



Valley Flyers

“Just Plane Fun!”

885 Lancaster Dr SE
Salem, OR 97317

March 2023



Adding fuel purchases and receipts in Flight Circle

We get regular questions from members who are unsure about exactly how to add fuel reimbursements in Flight Circle, and how to upload receipts. We know that Flight Circle has changed some of the screens and buttons, which means that any previous instructions you may have seen aren't necessarily accurate.

In summary, there are **two steps** to entering a fuel purchase in Flight Circle:

- **During** the check-in process, you add an “adjustment” and enter the details of the fuel purchase: location, gallons and price.
- **After** the check-in process is complete, you go back to the Schedule screen, tap on the checked in flight, then upload a photograph of the receipt.

The newsletter email includes a guide with screenshots. There may be some small differences in screens and menus depending on what device you use to access Flight Circle, but the two main steps should be same for everyone.

If you're having difficulty entering a fuel reimbursement, please contact Simon Hayes or Chris Eriksson.

Fuel surcharges update



You might have noticed that the fuel surcharges have actually been slightly reduced. We had lowered them in February, after the newsletter went out. The current surcharges are:

- Skyhawks/Cherokee: \$3.40/hr.
- Skylane: \$5.20/hr.

Dinner with the Tower on March 21st

Isaac Mosgrove

It has been a few years since we've been able to have dinner with the Salem Tower, and we are excited to get to reinstate this annual event. Don Conrad from Salem ATC will be joining us on March 21st for dinner at 6:00 pm at Lum-Yuen Restaurant (3190 Portland Rd NE). Don will be there to introduce himself and to have a general Q&A session.

This is a great opportunity to continue to strengthen our relationship with the tower, to learn how we can work better with the tower, and to make sure we are doing what they want to make the airspace a friendly and safe place. The tower is looking forward to finally getting to meet the many people that they talk with on the radio!



This is highly recommended for everyone. Please RSVP to Isaac so he can estimate the seats needed.

February flyout: Newport (KONP)

Todd Lindley



We set out with a plan for a night flight over to KONP to grab dinner. The sky was clear, and temperatures were hovering just above freezing with some fog expected later

in the evening and after our departure. We knew in advance that the FBO would be closed, and we would not have access to the crew car, but the FBO had advised us in advance that there were two taxis and an

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Uber available for getting to and from the airport and the city.

We departed in 5ED and 74E, though the original plan was to take 36H, but it was within an hour of an AD expiring so it would time-out at some point of the flight and not be legally airworthy. The flight to KONP was smooth and the visibility was clear and after landing we started arranging the transportation to Newport Brewing.

Much to our surprise, the first taxi company did not answer their phone and the second one we called had at least an hour's wait. We mentioned to this company that we tried the other cab operation and they said that they rarely answer their phone. They also said that Uber is not allowed to operate which is why there were no rides nearby shown on the Uber phone app. Though there was an Uber number posted on the FBO's door but after calling, only got voice mail. We never really had a plan B as one would expect a ride to town with three options for transportation.

So, three strikes and six hungry souls and we formulated plan B and C. Siletz Bay was the next option, but the Side Door Café closed within an hour, so getting airborne, parked at S45, and walking to the restaurant was not logistically possible. We settled on flying to S12 to grab a bite at the Cascade Grille, which is adjacent to the airport on the north end. Not much time was lost, and it was still looking good to get back to Salem before possible low ceilings and fog which were expected after 11:00 pm.

We loaded up and headed east to Albany for leg two of the evening and once again had clear and smooth skies enroute. After landing we parked the airplanes in the north spots next to the fairgrounds and walked to the restaurant. Everyone had a nice meal and friendly conversation, and we were in no hurry to get back to KSLE, but out of chance one of the folks passed around a screen shot of the METAR at KSLE, and the VFR conditions had deteriorated to IFR. This was not the end of the world as we had two instrument-rated pilots to get us back to Salem and the current weather report was a special report, so we were thinking that some low-level fog had formed and would be clear by the next update. We then finished dinner and walked back to the airplanes to further evaluate our next option. When we returned to the aircraft, the wings were covered with frost, so this was the end of the fly out for this night.

We locked up the aircraft, secured the tie-downs and summoned an Uber back to Salem for the six of us. This was a good learning experience for the group as we could have cleared the aircraft surfaces of frost and

flown back to Salem but fought that urge and got a car ride back home. We would return the next day and retrieve the aircraft in daylight and VFR conditions.

Here was the METAR at the time of our return from S12 to KSLE and the weather did "improve" but the right call was to not fly.

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KSLE 120537Z AUTO 00000KT 3/4SM R31/P6000FT BR
CLR 01/01 A3024 RMK A02 T00060006
KSLE 120552Z AUTO 00000KT 3SM BR CLR 01/01
A3025 RMK A02
KSLE 120603Z AUTO 00000KT 3SM BR CLR 01/00
A3025 RMK A02 T00060000
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March Flyout: Pearson Air Museum

Todd Lindley



On Saturday March 18th, we'll fly to KVUO and walk across the airport property to the Pearson Air Museum to view some early 20th century aviation artifacts and other

flying machines. Afterwards, there are a few lunch options within a 20-minute walk of the airport.

The challenging aspect of getting into Pearson Field is that the KPDX class 'C' airspace sits just above the traffic pattern altitude at KVUO, and the airport is governed by special air traffic rules part 93. Be sure to brush up on your ATC radio work and review [CFR 93.161-163](https://www.ecfr.gov/current/title-14-chapter-I-subchapter-B-part-93).

AirVenture Exploratory Committee

Stuart Jantze

The Valley Flyers Oshkosh AirVenture Exploratory Committee (okay, a committee of just me) is seeking your interest in attending the mentioned event this summer. This year's event dates are 24 July - 30 July 2023 in Oshkosh, WI.

For those unfamiliar, this event is attended by over 500,000 people and over 10,000 aircraft. Warbirds, vintage, homebuilts, ultralights, military - and yes, spam cans - can be found there too. Air shows, forums, workshops, demonstrations, movies - this busiest airport for one week straight has it all!

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New member intro: Brett Hilt

Brett Hilt



I live in Salem and I recently started working at Garmin right here at the airport. I've always been interested in aviation and wanted to fly since I was young. I'm working on my private currently and have goals to go all the way to CFI over time.

Explore Oregon starts March 23rd

Simon Hayes

Every year, the [Oregon Pilots Association](https://www.oregonpilot.org) organizes an activity called Explore Oregon. For \$25, you get a passport book that lists 15 airports in Oregon. You get a raffle ticket for each airport you visit, and there's a finale event and BBQ at McMinnville on September 23rd.

There are more details on the OPA site here: <https://www.oregonpilot.org/explore-oregon-flyer>

I've attended the event with friends three times now - 2018, 2019, 2020 (or at least I have a shirt saying I did), and 2022. There is so much to see and do - I know I haven't experienced all of it in my previous trips. Each year I've camped onsite with 60,000 of my fellow aviation enthusiasts. We based out of a tent each year; groceries, food, hot showers, flush restrooms, and much more are all available. The weather is usually pleasant but typical of the Midwest, thunderstorms can upset your stay occasionally. I fly commercially to the area, rent a car, and drive to KOSH. Someday I'll fly there in an aircraft that I pilot but likely not this year.

If you're passionate about aviation and meeting others that share your passion too, this event is for you! Send me an email, text, or call (contact listed in FlightCircle). It would be awesome to attend the event with other club members who've never been, or those who are seasoned visitors too! The event website is here: <https://www.eaa.org/airventure>

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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