRs (always check NOTAMs along your intended flight route(s)!). On the way back however, I had to take N5174E up to almost 11,000 feet due to thickening wildfire smoke getting as high as 10,000 feet MSL! Otherwise, it was an uneventful and fun cross-country outing! This air show would be a great idea to do as a club, perhaps for a fly-out in the future! If you're considering going next year, mark your 2022 calendars for August 26th and August 27th, because that's when the AirShow of the Cascades will take place in Madras next year!



New member intro: Aaron Webb

Aaron Webb

Hello all! I am back in the club after a few years off. I started flying in 1996 when I was 13 out in McMinnville, flying gliders. I worked on the ground helping out while there. I soloed at 14 and got my license when I was 16. Then I started flying power planes as well. I also worked at the FBO which paid for

most of my flying and not much more. Over the next few years I got my commercial in both glider and airplanes, and my CFI in glider as well. I never did get my instrument rating though. I mostly just wanted to tow gliders so at the time, I needed the commercial. That makes me one of the few limited commercial pilots around. I still only know 1 other.

I have had some great adventures flying. I did an 8 hour solo cross country in a Cessna 150 with a stop in the Alvord Desert where the airplane didn't want to start. I had to get out, kick the tires and whisper sweet nothings to her. Then she started right up and I flew on. I had another great trip back in 2004 with a good friend where we flew a pacer up to Anchorage and back via the Alcan and the Trench. That was an amazing trip. I also had the pleasure of spending a lot of my flying time between 2003 and 2012 in a PA-20 Pacer. What a fun plane! And of course flying gliders is always a joy.

In 2011, I took over running the glider operation in McMinnville and started Red Tail Soaring. That was a lot of fun and even more work. I joined the club in 2013 when I started working at Garmin, but since I was so busy flying with Red Tail, I left the club in 2014. Then I started a family and didn't have time for any flying by about 2017. I closed the doors of Red Tail, and focused on my family. Since then I have been working on a reentry plan and finally started it last month. My kids are now 3 and 5 years old and they need to fly more. I have been flying and getting comfortable and since it has been over 15 years since I took a check ride, I decided I will finally work on my instrument rating. I can't wait to take advantage of the great planes and get my little family of 4 into the sky more. I see some great family adventures coming soon, and I can't wait to meet you all!

Flight dispatch and check-in steps

While most flights are logged correctly in Flight Circle, we sometimes run into issues with Hobbs times not matching, missing times, missing fuel information, or other differences. A Board member usually has to look into each discrepancy, which can take up a lot of time.

To minimize the number of issues with flight records, please remember to do *all* the following steps for each flight.

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Before your flight:

1. Note the start tach and Hobbs times in the aircraft binder
2. Dispatch the aircraft in Flight Circle

After your flight:

1. Note the end tach and Hobbs times in the aircraft binder
2. Check in the aircraft in Flight Circle
3. If you added oil or fuel, enter the amounts in Flight Circle
4. Enter any squawks in Flight Circle

Finally, please send your fuel receipt to receipts@valleyflyers.org or by mail. You can save up receipts and do this just once at the end of the month.

Updated Membership Flight Rules

The Board of Directors has approved changes to the Membership Flight Rules. Please take a few minutes to review the updated rules on the club's website: <https://www.valleyflyers.org/documents/membership-flight-rules>

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.