



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

August 2022



Fuel surcharges update



Fuel costs finally started to go down in July, so the fuel surcharge has been reduced for August. As always, our goal is to keep our rates as low as possible while still making sure the club stays financially

viable.

The August fuel surcharges are:

- Skyhawks/Cherokee: \$5.95/hr.
- Skylane: \$9.10/hr.

The club will continue to absorb the same cost per gallon that has been absorbed since 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 August and on the expected September fuel prices.

Taxiway work and changes at Salem

The City of Salem has been working to repair and resurface taxiways around the airport. If you've been flying in August you've likely been given a longer taxi to get around the work locations, and you may have noticed temporary runway closures.

As of mid-August, work is mostly completed but is still in progress. Please continue to be prepared for unusual taxi instructions until the project is finalized.

One specific change is that **taxiway Kilo no longer exists**. Kilo between 13-31 and Alpha has been renamed Alpha 2, and the remainder is now part of

taxiway Charlie. The September charts should show this change; until then, please check NOTAMs for the latest information.

Club flyouts

The July 16th flyout to Prospect State Airport (64S) was postponed due to multiple scheduling conflicts. We'll try to plan it again sometime in the next few months. Four club aircraft did make it to the San Juan Islands on August 5th-7th, and a full trip report will follow in next month's newsletter.



We're still planning a flyout to the Reno Air Races in Reno, Nevada on September 14th-18th. Several club aircraft are still available, so book one

quickly if you want to join!

Annual Jordan Dinner

The 17th Annual Cruise-In and Fly-In Jordan Dinner will take place on September 25th from 10.30am to 3pm at Our Lady of Lourdes Church in Scio. You can fly in to Gillette Field (OR51), to experience landing on a 2800' grass runway. There will be an all-you-can-eat ham dinner, music, vendors and kids events.

Tickets are limited to 2000, and you can contact the church to get one (call 503-394-2437). OR51 isn't in the Chart Supplement so here are some details if you plan to fly in:

- Runway 08/26, grass, 2800', left pattern
- UNICOM 122.9
- Watch out for power lines at the east end of the field

You might also want to talk with Isaac Mosgrove or another pilot who's flown into OR51 before landing there.

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PIREP: 2021 Hood River Fly-In Recap

Mikel Wynn

On Saturday, September 11, 2021, I flew myself in N5174E up to Ken Jernstedt Airfield (4S2) in Hood River, Oregon to attend the annual fly-in hosted by the Western Antique Aeroplane & Automobile Museum (WAAAM). While I only flew up for just a single day, the fly-in taking place for the duration of that weekend allowed for camping on the airport grounds, and there were quite a few attendees doing just that! For a small airfield overlooking the Columbia River Valley Gorge and surrounded on three sides by rising terrain, there was a lot of aircraft there.



Admission to the fly-in granted access to the airport grounds to see all the fly-in aircraft camping on the grounds as well as access to WAAAM's extensive collection of aircraft and automobiles, a step back in time! The museum's restoration hangar was also opened up to allow visitors to see some of the projects being worked on. I was excited to revisit the museum for the first time in eight years, but I was blown away by all the fly-in traffic, including a few aircraft one doesn't see every day. For starters, I was very surprised and excited to see a Russian-built Yakovlev Yak-18T among the camping grounds. There were also a few aircraft I've never even heard of before, including a Bölkow Bo 208, a West German license-built version of the Swedish designed Malmö Flygindustri MFI-9 Junior. The museum also sent up a few of their airworthy planes from their collection, all powered by the Curtiss OX-5 engine, the first American-designed aircraft engine to enter mass production.



Overall, I really enjoyed spending several hours on the grounds of the WAAAM and the Hood River Airport attending this fly-in. The weather was fantastic and there was just something soothing about walking around the museum and the fly-in camping area. What really set this fly-in apart compared to other events I attended in 2021 was the somewhat relaxing atmosphere I felt; there wasn't any fast-paced agenda or schedule, and I was able to take the time to admire the sights and sounds and even engage with some of the people who were displaying their aircraft.



As a reminder, this fly-in is scheduled to take place again this year on September 10th and 11th, so mark your calendars if you're interested in attending!

PIREP: Whale Run Disaster Response Airlift

Simon Hayes

On Saturday, June 18th the Oregon Disaster Airlift Response Team (ODART) and Oregon Pilots Association (OPA) organized a group of pilots to participate in a simulated disaster response exercise. The overall event was coordinated by the Northwest Tribal Emergency

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Management Council (NWTEMC) along with the Federal Emergency Management Agency (FEMA) and other groups. Pilots in Washington and California have been involved in similar exercises for several years, and this was the first time that a group of Oregon pilots joined them.

The exercise simulated a major Cascadia earthquake and tsunami event, to determine how effectively general aviation could deliver essential supplies to tribal communities located far away from the major highways and cities in Oregon.



Not a VFR day

On Friday, June 17th pilots flew reconnaissance flights to simulate identifying usable runways, roads, bridges, and other infrastructure. The plan for Saturday was to airlift food supplies from a staging site at Walla Walla (KALW) into distribution points in the Willamette Valley. On Sunday, the food would be flown on to final destinations spread out along the west coast from northern Washington to northern California (Arcata was the most southern airport).

Todd Lindley and I planned to fly N70574 to Walla Walla, pick up 400lbs of food, and deliver it to Albany. The 18th turned out to be an IFR day, which created an immediate challenge for the exercise. Many of the volunteer pilots were only able to operate VFR and couldn't take part in the airlift itself. However, there were still enough IFR-capable pilots and aircraft participating for the airlift to continue.

We departed Salem IFR and flew north towards PDX, then along the Columbia Gorge to Walla Walla. The ground organization was great, with loading zones marked out and plenty of CAP members to load the aircraft. We loaded up 400lbs of onions, potatoes and carrots, had a quick lunch, and then departed VFR back to Salem. When we got close to Mt Hood, the valley was

still mostly IFR and we had to request a pop-up IFR clearance to descend into Albany.



Weight and balance scenarios; they're not just for checkrides!

Although we were the only aircraft to make it to Albany, ODART as a whole succeeding in airlifting 4,300lbs of food from Walla Walla into four airports in the valley. On July 20th, the food was taken further by aircraft and ground transport to locations including Newport, Chiloquin and Grande Ronde. Even though that was much less than the original aim of 10,000lbs, it was still a great success given the challenging weather conditions, and the fact that this was the first time that ODART had participated. The pilot debriefing session generated a lot of great feedback and comments that will feed into future events.

There's more information about disaster response activities [on OPA's site](#), and you can also contact the ODART coordinator [Jim Origliosso](#) if you're interested in taking part in future exercises.

PIREP: Roseburg and Prospect State

Stuart Jantze

I had booked 5ED for a May camping trip with my friend Eric. Our original destination was either Crescent Lake State Airport or Nehalem Bay State Airport.

We got a weather briefing and decided to venture east. After the Cascades cleared, we departed for Sunriver and had lunch at the Village Bar & Grill. The shuttle ride to Sunriver Village worked well – just ask staff to hail a van. At lunch, we reflected on our trip so far; the flight from Salem was one of the more turbulent ones that I had encountered. The weather was not matching as predicted with the forecast, the clouds were lower than I would have liked, and a few

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rain cells were developing in the area. I just wasn't comfortable with the weather in eastern Oregon.

We decided to get back to the west side of the Cascades and find a new destination, perhaps Prospect. We flew south over the Cascade Lakes and headed west over Willamette Pass towards the valley. Once east of Oakridge, we vectored for a fuel and grocery stop in Roseburg (KRBG).



Everyone's aircraft should match their tent

I'd never flown into Roseburg before and seeing the topography around the area was a bit intimidating for a low-time VFR pilot like me. The airport sits in a valley and care needs to be exercised around the terrain. We fueled the aircraft then borrowed the courtesy car for a grocery run. Western Oregon Flying Service has helpful staff, a clean courtesy car, and fair fuel prices.

We departed to the north to avoid topography before departing for Prospect to the southeast. Our route was Lost Creek Lake, then upriver into Prospect State Airport (64S). We overflew the runway to have a look-see then circled back around to land on the northern approach. On final, Eric was torn between watching the landing or looking out at the waterfalls.

We set up camp to the east of the apron and hiked into town for some chow at the Prospect Café & Trophy Room – about a 15-minute walk. The food was great and as with many small town cafes, I was happy to have taken my Lipitor earlier in the day. It was time to hike back to camp and we made the mistake of looking at the forecast temperatures for the night, 33 degrees Fahrenheit – ugh. Hopefully our summer sleeping bags were adequate. Oh, and that new sleeping pad I need has been moved to the top of my priority list!

The next morning, we had breakfast on the apron in the sunshine. We then tried to access the river from the airport but couldn't find a path, despite Internet

chatter about access just north of the runway. We walked down the paved road south to town and accessed the falls from the west side of the river. We walked through Pearsony Falls and Avenue of the Boulders.

We hiked back to the airport and found that the local fire department was performing driving maneuvers on the apron. We learned that this training is more like golf than basketball – the less cones hit the better your score. The airport has a NOTAM for a closed runway to aircraft over 4,000 pounds – I guess it doesn't apply to fire trucks.



Pearsony Falls

We also met the airport caretakers who gave us the scoop on the airport. Many summers it has been closed for firefighting activities and the runway becomes several helipads. A camping area has been developed for transient aircraft directly south of the residence. Picnic tables, wood chipped camping pads, and a fire ring are all in place. It would have been nice to know this the previous afternoon but hey – I'm spreading the word to you. On the apron is a very clean portable toilet. A garbage can or two are onsite and maintained by the caretaker.

We departed to the south over Lost Creek Lake, then headed roughly east of Roseburg to avoid mountain turbulence and stayed east of Eugene. We landed in Albany for a fuel stop, then back to Salem to hangar 5ED, unpack, and scrub a lot of bugs.

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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