



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

July 2023



Fuel surcharges update: good news!



The price of 100LL at Salem has remained low and we can still eliminate the fuel surcharge for July!

Strawberry Shortcake Summer BBQ



We had a fantastic Strawberry Shortcake and BBQ potluck on Saturday, June 17th with over 40 people attending. The food was delicious and plentiful, and the weather was just right. Fresh strawberries were picked up at Bauman's Farm the day before the BBQ, and Joan, Cheri (Isaac's wife) and Megan (Barak's fiancée) sliced them up in preparation for the event. That's as fresh as it gets!

It was a relaxing and fun time with friends and family. Thank you to everyone who helped with setup, cooking, and clean-up. A special shout out to Kyle Peters, Scott Bragg, Anthony Obendorf, and Ben Simpson who spent hours blowing out and cleaning up the hangars in preparation for the BBQ.

Special Member Meeting Summary

The proposed changes to the Bylaws to help with our application for tax exemption were unanimously approved by the members at the June 27, 2023 special member meeting. The updated Bylaws are now posted on the [Club Info page](#) on valleyflyers.org.

The proposed changes to the Membership Flight Rules were also reviewed and members were in unanimous agreement with the changes. It is anticipated that the changes to Membership Flight Rules will be approved by the Board at the next Board Meeting. Once they have been officially updated, a notification will be sent to members and the updated Membership Flight Rules will also be posted on the Club Info page.

June flyout: Cottage Grove (61S)

Mikel Wynn

On June 24th, we flew down to Cottage Grove State Airport (61S) to attend the Wings & Wheels Fly-in & Car Show hosted by the Oregon Aviation Historical Society (OAHS), one of three events the museum is hosting this summer.



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We met at KSLE and ended up delaying our departure due to overcast ceilings and MVFR conditions at Eugene and points south; it was below our comfort level when it comes to VFR flying. We did eventually depart and managed to land at 61S once ceilings raised up a little bit, allowing us to come in underneath. Todd and Dan Kirkpatrick flew down in N70574, while Stuart Jantze and Jon Eggert split time in N12382, and I flew N1636H solo. Chad Eason also met up with us in his RV-12 and he was our point of contact regarding weather at 61S as he managed to get in well-before we showed up!



Once we secured the club planes, we walked over to the OAHS apron and enjoyed the sights and sounds of the vintage cars and airplanes that were participating at the event, which included the museum aircraft collection, fly-in aircraft (mainly home-built/experimental as well as a few vintage ones), as well as numerous vintage cars and vehicles. One of the event volunteers even asked us if we would like to put our airplanes on display! We had to decline since we didn't plan on staying for the whole thing and it certainly would've been a hassle to tow the planes over the museum apron around a crowd of people. Some of us also took the time to get some lunch from a food truck that was there.

Todd had to leave early as he needed to be in Boise the following day, so he took the opportunity to check out Chad's RV-12 by flying back with him. Dan would fly out solo in N70574 while Stuart and Jon flew back together in N12382. I would be the last to depart 61S after watching the two club Cessnas depart and enjoyed an uneventful flight back to KSLE and thankfully in good VFR conditions! We all had a good time.

July flyout: Crescent Lake (5S2)

Todd Lindley

On July 22nd we'll fly to Crescent Lake (5S2). Hopefully it will be a nice day for a trip across the mountains. We'll leave from KSLE at 9am to get an early afternoon departure from 5S2 to beat the heat and possible density altitude.

There are a couple of food options near 5S2 and we'll grab a bite. But please bring a snack just in case!

Member achievements

Congratulations to Ryan Hari, who passed his private pilot checkride with DPE Lisa Dahl. CFII Anthony Obendorf.

N5174E upgrades

N5174E will be taken offline briefly in July to get a new Garmin [GNC 255A NAV/COM](#) and a [GI-275 CDI](#) installed. Additional avionics upgrades are planned for 2024 to replace the audio panel and GNS 430 with new Garmin equipment.

Also, the source of the whistling noise in N5174E was finally found and remedied. It is now wonderfully quiet!

PIREP: 2022 Reno Air Races Recap Part 2 - Sunday's Events

Mikel Wynn

This one was hard to reflect upon and write about... After a decent day of [events taking place prior on Saturday](#), I went back out to Reno-Stead

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Airport (RTS) for the Sunday events and the final day of the 2022 Reno Air Races. For Sunday's events, my focus was towards the main racer pits, the jet pits, as well as the STOL pits, and some more static displays that were in the main pits. There was so much to see!



After finishing up in the main pits, I joined some of my relatives in the grandstands who were at the races with me for the final day. The main flying events started out with a Missing Man Formation honoring the late-Sherman Smoot, Unlimited Class president and air racer. Smoot tragically was killed during a test flight in preparation for the 2022 air races in his highly modified Yak-11 known as "Czech Mate" on September 2, 2022, a week before he was to fly down to Reno to race. Had he and "Czech Mate" made it the races, he would've likely been the top contender for the Unlimited Gold Class. Little did we know at the time, but the Missing Man Formation flown in honor of Sherman Smoot would serve as a poignant and somber reminder that life can be fragile and short in aviation; unfortunately, this reminder became the constant theme and tone for the 2022 Reno Air Races...

The day's events were filled with more air racing, as well as a few air show performances not much different from the previous day's events. Everything was moving along despite the challenges associated with the wildfire smoke from the previous day, that is, until the Jet Class Gold Race when tragedy struck. Sunday, September 18, 2022, the third lap of the Jet Class Gold Race will be a moment I'll remember for a long time. We were watching a very exciting race as two Aero Vodochody L-29 Delfins, Race #77 known as "Viper" flown by Steve Stavrides and Race #29 called "Ballista" flown by Aaron Hogue were duking it out for first place. And then something happened

to Hogue's "Ballista" as it momentarily went off the race course before appearing to rejoin it. And then the worst thing possible happened as Race #29 flew into the desert floor on the backside of the course and L-29 erupted into a fireball upon impact. There was no chance of survival for Aaron Hogue.



Everyone who witnessed it was shocked and stunned; we were at a loss for words. The red flag was raised as the Jet Class Gold Race was called off and the remaining pilots were ordered to land their planes immediately; I couldn't even imagine what was going through their minds after what had occurred as they lost one of their own (probably something along the lines of "Land first, ask questions later."). The rest of the day's events were cancelled soon after, so my relatives and I drove back into downtown Reno. It was truly a terrible and heartbreaking way to end the 2022 air races.



Obviously, no wants to see tragedy like this occur at any events such as this. But they do happen from time-to-time; it is an associated risk that's accepted by the pilots and crews who like to do these things at air shows and the races as they do everything they

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can to mitigate said risks. Likewise, we as pilots in the flying club are also aware of and accept the risks we take associated with flying our Cessnas and Piper. And we do everything we can to mitigate those risks. In retrospect, we're no different from the pilots and performers who participate at air shows and the air races because we love what we do and are passionate about aviation and flying. In my opinion, that is the beauty of the aviation community; we share something that not everyone gets to experience. And when tragedy does strike and we lose one of our own or someone we knew or were close to, we're there for each other. We're there for each other to honor the memory and legacy of those who have gone before us. Living our days to the fullest and keeping the passion we all share alive is perhaps the highest tribute we can offer to their memory.

Again as a reminder, 2023 will be the final year for the Reno Air Races per RARA's announcement this past March. The races and air show will take place one final time at Reno-Stead Airport (KRTS) from September 13 until September 17, so start making plans for it now.

PIREP: San Juan Islands (May 2023)

Stuart Jantze

About a month from an intended weekend holiday in the San Juan Islands, I reserved 5ED in hopes that the weather would remain VMC for this VFR pilot. The weather gawds played nice and offered us a beautiful mid-May long weekend trip for my friend Eric and I. This was Eric's first visit to the San Juans, and I have a feeling he will find his way back.

While the Willamette Valley was roasting, we were about 15 degrees cooler in the islands but still very warm. The flight north was smooth as butter but the return flight did have some light chop. Eric experienced his first overflight of PDX on the return trip, entertained by the arrivals and departures below us. And boy was it roasting when we returned to Salem!

We camped at Orcas Island Airport (KORS). The campground has flush restrooms and hot showers. I reconnected with one local pilot from past trips along with another couple from Mt. Vernon. My first landing at Orcas was subpar so we stuck to the big

runways for the remainder of the trip. We'll visit Roche Harbor next time.



A few thoughts from this trip:

- Don't always trust the AWOS and ASOS. An overflight of the field would have revealed a slight tailwind landing south - the AWOS indicated no wind. Local knowledge indicates the AWOS is not always accurate.

- I try to initiate Fly Friendly procedures when published by an airport owner. However, I will always revert to standard airport area operations in keeping my flight safe, if I deem it necessary. There is a lot of water surrounding the islands and my preference would be to not ditch in the event of an emergency. Locals agree with these thoughts too.

- May was an awesome time to visit the islands. The grass was green rather than the typical summer/fall brown. Visitor numbers were subjectively lower - you didn't feel like you were visiting a zoo. We were the first to set up camp Friday afternoon and by our departure Sunday morning, a total of five aircraft had tented it there that weekend.

- For once we were able to secure the crew car. The drive to the ferry terminal was okay. The drive to visit Mt. Constitution (Moran State Park) and Rosario Resort was awesome.

- The big supermarket has an affordable and delicious deli with a great seating area.

- Remember to order the grilled fish, Stuart! Like you always do when visiting Friday's Crabhouse in Friday Harbor. Fried food just doesn't cut it.

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The San Juan Islands have become my favorite place to visit within a few hours of Salem - I'll try to make it back a few more times in 2023.

PIREP: Albany Airport Open House

Mikel Wynn

I'm sure most of us here are familiar with and have flown in and out of Albany Municipal Airport (S12) just south of Salem at some point (it's where I worked on my Instrument Rating and where N5174E was based out of before the club acquired it!). One wouldn't think much about S12 other than the fact that it's a nice little airport with good facilities and competitive fuel prices. But did you know that Albany Airport holds a nugget of history that's a part of Oregon's rich aviation heritage?

During the first weekend in May (the 6th & 7th), the city of Albany along with the Albany Visitor Association hosted an open house at the historic hangar located at the airport as part of a wider effort to kick off "National Historic Preservation Month." It was an interesting and surprising event to say the least, and I only found out about it after seeing a Facebook post made by Infinite Air Center.

The hangar was built in 1929 on its original site with locally-milled lumber. It measures 80 by 100 feet, with the arched roof supported by seven lattice style redwood trusses with nail-laminated curved top chords which were built in place. With the advent of the Interstate Highway System, the hangar was later moved 300 feet to the southeast to make room for I-5. Today, the historic hangar and some of the airport property are included as one of Albany's four historic districts and are listed in the National Register of Historic Places.



The hangar open house displayed several aircraft, exhibits from several aviation organizations, as well as historical photos and information, including those of Henry Flindt, Col. Charles Langmack, and Evelyn Burelson Waldren and their contributions to early aviation in Albany. The name Evelyn Burelson Waldren is notable because she and her husband operated Albany Airport along with a flight school there from 1937 until 1941. Burelson was also the second woman in the U.S. to become a rated instructor pilot and taught for the Civilian Pilot Training Program; all her trainees were Oregon State University students. She was also a weekly contributor for the Albany Democrat Herald writing articles titled "Wings Over Willamette."

Considering that S12 is the oldest known operating airfield in Oregon, I thought it was neat and quite appropriate for the city of Albany to tap into their aviation heritage and it was a good way to kick off a season of aviation events taking place throughout the region. Furthermore, I think we are fortunate to live in an area surrounded by various aviation museums, facilities, events/venues, and historical sites just within the Willamette Valley and even up in Washington (such as Pearson Field, which we did a fly-out at earlier this year, [as covered by Todd in the April 2023 newsletter](#)); Oregon certainly has a rich aviation heritage! I certainly enjoyed some of the sights and sounds and found greater appreciation for an airport I still love to utilize whenever I'm flying!

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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