



# Valley Flyers

*"Just Plane Fun!"*

885 Lancaster Dr SE  
Salem, OR 97317

August 2023



## Fuel surcharges update



The price of 100LL at Salem has risen to \$6.70/gal, which is above the budgeted threshold for adding the fuel surcharge. As such, a small fuel surcharge will be re-instituted for August:

- Skyhawks/Cherokee: \$0.85/hr
- Skylane: \$1.30/hr

## Quarterly Membership Meeting on August 8<sup>th</sup>

The club's next quarterly meeting will be 7pm on Tuesday, August 8<sup>th</sup> at the hangars. Please contact a Board member if there is a particular topic that you would like to have discussed. All members are encouraged to attend.

## Membership Flight Rules updated



The proposed changes to the Membership Flight Rules were reviewed and discussed with members at the June 27, 2023 special member meeting. All attending members concurred with the proposed changes. The Board of Directors officially approved the changes to the Membership Flight Rules at the July Board meeting.

Please review the updated Membership Flight Rules that are now posted on the Club Info page on [www.valleyflyers.org](http://www.valleyflyers.org).

## N5174E hangar and apron concrete



Most of the asphalt in N5174E's hangar and apron has been torn out and replaced with new, smooth concrete. Thank you to everyone who helped get the hangar prepared for this great improvement. We will continue to upgrade the other aircraft hangars similarly as funds are available.

## Keeping the hangars clean

Several club members recently took time to clean up the hangars, remove trash, and blow out dust and debris. Thanks to Kyle Peters, Ben Simpson, Scott Bragg, and Anthony Obendorf!

Thanks also to Jon Eggert for the cleaning towel storage units in each hangar! Keeping the towels clean helps avoid scratching the aircraft windshields and other surfaces.

To keep the hangars cleaner for longer, please be careful when pulling up to them. Shut down the aircraft on the taxiway centerline, then push it into the hangar by hand or with the tug. Please do not turn the aircraft on the taxiway to angle it towards the hangars, as it blows dust and dirt into them.

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## N5174E upgrades



N5174E now has a new Garmin GNC 255A NAV/COM, a GI-275 CDI, and new COM coax cables installed. As previously noted, additional avionics upgrades are planned for 2024 to replace the audio panel and GNS 430 with new Garmin equipment.

## N12382 offline

The new engine in N12382 has a manufacturing defect that has resulted in the case leaking oil. Unfortunately, the engine has to be shipped back to Lycoming (Pennsylvania) for repair in order to maintain the warranty. A shipping crate has finally arrived from Lycoming, so the engine will be pulled at the beginning of August and returned for repair.

We've asked Lycoming to please expedite the repair, but we are at their mercy. Hopefully the shipping and repair will go smoothly so we can get N12382 back online.

## July flyout: Crescent Lake (5S2)

*Todd Lindley*

The last club fly out to Crescent Lake was in July 2020, so it was time for another trip. After some investigation, two of the three restaurants in town had closed since 2020 so this time the plan was to make the approximately two-mile hike to the Odell Lake Resort for breakfast. Odell lake is one of two lakes next to the airport with Crescent Lake to the south and Odell to the north.

We went on July 22<sup>nd</sup> and got an early morning start to beat the afternoon heat and density altitude as the airport elevation is 4,820' and with

temperatures approaching 90 degrees the density altitude could reach 7,000+.



N515ED, N5174E, and N1636H all left within a few minutes of each other and took the route direct to Oakridge and then up the canyon to Odell Lake for a southeast landing at 5S2. After securing the planes we picked up the trail to the lodge at the approach end of runway 31 and walked another one and a half miles. The resort has a lodge and cabins around the lake as well as a restaurant, where we had a nice breakfast.



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## August flyout: Orcas Eastsound (KORS)

On August 4th, three club aircraft traveled to Orcas Island in the San Juans for the annual fly-in hosted by the local EAA chapter. There will be a full report in the next newsletter.

The September flyout is still to be decided. Suggestions for flyout destinations are always welcome; please contact Todd Lindley or Simon Hayes.

## Member achievements

Congratulations to Toni Topfer, who passed his commercial pilot checkride with DPE Lisa Dahl. CFII Chris Eriksson.

## PIREP: 2023 Oregon International Air Show “Hillsboro Edition” Recap

*Mikel Wynn*

The 2023 air show season kicked off for me (and the PNW region in general) on May 19th through the 21st with the Oregon International Air Show “Hillsboro Edition” at the Hillsboro Airport (KHIO/HIO) and I drove up on Saturday the 20th to attend. Last year, the show returned to HIO with a historic all-female line-up, which I covered in the June 2022 newsletter. This year however was a standard line-up of various performers and displays.

Aerobatic performers included Jim Bourke in his Extra 330SC, Aurora-based Renny Price in his Sukhoi Su-29, Jon Melby in his Pitts S-1-11B Super Stinker,

Brad Wursten in his MXS, and Bob Carlton in his Super Salto jet sailplane. We were also treated to an incredible line-up of warbirds from three separate organizations, which included the Erickson Aircraft Collection bringing their F8F Bearcat, F4U Corsair, and AD-4W Skyraider out of Madras, OR, the Soaring by the Sea Foundation and their PBY Catalina out of Eugene, OR, as well as the Planes of Fame Air Museum with their Corsair and P-38 Lightning out of Chino, CA. Portland-based F-15C Eagles from the 142nd Wing opened the air show with multiple fly-by passes. And of course, the show was co-headlined by the USAF F-35A Lightning II Demo Team as well as the Navy EA-18G Growler Air Show Team; the A-10 Thunderbolt Demo Team was also originally scheduled to perform at HIO (which would’ve been notable because the demo pilot as of this show season is the team’s first female pilot!), but sadly had to bow out due to scheduling conflicts. There was also a respectable amount of static displays.



As previously mentioned, the Oregon Air National Guard’s 142nd Wing out of Portland opened the show with a pair of their F-15C Eagles doing multiple fly-by passes with that glorious sound of freedom before going into the aerobatic performers. And of course, the main highlights for the “Hillsboro Edition” of the Oregon Air Show this year had to be the U.S. Navy’s EA-18G Growler Air Show Team (formerly known as the Growler Legacy Flight Team), the warbirds from the three aforementioned organizations, and the Air Force F-35A Lightning II Demo Team, which would close out the air show. The Growler Air Show Team appearing at Hillsboro is notable because this was their first time performing for the Oregon International Air Show and only their second time performing at an air show in Oregon

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overall (with last year's show at Madras being their first), which I thought was peculiar because the team's home squadron is PNW-based at NAS Whidbey Island up in Washington state.



Like last year's show profile, the Growler demo consisted of two EA-18G Growlers taking off as a two-ship before splitting up to do their own brief demonstrations. The Growler demo culminated with the Navy Tailhook Legacy Flight, where the two EA-18s formed up with the Planes of Fame Air Museum's F4U Corsair flown by none other than the museum's president and well-respected warbird Steve Hinton Sr., who moved over to help re-establish the Tailhook Legacy Flight program full-time after retiring from the Air Force Heritage Flight program early last year; the formation made multiple photo-worthy passes. It was quite a treat to see some of the Navy's newest assets in formation with what is believed to be the oldest airworthy F4U Corsair in the world!



For me, one of the most poignant moments of this air show had to be the warbird performances by the Erickson Aircraft Collection, Soaring by the Sea

Foundation, and Planes of Fame Air Museum. I was particularly excited to see the Planes of Fame P-38 Lightning because I haven't seen one fly in many years and it's one of only nine airworthy examples in the world right now. The Soaring by the Sea Foundation's PBY Catalina flew first by itself with a series of passes before the warbirds from the Erickson Aircraft Collection and Planes of Fame Museum flew a joint performance. It was truly a privilege watching these World War II and Korean War-era warbirds fly together, and seeing them served as a reminder of how fortunate we are to live in this day and age in a country where we can exercise our freedoms and privileges. Considering that the day I attended this air show happened to be Armed Forces Day and Memorial Day being just around the corner, I couldn't help but feel emotional and grateful for those who gave their lives for this country as well as for those who continue to fight and protect said freedoms. Seeing these warbirds was also a stark reminder that there aren't many living veterans left from the era which they represent, and that was something to think about as they get older and time continues to move forward...

The air show would end on a high-note with Major Kristin "Beo" Wolfe of the United States Air Force F-35A Lightning II Demo Team closing out the day's events, sans Heritage Flight due to the unavailability of an authorized warbird pilot from the USAFHF program. The "Hillsboro Edition" of the Oregon International Air Show was a fantastic start to the 2023 air show season! As a reminder, the Oregon International Air Show is putting on a second show later this year to close out the 2023 season, with the "McMinnville Edition" taking place at the McMinnville Airport (KMMV/MMV) on September 29th through October 1st. That show will be headlined by the USAF F-16 Viper Demo Team and the U.S. Navy Blue Angels, making this their first Oregon appearance in 8 years!

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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