



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

September 2022



Fuel surcharges update



Fuel costs continued to be high in August. As always, our goal is to keep our rates as low as possible while still making sure the club stays financially viable.

The September fuel surcharges are:

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

The club will absorb more cost per gallon than was absorbed in June, but we feel this can be done for September. 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 September and on the expected October fuel prices.

FAA hypoxia training in Bend



The FAA is bringing a portable hypoxia training chamber to Bend on Tuesday, September 20: "PROTE (Portable Reduced Oxygen Training Enclosure) is a traveling altitude chamber that is capable of producing hypoxic environments at ground level by altering the fraction of ambient oxygen."

The purpose of the training is to let you experience your own personal reactions to hypoxia. If you ever encounter hypoxia in flight, that could let you identify your condition, and react more quickly to avoid a serious emergency. You can read about Todd Lindley

and Alan Lasneski's experience with PROTE in [the July 2018 newsletter](#).

The training is free; note that you must have a valid FAA medical or BasicMed to take part. For more details and to register, see [the FAASeminar page](#).

Club flyouts



The August flyout to Orcas in the San Juan Islands was very successful, with four club aircraft flying up to the islands. More details below.

In September, several members are planning a trip to Reno, NV for the Reno Air Races on 14-18 September. Contact Todd Lindley for more details.

The October flyout is still to be decided. On October 1 at Shelton, WA (KSHN) there's an annual OysterFest, which takes place at the airport itself (see [the festival website](#) for more information). A few people may fly up for it, you can contact Todd if you plan to join.

PIREP: Multiple August Aviation Events in the Willamette Valley

Mikel Wynn

August was an eventful month filled with aviation events taking place throughout the Willamette Valley! Here's a quick recap of what happened in our neighborhood:

August 14: After cancelling their regular weekend dates in June, the 292nd chapter of the Experimental Aircraft Association (EAA 292) rescheduled their annual Wings Over the Willamette Fly-in and STOL competition for just Sunday, August 14th. We were treated to variety of aircraft and pilots demonstrating their skills to take off and land in the shortest possible distance. We were also treated to a brief STOL demo by "Wild West" Steve Henry and his souped-up Highlander.

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Van's Aircraft also surprised everyone by bringing their engineering prototype of the new RV-15 (their first high-wing design) for display, which debuted earlier this year; needless to say, everyone (myself included!) proceeded to drool over the prototype!



August 19-21: The McMinnville edition of the 2022 Oregon International Air Show took place on the second-to-last weekend of August just three months after event organizers pulled off a successful and historic all-female line-up show in Hillsboro. While ground displays were limited due to space constraints at KMMV, the performer line-up was fairly decent, with the United States Air Force Thunderbirds and F-35A Lightning II Demo Team headlining the show. Other highlights included a handful of rare and unique warbirds, and a couple of fly-by passes, including one from the U.S. Coast Guard.

August 22-28: For the final full week of August, the B-17 Alliance Museum right here in Salem hosted the Commemorative Air Force Arizona Wing's B-17 Flying Fortress nicknamed "Sentimental Journey" and B-25 Mitchell nicknamed "Maid in the Shade" on their Flying Legends of Victory Tour. The two World War II-era bombers were on static display for ground tours for the entire week, with joyride flights taking place on the weekend. The B-17 Alliance Museum also opened up their restoration facility and exhibit to show how much progress they've made on their own B-17.

PIREP: San Juan Islands flyout

Simon Hayes

On the weekend of August 5-7, we had a club flyout to the San Juan Islands (see [the October 2021 newsletter](#) for last year's Orcas flyout). Six club members and two guests made the trip, with three

aircraft flying to Orcas (KORS) and one to Friday Harbor (KFHR).

The weather was perfect for the flight up to Orcas, and we had spectacular views of the Puget Sound and then the San Juan Islands themselves. We were able to park all three aircraft next to each other on the grass parking and camping area at KORS. The local EAA chapter was hosting an informal fly-in the following day and there were already a lot of aircraft there. We headed into the town of Orcas for a late lunch before coming back to the airport for the evening. KORS has great facilities for visitors and campers, including a new bathroom block with showers and toilets.



The camping area at KORS

On Saturday, we started the day at the fire station beside the airport where they were having a pancake breakfast fundraiser. After that, we sat beside the taxiway to watch a steady stream of aircraft landing. As well as the usual light GA aircraft, there were quite a few Cessna Caravans on local, island airline flights to Orcas.



One of the more unusual aircraft at KORS

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After the traffic rush had died down, we decided to make the 10-minute hop over to Roche Harbor (WA09) which is a private airport but open to everyone for a small landing fee. Both the runway and the parking area have very noticeable slopes, so landing and taxiing were a little more 'interesting' than usual. We walked a few minutes up the hill from the airport to see [the McMillin Mausoleum](#), and then headed into Roche Harbor itself.



Looking back at KORS after departing RWY34

After a break, we returned to the aircraft and made an even shorter hop to Friday Harbor (KFHR), where we walked into town for dinner.

On Sunday morning we walked back into Orcas to get breakfast at a local bakery, then departed back to Salem. The controllers at Whidbey and Seattle were extremely busy and we couldn't pick up flight following until we were close to Portland.

PIREP: 2022 AirShow of the Cascades Recap

Mikel Wynn

For the second year in a row, I flew myself out to Madras Municipal Airport (MDJ/S33) in order to attend the 2022 AirShow of the Cascades; their day show this year took place on Saturday, August 27.

This year, I flew myself out in N1636H. Morning weather was overcast and rainy, so I ended up filing an IFR flight plan just to get out of Salem; this was actually my first time filing IFR and flying into Instrument Meteorological Conditions (IMC) solo since earning my Instrument Rating back in 2019! Upon departing Salem and getting handed off to Seattle Center, I was given radar vectors and my Instrument training and the procedures kicked in as I spent just under 30 minutes flying in IMC. I broke out above the overcast layer at

around 5,500 feet MSL, greeted by the rising sun and clear skies above and was overcome with that feeling of satisfaction knowing that the Instrument Rating and the training I received really paid off on this particular flight! Once above the clouds, it was a beautiful morning for flying!



Mikel Wynn

After passing the north face of Mt. Jefferson flying eastbound, I cancelled IFR with Seattle Center and proceeded to Madras visually with VFR Flight Following. Upon landing, I was greeted by air show volunteers, who marshalled me to a parking spot and even helped tie down the airplane, once again demonstrating how fly-in-friendly this event really is for General Aviation! After securing the airplane and checking in with the fly-in coordinators, I spent time exploring the various static displays, including the Erickson Aircraft Collection hangar. I also had a chance to briefly catch up with Brendan O'Mara from CRAZEDpilot.com.



Mikel Wynn

This year's show featured a few aerobatic performances including some warbirds from the Erickson Aircraft Collection. Air show legend Bud Granley of Granley Air Shows also performed his very-last routine at this show as he would retire afterwards.

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Military highlights included the United States Army Golden Knights parachute team (who opened the show) for the second year in a row and the United States Navy's new EA-18 Growler Legacy Flight Team, which debuted in 2020/2021. The Air Force A-10 Thunderbolt II Demo Team was also slated to perform, but they unfortunately had technical issues which prevented them from performing on the Saturday day show I attended; they still had an A-10 on static display, which was appreciated by many. The fact that the AirShow of the Cascades managed to get performers from three different military branches for the 2022 show was still an amazing feat, especially for a venue of this size!



But for me, the biggest highlight of this year's AirShow of the Cascades was seeing the Navy's EA-18G Growler in flight for the first time and witnessing the Navy Tailhook Legacy Flight (the Navy's version of the Air Force Heritage Flight) for the first time in a long time! The EA-18G Growler (an electronic warfare variant of the F/A-18F Super Hornet) started making limited flying performances at air shows throughout the country in 2020/2021 as the Growler Legacy Flight Team. The revived Tailhook Legacy Flight with Navy warbirds also started making comeback appearances as of recently after nearly a decade of absence due to government budget cuts/constraints as well as aircraft availability and allocation. The two EA-18G Growlers that staged out of Redmond for the 2022 AirShow of the Cascades closed out the demonstration by forming up with a civilian-owned North American T-2 Buckeye (a former jet trainer once used by the Navy) to perform a few fly-by passes as part of the United States Navy Tailhook Legacy Flight.



2022 ended up being a record-breaking year for the AirShow of the Cascades! Once the flying performances concluded and the TFR was lifted, I loitered around among the static displays for a little bit to allow foot traffic and some of the fly-in traffic to thin out before returning to N1636H. Again, air show volunteers assisted me by getting the airplane off the parking area and onto the taxiway prior to departure. After getting airborne, it was an easy, uneventful VFR flight back home to Salem.



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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