



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

December 2022



Fuel surcharges update



The good news on fuel surcharges is that we're able to reduce them in November, as prices are falling slightly across the local area. The new surcharges are:

- Skyhawks/Cherokee: \$5.10/hr.
- Skylane: \$7.80/hr.

Safety is still our top priority, but Salem is still at \$7/hr so please consider refueling at another local airport if possible. For example, Twin Oaks (7S3) is currently at \$6.49/gal., which is a saving of \$6.63/hr. in the club 182.

Annual Business Meeting: January 25th



It's almost time for our annual club meeting to cover general business and officer elections. Over dinner, we'll have a chance to meet

the many new members that joined this year, provide an overall update on the club and our financials, discuss what we've accomplished over the last year, hold officer elections, discuss plans for the future, and discuss other business that you wish to bring up.

The Vice-President and Secretary positions expire in January, so elections will be held for these positions. If you have interest in serving on the Board, please contact any of the board members for more information on these positions: Isaac Mosgrove (President), Simon Hayes (Vice-President), Joan Johnson (Treasurer), Alan Lasneski (Secretary), Al Gray (Safety & Maintenance), Chris Eriksson (Chief Pilot).

If you know of special topics, proposals, or concerns that you'd like to discuss, please contact Isaac so that we can be sure that they are on the agenda.

We look forward to recapping the accomplishments of this past year and to look ahead to further improvements for the future. This year's meeting will be at 6:00 pm, Wednesday, January 25th at La Margarita Express [on Chemeketa St.](#)

Club Christmas Party on December 10th!



Joan and Vern have graciously agreed to host the party, starting at 6:00 PM on Saturday, December 10th. If you haven't already RSVPed to Isaac, please do that so we can make sure to

have enough food for everyone.

For those joining the party, please bring either a main dish or salad, and a small dessert to share. The club will provide meat and some fixings. We'll also do a gift exchange, so bring a fun gift in the \$10-20 range (aviation gifts are always fun).

Also, please let Isaac know if you can volunteer to help clean up after the party. Feel free to text or email Isaac or Joan if you have questions.

Color by numbers: 70574

70574 needs a new paint job, and we want your input on what the scheme should be. If you've seen a great paint job that you liked, or if you want to sketch one from scratch, let us know. To keep the cost down it does need to be primarily white, so no Ferrari Red

We'd like to review the submissions with members at the Annual Business Meeting on January 25th. Please send a picture, photo, or sketch to Joan for consideration.

Alan Lasneski
CFI
503.866.2396

Al Gray
CFI
503.932.9374

Chris Eriksson
CFII
847.345.5258

Scott Bragg
CFII
970.219.0661

Simon Hayes
CFI
256.652.1554

Todd Lindley
CFII
425.681.9994

Aircraft update: 515ED and 12382

We've now scheduled the engine replacement work on 515ED and 12382. As things currently stand, 515ED will be offline December 5-16 and 12382 will be offline January 2-13. The types of flights and who is authorized to fly will be limited during the engine break-in period. We'll update Flight Circle when the aircraft are back online for general usage.

Club flyouts



The November 12th club flyout went ahead as planned, to Seaside (see article below). Because every Saturday in December seems to be taken up with holidays, holiday parties, or other events, there won't be a club flyout this month. We'll plan one for January, though, and if you have suggestions for a destination or event worth flying to, please let Todd Lindley know.

PIREP: Seaside flyout

Jon Eggert



Several club members flew to Seaside Municipal Airport (56S) on Saturday, November 12th for the club flyout. The original plan was to head over to Sisters Eagle (6K5), but weather turned our heads the other direction. This trip was almost exactly three years since a previous club flyout to Seaside, which appeared in the [December 2019 newsletter](#).

All five airplanes took off for Seaside and we worked our way over, under, or around a cloud bank between Salem and the coastline. Chad Eason took off with his father in N1636H a bit earlier than the rest of us and got there first with a route over the clouds. Todd Lindley departed in N70574 and flew over the clouds to Tillamook, before turning north. He arrived in Seaside at an opportune time to grab a photo of a rainbow with 574 in frame.

Steven Liddane departed in N5174E and tried to get around the clouds to the north. He encountered the worst weather of the group and made the safe decision to turn away from the weather and fly a scenic route back to Salem. Jim Crowell and Simon Hayes flew N515ED under the clouds to Grande Ronde, where the

layer started to break up. They continued further west before turning north and climbing over the clouds.



Stuart Jantze and I took N12382, following about five miles behind N515ED. We cut the corner, turning north just after Grande Ronde and beating them to Seaside by few minutes. We stayed under the clouds the whole way and caught a little light rain between Cannon Beach and Seaside.



Seaside Municipal Airport is at 12' elevation and 2,211' long. With care to one's final approach speed, that's long enough to be comfortable. The airport has a nice shed stocked with bicycles and helmets that can be used to get around town, donations accepted to cover maintenance.

Our group walked to Pacific Way Café in Gearhart for lunch. It's one level mile from the airport and requires about 1,000 feet of walking alongside Highway 101. The restaurant is attached to Pacific Way Bakery, where some members picked up baked goods before heading back.

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The weather improved a bit while we dined, and everyone took slightly more direct routes home over the clouds, which were more broken than in the morning. Todd got back to Salem first with the Skylane's better speed. The rest of us arrived to KSLE with great spacing to enter the pattern one after another. Stuart flew the homebound leg in 382, and I will vouch for his smooth flying and landing. We were followed by Jim and Simon, then Chad and his father, to end a fun November flyout.

First solo: Jim Crowell



Congratulations to Jim Crowell on his first solo on November 18th! CFI Simon Hayes.

New member intro: Thom Warren

Thom Warren

I was a Valley Flyer from 2005-2011. I soloed under Al Gray CFI and did my checkride in 1636H in 2006. I have approximately 700 hours TT logged in 7 different aircraft .

My goal is to continue building time with club resources. I retired in 2011 from Portland Water Bureau as manager of Bull Run water rights and Survey/ROW acquisition. As a PLS (Professional Land Surveyor, Photogrammetrist), I worked with ODOT and NGS in building the original HPGN (High Precision Geodetic Network) in Oregon 1991-1993, the early GPS years.

My intent is to do most of my flying during weekdays, freeing resources for weekend demands. Occasional multi day cross country but reserved well in advance.



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New member intro: David Stollery

David Stollery

Hello everyone! I was part of Valley Flyers a few years ago and recently rejoined after deciding to sell my Beechcraft Musketeer. I am now at over 500 hours and currently working towards a fast track IFR/comm/CMEL. I am working towards that magical 2000hr mark to fly medevac.



In the club I hope to continue to fly frequently and build experience. For fun my wife and I have a Belgian Malinois and German Shepherd that are finishing up certification for narcotics/explosives detection and tracking. I'm currently working as a nurse with a background as a flight nurse. I'm excited to fly places with y'all and if you ever need a right seat or safety pilot look me up!

Of course, I have to post a pic after I got to fly left seat in the Pilatus!

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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