



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

July 2022



Strawberry Shortcake Summer BBQ



Our annual Strawberry Shortcake and BBQ event went ahead as planned on Saturday, June 25th. The strawberries were freshly picked at Bauman's Farm the day before the BBQ, and Joan and Isaac's wife Cheri sliced them up in preparation for the event. That's as fresh as it gets!

It was great to see so many members and guests enjoying the sunshine! At least one controller from Salem Tower joined us, and was happy to put names to some of our voices.

Fuel surcharges update



Unfortunately, fuel costs continued to climb in June so the fuel surcharge needs to be increased for July. As always, our goal is to keep our rates as low as possible while still making sure the club stays financially viable.

The July fuel surcharges are:

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

The club will continue to absorb the same cost per gallon that was absorbed in June, but the fuel cost increase beyond this needs to be added in the fuel surcharge. The full cost increase beyond the budget 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 July and on the expected August fuel prices.

Hangar doors progress

Work continues on the new hangar doors and we're making great progress. Many thanks to everyone that's helped with the build and organization in some way!

We now have three door frames fully constructed and ready for painting. The next step is to clean and paint them, then attach the metal sheeting that forms the surface of the doors.

If you're able to help with the work on the doors (no special skills are needed!) then please contact Frank de la Puente for more details on the next work dates that we have planned.



A soon-to-be door under construction

Club flyouts coming up!



On **Saturday July 16th**, we plan to go to Prospect State Airport (64S). The 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.

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We'll depart late on **Friday morning August 5th** to Orcas Island (KORS) for a weekend trip to coincide with the local EAA chapter's annual fly-in. Camping is

allowed on the airport, or you can make other arrangement on the island. On Saturday or Sunday, we'll plan to make the hop over to Friday Harbor and/or Roche Harbor for some lunch or dinner. More details are in [the June newsletter](#).



Finally, save the date (and book an aircraft!) for a flyout to the Reno Air Races in Reno, Nevada on **September 14th-18th**.

New member intro: Jay Schofield

Jay Schofield

Orthodontist/ Married-2 children/ Skiing snow-water, diving, photography/ Classic Rock

Hey Flyers, Simon asked for a short personal introduction for the newsletter so here goes. According to Foreflight my interest in flying began 6224 ft south west of KSLE sixty years ago. Our home looked out on McNary field and I clearly remember watching aircraft flying during the day and seeing the blue taxi lights at night. I evidently smudged up the window enough that my parents decided to take me for an airplane ride for my birthday. Mom and I flew on a United DC-3 flight from Salem - Portland - Astoria to meet dad on a business trip. Back in the day kids were invited to the cockpit during flight to meet pilot and get a pair of Wings. Dreams were born!

20 years later my roommate in dental school was from Alaska and by chance his family had several planes. His stories of flying on floats, skis, and big tires reignited my interest in flying. That summer I took on an extra summer job and started flight training at Aurora Aviation. Flying was relatively cheap; C-152 with dual instruction in was less than \$50 per hour.

Following graduation in 1981 I returned to Salem. By good fortune my dental supply representative was a flight instructor and aspiring pilot. He hooked me up with Western Wings Flying Club here at KSLE. I'm not sure how many members were in the club but we had 8-10 planes ranging from 152's to retractable high

performance singles. All were tied down on the ramp and overall was a pretty basic operation. I remember the C-182 was \$44 / hr wet. In 1992 I sold my dental practice in Salem and moved to San Francisco for specialty training in Orthodontics. Unfortunately because of our young family and busy life, flying needed to take a back seat for a bit.

Wow time went by really fast and "A Bit" actually turned into 30 years. My family is now grown and orthodontic practice established. This last summer the flying bug bit again, I updated my medical and completed a "rusty pilot" bi-annual flight review with Michael Short at Independence. His comment was rather funny when I pulled out my old license. "Heard they used to be paper but never seen one".

Flying again is so much fun and I'm having a great time catching up with aviation and the opportunity to become a better pilot. I'm so happy to be a member of the club and impressed with the VF organization, officers, airplanes and equipment. I'm looking forward to being a regular face around the hangers and many blue sky adventures ahead!

PIREP: 2022 Sentry Eagle Open House

Mikel Wynn

On Saturday, June 25, 2022, the Oregon Air National Guard's 173rd Fighter Wing opened their base to the public for the 2022 Sentry Eagle Open House Air Show, and I flew myself down to Crater Lake-Klamath Falls Regional Airport (KLMT/LMT) in N1636H to attend! For me personally, this was a long-awaited day as I previously planned on attending this event for the first time back in 2020; but as we all remember, the COVID-19 pandemic repercussions derailed those plans!



Following a 6 AM departure out of Salem, it was about a two hour flight down to Klamath Falls. Upon

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landing, I parked 36H at the FBO, Century Aviation Services; normally, there would've been a ramp fee that can be waived by purchasing fuel. But due to the event being held that day, the fee was being waived regardless (I still purchased fuel anyways just for good business and I needed it anyways for the return-trip home!!) After parking and securing the airplane, it was a short walk to the military gate.

Sentry Eagle is normally a week-long military exercise hosted by the 173rd Fighter Wing (173 FW) and held at Kingsley Field Air National Guard Base every two years involving a variety of visiting units and squadrons. The exercise concludes with a Saturday open house where the public is granted access to the base to get up-close and personal with the locally-based F-15 Eagles, the crews and personnel, as well as any visiting aircraft from other units and squadrons and see them in action with some flight demonstrations. This year however, the 173 FW opted to just have an open house with a few air show acts due to other military units that would've otherwise visited being unable to attend to due to prior deployment commitments. Prior to 2022, the last Sentry Eagle exercise took place back in 2017; the 173 FW was unable to hold the exercise in 2019 due to runway rehabilitation at Klamath Falls Airport, so they initially postponed it to 2020. And of course, with the repercussions of the COVID-19 pandemic, the wing had to cancel in 2020 and 2021.



For this year's Sentry Eagle Open House Air Show, the main headliner act was the United States Air Force A-10 Thunderbolt II Demo Team (flown by Major Haden "Gator" Fullam) followed by the USAF Heritage Flight with a North American P-51D Mustang (flown by retired Lieutenant Colonel Greg "B.A." Anders). Other aerobatic acts included local Oregonian Jodi Rueger in her Pitts S1-S as well as Stephen "Christo" Christopher and Todd "Woody" Rudberg of Undaunted Airshow's

"Orca Flight" in their Van's RV-7 and RV-8 respectively. The 173rd Fighter Wing also provided plenty of jet noise and that glorious sound of freedom in their McDonnell Douglas F-15 Eagles, including one aircraft painted in a commemorative heritage livery honoring the base's namesake, David R. Kingsley. There were also a handful of static display aircraft including a couple of warbirds as well as fighters from the United States Air Force and Royal Canadian Air Force. Among the static displays was an F-16D Fighting Falcon, which holds the distinction of being the first F-16 since its introduction to score an air-to-air victory when it shot down an Iraqi MiG-25 Foxbat after it violated a no-fly zone over southern Iraq on December 27, 1992 during Operation Southern Watch; this occurrence was also the first air-to-air victory using an AIM-120 AMRAAM missile. This particular F-16 proudly displays the moniker "MiG Killer" at the top of its vertical stabilizer and I was quite shocked to see it at this event.



Perhaps one of the most poignant moments of the show included a B-17 Flying Fortress, a P-51D Mustang, Grumman F8F Bearcat, and P-47 Thunderbolt from the Erickson Aircraft Collection out of Madras, Oregon, when they flew during a special ceremony honoring Kingsley Field Air National Guard Base's namesake, David R. Kingsley. Second Lieutenant David Richard Kingsley joined the Army Air Forces in 1942 and served as bombardier in the B-17 Flying Fortress. On June 23, 1944 during a raid over Ploesti, Romania, his B-17 was badly damaged and several of his fellow crewmembers were wounded. When his pilot gave the order to bail out, 2nd Lt. Kingsley voluntarily gave up his own parachute to allow one of his wounded crew (who lost his chute in the chaos) to safely escape the crippled B-17. At age 25, David Kingsley was killed in his B-17 when it crashed a short time later. He was posthumously awarded the Medal of Honor for his selfless actions and sacrifice.

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Overall, the Oregon Air National Guard and 173 FW put on a spectacular event at Klamath Falls after several years of delays and postponements. With 2022 marking the 75th anniversary of the United States Air Force, I felt that they went all-out for this year. Once the flying demonstrations concluded and the TFR over Klamath Falls lifted, it was back to the FBO and 36H for me to make the 2.5 hour flight in bumpier conditions back home to Salem.

PIREP: Camping at Johnson Creek (3U2)

Stuart Jantze/Todd Lindley



One of the flying destination to-dos for this year was to visit the Idaho back country via airplane for some camping. Once the club 182 was

back online this was the perfect platform for just such an adventure. There are over 150 airports listed on the Idaho Aviation's website, so this trip was investigatory in nature, and we chose one of the popular camping destinations, Johnson Creek. The Johnson Creek Airport grass strip is very well maintained, and the destination is extremely popular, especially on weekends and fly-ins. Amenities include modern showers, running water, vault toilets, charging station, a chest freezer for swapping frozen water bottles (ice), Wi-Fi, a courtesy car for driving into Yellow Pine. One of the highlights is the 45-minute hike from Johnson Creek Airstrip to a hot spring. A bathtub was hauled up the side of the mountain and is set-up for folks who want to take a dip in the warm water coming out of the ground.

We departed on Friday for an overnight in McCall, ID (KMYL) and the plan was to stock the cooler and depart for Johnson Creek early the next morning. We ended up staying an extra night in McCall to do some aerial reconnaissance of the area and then head to 3U2 on Sunday.

After searching the web for the cheapest nearby fuel, we found Cascade (U70) had fuel for a dollar less than at KMYL. After filling up we found a popular lunch spot in Nampa, ID (KMAN) called the Tower Grille for the \$242.50 hamburger (adjusted for inflation and rising).

On Sunday morning, we got groceries for the cooler, and calculated fuel for the short hop to Johnson Creek.



As it turned out we used most of the fuel from the top off flight to Nampa and needed a bit more fuel for getting in

and out of Johnson Creek. So, it was back to Cascade for some fuel and then on to Johnson Creek. When flying in the back country in the summer, cool temperatures, and light loads are ideal. Best time to fly is early morning and late evening when the temperatures are cooler.



There is a lot of activity from 6:00 am to 9:00 am in and out of the mountain airstrips. In fact, each morning,

your wakeup alarm is a constant drone of departing Cessna 180's and RV's beginning at 6:05 am. There are a few YouTube videos of landing at 3U2 but the basics of getting in there are to drop into the canyon if arriving from the north and turn south over the village of Yellow Pine and slow to canyon speed (typically 70-80 w/partial flaps extended) and fly an upwind leg on the west side of the canyon and then join the pattern on the crosswind (east side of the canyon).

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On Final 3U2

After hugging the east side of the canyon on the downwind, there is a bowl in the canyon where you make the base to final turn and re-align with the final approach leg prior to landing. Mountain flying can be intimidating, but once you get used to flying just above tree level and close in on a canyon wall it is not so bad. Also, mixture management is key to max power output and avoiding engine sputter on takeoff/go-around and short final. Understanding the canyon in which you are flying and knowing upstream/downstream exit points mitigate some of the risk. Many of the Idaho mountain airports are in 5,000 msl canyons and require a 10,000 msl climb to depart. The territory is rugged and unforgiving but beautiful.



On Tuesday we launched by 9:00 am for the return flight to Salem and stopped at Baker City (KBKE) for fuel, which the FBO has a cool retro theme and free popcorn. After topping off we climbed out of Baker City for the cruise back home. The westerly winds were about 40 knots aloft and we experienced a noticeable

downdraft west bound so tried 8,500' and 10,500' with no luck. Fortunately, we had portable oxygen on board (watch for a future newsletter article on portable O2) so a cruise home at 12,500' was just the right altitude for a smooth flight over Eastern Oregon and across the Cascades. There was a broken/overcast layer over the valley that was not burning off by our arrival time, so we negotiated a pop-up IFR clearance with Seattle Center for the descent into Salem through the cloud deck. This was a great flying adventure and hope to make it an annual event and get a few more folks and airplanes to come along next year.

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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