



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

May 2022



## New plane rates



As approved at the Annual Business Meeting in January, **the new aircraft hourly rates will take effect on May 1, 2022.** The 2022 budget absorbed most of the anticipated increased fuel, oil, maintenance, and insurance costs. As a reminder, the 2021 budget estimated fuel at \$5/gallon and the 2022 budget estimated fuel at \$6/gallon.

Here are the new rates:

Monthly Dues		\$54/mo	Unchanged
N1636H	Cherokee 140	\$92/hr	\$5 increase
N5174E	Cessna 172	\$97/hr	\$5 increase
N12382	Cessna 172	\$99/hr	\$7 increase
N515ED	Cessna 172	\$108/hr	\$5 increase
N70574	Cessna 182	\$152/hr	\$7 increase

## Fuel surcharge from June 1st



Although our 2022 budget planned for increased maintenance and fuel costs, the actual costs have risen substantially higher than predicted. The Board has worked to reduce our variable expenses, including postponing some of the planned improvements. Even with these steps and with the rate increases that take effect May 1st, we are still unable to absorb all the increased fuel costs.

The Board has voted to institute a temporary fuel surcharge effective June 1, 2022. The fuel surcharge will be adjusted each month based on current fuel prices and the typical hourly fuel burn rate for the aircraft. The fuel surcharge will show up in Flight Circle based on your Hobbs flight time.

Our goal is to minimize the amount of the fuel surcharge. We hope that fuel prices will reduce in the future so that the fuel surcharge can be eliminated.

## May flyout: Yakima (KYKM)

Todd Lindley



On Saturday May 14th, we'll make the 143-mile trek to Yakima Washington to visit the McAllister Museum of Aviation and grab lunch at Reno's on the Runway. Lots of beautiful scenery along the way as we will pass over the Columbia Gorge and then fly near Mt Adams. There might even be an opportunity to visit the Cub Crafters facility but that is TBD. This is a perfect opportunity to get some out of the area cross country experience and partner with another club member or a club instructor and split costs.

## June flyout: Prospect (64S)

Todd Lindley



On Saturday June 4th, we'll plan (again!) on going to Prospect State Airport (64S). The Prospect airport is 132 nm from Salem so about an hour or so enroute. We'll grab breakfast/lunch at one of the nearby diners and afterwards feel to deviate to the east on the flight back for some photo opportunities of Crater Lake.

## PIREP: Cottage Grove (61S)

Todd Lindley



Most of you have probably flown to Cottage Grove, but there may be some new improvements that have been done since the last time you were there. There is now a nice pilot lounge, crew car, and picnic area (with charcoal grill). The Oregon Aviation Historical Museum on the airfield is also a destination favorite (see May 2019 club newsletter).

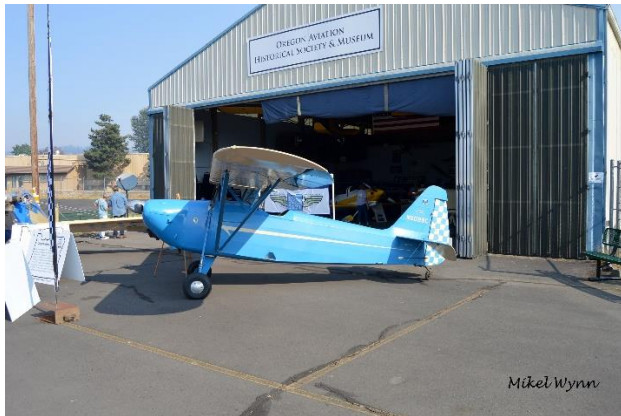
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And finally, there are several restaurants within a short walking distance of the airport, including a new taco truck located just outside the airport pedestrian gate. 61S is just 66.3 miles from Salem, so makes for a short cross country and cumulative inflation adjusted \$159.81 hamburger destination (based on the \$100 hamburger when I started flying in 2002).

## PIREP: The Great Oregon Homebuilt Fly-in 2021

Mikel Wynn

On Saturday, September 4, 2021, I flew myself with a non-pilot friend in N5174E down to Cottage Grove State Airport (61S) to attend the 2021 Great Oregon Homebuilt Fly-in hosted by the Oregon Aviation Historical Society. It was a nice little fly-in that's easily doable in half a day! The year 2021 commemorated 100 years of aviation in the state of Oregon, and since the Oregon Aviation Historical Society focuses on the history of Oregon's "outlaw pilots" (early aviators who fought with the feds due to experimental/amateur aviation and aircraft being illegal in the United States until 1952, with the exception of Oregon, which served as a sort of safe haven for such pilots), it just felt appropriate to be at this event.



N6099C

The only downside to this fly-in was that the turnout was a bit lackluster, likely due to the wildfires that were burning near Oakridge and Crescent Lake, which sent smoke into the southern portions of the Willamette Valley; Eugene Airport was actually reporting LIFR conditions as we flew over and you couldn't see the Eugene/Springfield area at all! We weren't sure if we'd make it into Cottage Grove as a result, but the AWOS at Creswell was reporting VFR conditions with 10SM

visibility, which gave us a little hope so we carried on and thankfully made it in. Even so, the wildfire smoke likely deterred a lot of pilots from taking part in the fly-in, hence the smaller than expected turnout.

Once on the ground, we were treated to a nice set of static displays, both from the museum collection as well as the few fly-in airplanes that were able to make it in. I've been to the Oregon Aviation Historical Society once before, but I was personally looking forward to getting a glimpse of some of their most-recent acquisitions and restoration projects.



N15516

Just DAYS before the fly-in was to take place, Portland-native and pioneering "Beaverton Outlaw" Cliff Krum donated his one-of-a-kind Coast Ranger 1 (N6099C) that he built in 1954 to the museum. Another restoration project that has become the pride of the museum was the Ralston Special "Wimpy" (N15516), which is considered to be the first successful low-wing design for a homebuilt airplane; while the restoration is pretty much complete, it was only missing an engine, which according to the museum staff is very rare and hard to come by. And another aircraft the museum acquired that I was dying to see was the red, white, and blue biplane, the Great Lakes 2T-1A Sport Trainer (NX315Y), made famous by Dorothy Hester and Tex Rankin who both flew it with great skill and to much acclaim as they made countless air show appearances throughout the west and extensively at the Cleveland Air Races before it was wrecked in a crash 1960s. The Oregon Aviation Historical Society painstakingly completed most of the restoration work of this famed biplane in time for the fly-in, with only a few minor components and rigging still in need of work; the museum intends to get the plane in flyable condition.

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NX315Y

After enjoying the sights and sounds of the fly-in, we made the uneventful flight back to Salem with a newfound sense of awe and pride for the early Oregon aviators, who we can credit for starting a movement that played a partial role that led to the creation of the Experimental Aircraft Association (EAA) as well as changes in General Aviation that we are benefitting from to this day. As pilots residing in and flying in Oregon, I think we owe it to these aviators in honoring them by telling their stories and continuing to advocate for and support General Aviation.



NX437A

## New member intro: David Birky

David Birky

I was born in Salem and grew up in Oregon and Indiana. I got my PPL and instrument rating while I was in high school in 1996. My freshman year of college, I applied for and was accepted into the US Army Warrant Officer Flight Training program and learned to fly helicopters.

I flew H60s in Korea, Germany, Kosovo, Iraq, and North Carolina. In 2002 I got my commercial SEL and MEL. I didn't know what kind of job I was going to get

when I got out of the Army so my dad and I bought a Piper Apache so I could build some twin time. Around this same time, I got my CFI, CFII, and MEI.

I flew EMS helicopters for a few months then got a job as a contractor for the Military Freefall School in Yuma, AZ flying Casa-212s and Hueys. I was only there 2 months when in 2006, I was selected for a Coast Guard program where they take pilots from other military branches. In the Coast Guard, I was stationed in Clearwater FL (where I got to fly all around the Caribbean), Sitka, AK, Elizabeth City, NC, and back to Sitka for a second tour.

I retired from the Coast Guard in June of 2021 and now I work for Life Flight Network flying helicopters out of Newport. I am married to Misti and have two daughters, Carson (12) and Morgan (10).

## Upcoming aviation events in the PNW

Mikel Wynn

Air show season has begun! As we get into the summer season, more events including air shows and fly-ins are taking place throughout the region as well as throughout the country.

Like any sports fans enjoying their favorite sports season(s), air show season is my "sports season," so I've taken the liberty of looking up and compiling a list of the events taking place in Oregon and Washington this summer. And in case anyone was curious, I'm planning on attending the events marked in BOLD, with plans to fly myself out to Klamath Falls, Madras, Cottage Grove, and Hood River for the respective events taking place there! If any of you are interested in joining me for the events I plan on flying out to, feel free to reach out and let's make plans as I'd welcome any company!

May 14-15	Skyfest Air Show - Fairchild AFB, Spokane, WA
<b>May 20-22</b>	<b>Oregon International Air Show (All-female line-up) - Hillsboro, OR</b>
June 18-19	EAA 292 Fly-in/STOL competition - Independence, OR
June 18-19	Olympic Air Show - Olympia, WA
June 18-19	Moses Lake Air Show - Moses Lake, WA
<b>June 25</b>	<b>Sentry Eagle Open House - Klamath Falls, OR</b>
July 9	Wallowa County Fly-in & Air Show - Joseph, OR
<b>August 13-14</b>	<b>B-17 Alliance Foundation GA Fly-in - Salem, OR</b>

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August 19-21	Oregon International Air Show - McMinnville, OR
August 20	The Arlington SkyFest - Arlington, WA
August 26-27	Air Show of the Cascades - Madras, OR
September 3	The Great Oregon Homebuilt Fly-in - Cottage Grove, OR
September 10-11	Hood River (WAAAM) Fly-in - Hood River, OR

## Strawberry Shortcake Summer BBQ



We will have our annual summer BBQ potluck some weekend in June. The BBQ always has strawberry shortcake with fresh strawberries, which are delicious! We are waiting to find out when the strawberries will be ready. We'll send out an email when we know a definite date.

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.

## EAA Young Eagles events

*Simon Hayes*

If you're an EAA member and you're interested in giving young people (age 8-17) an opportunity to fly, there are two Young Eagles events coming up soon.

EAA Chapter 292 in Independence has a Young Eagles day planned on June 11<sup>th</sup> and they're looking for pilots. You can contact the event coordinator for more details at [cindywoodworth1@gmail.com](mailto:cindywoodworth1@gmail.com).

EAA Chapter 902 in Albany is organizing Young Eagles flights on August 27<sup>th</sup>, as part of the city's Northwest Art & Air Festival. The coordinator's email for that event is [dforney@bctonline.com](mailto:dforney@bctonline.com).

Please note that to fly as a Young Eagles pilot, you must be an EAA member and have completed EAA's Youth Protection Training and (free) background check. More details are online at [eaa.org](http://eaa.org).

## Airline training academies

Frank de la Puente shared some news on two new airline training academies.

Alaska Airlines is opening its Ascend Pilot Academy in Hillsboro, here in Oregon. United Airlines is creating the United Aviate Academy in Phoenix, AZ. Both academies are taking a very similar approach to creating a flow of pilots to the airlines by training up students with little or no aviation experience to CPL/CFI. The airlines are offering financial incentives, and – once candidates reach ATP minimums at 1,500hrs – preferential interviewing and hiring with regional airlines.

Alaska's training fleet will be mostly Cessna 152s and 172s, plus Piper Seminoles. United, on the other hand, has ordered 25 Cirrus SR20s with an option on 50 more.

Frank shared an article (subscribers only) from [aviationweek.com](http://aviationweek.com) that has more details, and both airlines have more information about the programs on their websites.

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