



# Valley Flyers

*"Just Plane Fun!"*

885 Lancaster Dr SE  
Salem, OR 97317

June 2022



## Strawberry Shortcake Summer BBQ



We have planned our annual Strawberry Shortcake and BBQ event for **Saturday, June 25<sup>th</sup>**, weather permitting! Please bring your choice of meat for your family and a salad or main dish to share in the potluck. The club will provide beverages and strawberry shortcake for everyone.

We'll start the event at 12pm, with the grilling starting at 1pm. Bring your family and friends to enjoy an afternoon at the hangars! We'll also invite the Tower so we can get a chance to visit with some of our controllers.

This event is BYOC (Bring Your Own Chair). It would be helpful – but isn't required – to RSVP to Isaac Mosgrove so that we can plan enough beverages and strawberry shortcake.

Keep an eye on your emails in case the schedule changes!

## Fuel surcharges update



As mentioned in the May newsletter and in the May Quarterly Membership Meeting, a temporary fuel surcharge has been enacted starting June 1, 2022, to help offset the substantially increased fuel costs. As always, our goal is to keep our rates as low as possible while still making sure the club stays financially viable.

The June fuel surcharges are:

- Skyhawks/Cherokee: \$4.68/hr.
- Skylane: \$7.15/hr.

Less than 50% of the estimated fuel cost increase is being added as the fuel surcharge. The full cost increase is not being passed on because members

have been purchasing lower cost fuel at airports other than Salem and the Board has postponed some of our planned improvements.

Thank you to everyone for safely helping to keep our fuel and maintenance costs down (SAFETY IS ALWAYS PRIORITY #1). The fuel surcharge will be adjusted next month based what the club paid for fuel in June and on the expected July fuel prices.

## Salem and Corvallis airport improvements



Construction work is starting soon at Salem on two projects: taxiway rehabilitation, and hangar drainage.

The taxiway project is scheduled for June 13<sup>th</sup> to August 22<sup>nd</sup> and will affect mainly the north and east sides of the airport. There will be some taxiway and gate closures, although not near the club hangars. Please be alert for more vehicles on the ramp, FedEx aircraft parked near the pumps, and different taxi instructions from the ones you may be used to.

Many of you are aware of the drainage issues around our hangars, and the good news is that the City has agreed to make improvements. They'll start work in the next few weeks, and they've told us that they won't block access to our hangars or the taxiways. Again, please be very alert for people, vehicles, equipment, tools etc. around the hangars and taxiways while the work is going on.

Construction is also planned at Corvallis to resurface runway 17-35. The work is scheduled for "late summer, with completion in fall of 2022".

## Member news and achievements

Congratulations to Armando Mendoza on his first solo! (CFII Todd Lindley)

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## July flyout: Prospect (64S)

Todd Lindley



On **Saturday July 16<sup>th</sup>**, we'll try (for the fourth time!) to go 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.

## August flyout: Orcas Island (KORS)

Todd Lindley



The first full weekend in August, the Orcas Island EAA chapter hosts an annual fly-in and antique car show. In past years there have been 50-100 airplanes parked for camping during the fly-in. The quaint town of Orcas is a short walk from the airport for dining and shopping. During the fly-in, the fire station next to the airport hosts a pancake fund raiser so that covers your breakfast part of the day.

For those camping, it's best to stake out a spot early so we'll **depart late Friday morning August 5<sup>th</sup>**. On Saturday or Sunday, we'll plan to make the hop over to Friday Harbor and/or Roche Harbor for some lunch or dinner. If you have extra time, you are welcome to stay a few extra days as a few of us will be making some day trips into other popular fly-in spots in Washington and/or staying over at airplane camping friendly airports on the return trip to Salem. See [the October 2021 newsletter](#) for a summary of our San Juan adventures last year.



If you aren't a camper feel free to book a local B&B or fly-up early Saturday or Sunday morning for the day. If the San Juan Islands are on your flying destination bucket list, now is your opportunity to join in on the fun.

## New member intro: Paul Bridgehouse

Paul Bridgehouse

I began flying in the spring of 2000 at the Independence airport, achieving my Pvt Pilot SEL certificate in Sept 2000. Over the next five years I accumulated some flight time, primarily piloting a C172 & C182 as a member of the "Skyhawk Pilots Flying Club" (no longer a club), as well as the local Civil Air Patrol Squadron based here at Salem.

In 2005, I could not fight the urge to fly helicopters any longer. I achieved a Rotorcraft Heli "Add On" to my Pvt cert, and then progressed to Commercial RW Heli Cert and CFI Cert for helicopters. I worked as a part time CFI a few years while continuing to fly fixed wing occasionally. Eventually, work & my part time job got busy. This left little to no time for aviation, so I stepped away from flying for about 12 years.

For more than a year, I was encouraged (strongly) by my fiancé to get back into flying. So much so, that she gifted me the Sporty's Online Recurrency Training program for Christmas. I activated it on 12/27, and had it completed by New Year's Eve! I then went flying with by former employer & CFII, and was able to get signed off in a couple hrs. I immediately made an inquiry to Valley Flyers, and after a few weeks on the wait list, I was granted membership!

I am really enjoying aviation as a hobby again, and Valley Flyers is FANTASTIC! Everyone I have met so far has been very friendly, polite, and encouraging. The equipment is incredible, the aircraft are solid/well-maintained, and the instructors very helpful! Additionally, I am really enjoying being distracted by "all that glass"! More seriously, I am grateful for the opportunity to keep learning AND flying.

Besides my interest in aviation, I work as a Firefighter/Paramedic for the Salem Fire Department and am currently assigned as the "A" shift Captain at the Airport Fire Station (Engine 6/Foam 6), where I have been stationed for the last 3 years. I also work part time for Chemeketa

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Community College, as an Adjunct Instructor in the Fire/Rescue program.

I look forward to meeting all of you as our paths cross in the hangar. Keep the dirty side down & the food processor pointed forward... Clear skies!

### New member intro: Armando Mendoza

*Armando Mendoza*

Moved to Salem, Oregon in 2020 with my wife and have since added a baby girl to our family. Hobbies I enjoy include trail running and archery.

I have always been interested to learn how to fly but never took the steps to do it. I finally decided it was time to stop putting it off and to pursue my PPL.



I started ground school in late 2021, joined Valley Flyers, and was hooked after my first flight with CFII Todd Lindley. My goal is to get my PPL and continue on with

additional ratings. Looking forward to taking trips with friends and family. I'm excited to be a part of Valley Flyers and meet everyone in the club!

### PIREP: Oakridge State Airport (5S0)

*Stuart Jantze*

On a recent overnight fishing trip (via a four-wheeled vehicle) to Odell Lake, we stopped by Oakridge State Airport to give it a look-see. The airport is on a plateau and has surrounding topography. I believe a portable toilet is onsite and permanent charcoal barbeques are installed. Bring your choice of protein to grill, some charcoal and have a fly in picnic? Perhaps a future cross-country club flyout?

### PIREP: 2022 Oregon International Air Show "She Flies with Her Own Wings"

#### Recap

*Mikel Wynn*

Aviation history was made on May 20th through 22nd, 2022! For the first time since 2018, the Oregon International Air Show returned to the Hillsboro Airport just outside of Portland on the second-to-last

weekend of May, featuring an all-female line-up of performers, air bosses, and announcers. I had the chance to attend on Saturday, the 21st.

The air show was co-headlined by three single-ship military demonstration teams including the United States Air Force F-35A Lightning II Demo Team flown by Major Kristin Wolfe (call-sign, "Beo"), the F-16 Viper Demo Team flown by Captain Aimee Fiedler (call-sign, "Rebel"), and the United States Navy F/A-18 Super Hornet East Coast "Rhino" Demo Team making a rare West Coast appearance flown by Lieutenant Amanda Lee (call-sign, "Stalin"); both the F-35A and F-16 also flew together as part of the Air Force Heritage Flight. Other performers included the Misty Blues all-women parachute team, Vicky Benzing in her Extra 300 and vintage Stearman, Anna Serbinenko (who has dedicated her 2022 show season to her home-country, Ukraine and its people) in her Super Decathlon, and Melissa Burns, who has made a come-back to the air show industry after being absent for several years. We were also treated to a number of military fly-by passes from a USAF Boeing C-17 Globemaster III, a USAF T-38 Talon, an F-15C Eagle from the 142nd Fighter Wing out of Portland, and a Navy F-35C Lightning II. Many of the military static display aircraft were also flown into Hillsboro by female pilots and crews.



The world's first all-woman air show took place on March 15 and 16, 1947 at the Peter O. Knight Airport in Tampa, Florida after women aviators were told they were not allowed to participate in the annual All-American Air Maneuvers aviation event held at Coast Guard Air Station Miami, which resumed in 1946 following the end of World War II. As a result, the Florida Ninety-Nines organized their own show and selected Gladys "Penny" Thompson as general

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chairman; Penny Thompson herself was an aviator and women's intercontinental air race-air show promoter and aviation publisher-editor. The first all-female air show of 1947 included a transcontinental air race from Palm Springs, California to Tampa and proceeds from the event were used to help young women obtain advanced aviation training through the Amelia Earhart Scholarship Fund. The event raised awareness of women in aviation and eventually convinced organizers to let women pilots back into the All-American Air Maneuvers event for 1948. That same year, Penny Thompson also helped organize and promote the 2nd Annual All-Woman Air Show held June 4th through 6th at the Amelia Earhart Field in Miami, along with another transcontinental air race for female pilots, again raising money for the women's scholarship fund. This show culminated with the women fliers taking off from Key West, Florida for Havana, Cuba to continue their public relations efforts of promoting women in aviation.



Overall, this was a fantastic air show and I believe the organizers behind the Oregon International Air Show really knocked it out of the park! More importantly, it was a great way to promote diversity as well as women in aviation and I walked away from this event with nothing but mad respect for the female aviators who flew and performed at this air show. Aviation (and many other industries for that matter!) has been a male-dominated industry for years. Having grown up in "a house full of girls" with two younger sisters, I naturally respect women who are qualified and have since excelled at whatever field they are working in. In my current as well as past occupations and jobs I've held, I have often found myself being trained by women to able to execute

my tasks effectively; again, I have nothing but respect to the women who helped shape my work ethics. I have seen and heard discriminatory remarks made towards women in aviation both in-person as well as on social media, which I find disgusting. I personally know quite a few female pilots working towards their ratings and certifications (including those who are members of Valley Flyers, so shout-out to you ladies!), and I think they're just as well-qualified.

Times have certainly changed for the better in the aviation industry, but there is still a long ways to go in terms of seeking continued equality and changes in attitudes towards women in aviation. Organizations such as the Ninety-Nines and Women in Aviation International (WAI) as well as events like this unique and historic air show that took place at Hillsboro will be at the forefront in playing a crucial role in encouraging women and girls to seriously consider an aviation career and take up flying.

As a reminder, this was one of two air shows the Oregon International Air Show has planned for this year; they'll next be hosting their regular annual air show on August 19th through the 21st at the McMinnville Airport (MMV) with the United States Air Force Thunderbirds and F-35A Demo Team co-headlining the event.



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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