



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

October 2023



Airport security changes: what you have to do



Whether we like it or not, the end of 2023 is the deadline by which all airport users must have a badge ("Security ID Media") to be within the secured airport perimeter. The Board has been working with the airport to try to help reduce the badging process inconvenience for our members, and all the Board members are being set up as Authorized Signatories to help streamline the process for our members.

If you do not get your badge, you will not be able to access the club hangars and airplanes.

Once the airport and TSA approve the Board members as Authorized Signatories for the club, you will receive an email through Flight Circle with both the SLE ID Media Study Guide (training) and the Security ID Media Application.

Your application MUST be approved by a Valley Flyers Authorized Signatory (i.e. a Board member) before it can be submitted to the airport.

Here is the general process for getting your badge:

1. Read the Study Guide, complete the Application, and gather the required identification verification documents. You will need to fill in all sections except Sections 2 and 8. The acceptable identification verification documents are listed in the application and were also in [the September 2023 Newsletter](#).

2. Meet with a Board Member, who will check your application for accuracy and completeness, and verify your identification documents. The Board Member will fill in Section 2 of the application.
3. Schedule a meeting with Micah Aldridge (Salem Airport Credentialing Program Coordinator) to submit your application. You **MUST** bring with you **THE SAME** Identification Verification Documents that were reviewed by the Board. **We are holding the November 14th Membership Meeting at the Airport as a convenient time for our members to collectively meet with the Authorized Signatories and Micah.** See the article below for more details.
4. You will receive an email from the airport that takes you to the City's website, where you can make the \$50 electronic payment. After you have paid, the TSA will perform your background check and process your application.
5. Once the background check is complete, another email will notify you to set up a second appointment with Micah to get your photograph taken and receive your badge.

The Board is making an extra effort to help this go smoothly for our club members. If you cannot make the November 14th Membership meeting, then please set up a meeting with a Board Member well before the end of the year.

November Membership Meeting – Nov. 14

Please plan to be at the November 14th quarterly membership meeting. This meeting will be held at the Airport Terminal so that we can begin the training and badging process that is required to meet the new airport security requirements.

For club members' convenience, the plan is to meet at the Airport Terminal at 7pm on Tuesday, November 14th to begin the badging process. Please see the *Upcoming Airport Security Changes* article in

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[the September newsletter](#) for more details about why the security is different this time compared to when Salem previously had commercial air service.

Club members will be getting the AOA or 'Air Operations Area' badge. It costs \$50 to issue and is valid for 1 year, after which renewal is \$35/yr.

If you do not get your badge, you will not be able to access the airport to get to the club hangars and airplanes.

Please contact a Board member if there is a particular topic unrelated to airport security that you would like to have discussed at the Quarterly Membership Meeting. All members are encouraged to attend.

What if I don't have my badge by the end of the year?

Simply put, you will lose access to the airport. When the gate codes change and badges are required then it's no badge, no gate code.

You will be delayed getting access to the airport as you work around the availability of the club's Authorized Signatories, the availability of the Airport Credentialing Program Coordinator, and the time to process your application.

If you decide to delay applying for a badge and you lose access to the airport, that will not be an emergency for the Board members.

Fuel surcharge update



The price of 100LL at Salem jumped to \$7.15/gal, which is above the budgeted threshold for adding the fuel surcharge. As such, the fuel surcharges for October will be:

Skyhawks/Cherokee: \$4.67/hr.
Skylane: \$7.15/hr.

N1636H hangar and apron concrete



The asphalt for N1636H's apron and parking area inside the hangar has been torn out and replaced with new, smooth concrete. The water now flows nicely off the apron right into the new drains! We will continue to upgrade the other aircraft hangars as funds are available.

Is that... a sidewalk?



Yep...we now have a sidewalk leading to the port-a-potty!

When we installed concrete for N1636H's hangar, the contractor also poured a sidewalk for us at the port-a-potty. Now you and your passengers can have a nice leisurely stroll to the throne room without trudging through mud and puddles.

Downspout damage

Unfortunately, someone was not paying attention when opening N5174E's doors and damaged the downspout. To add insult to injury, no one notified the Board of the damage. This now causes more unplanned work for a group of volunteer club members to dig up the drain line and repair the damage. Please contact Stuart Jantze if you are willing to be on the crew to help repair the downspout.

PLEASE, PLEASE, PLEASE use care when opening and closing the hangar doors to make sure that they do not hit the downspouts.

Stops have been in the fabrication process to protect the downspouts, but they are not completed yet.



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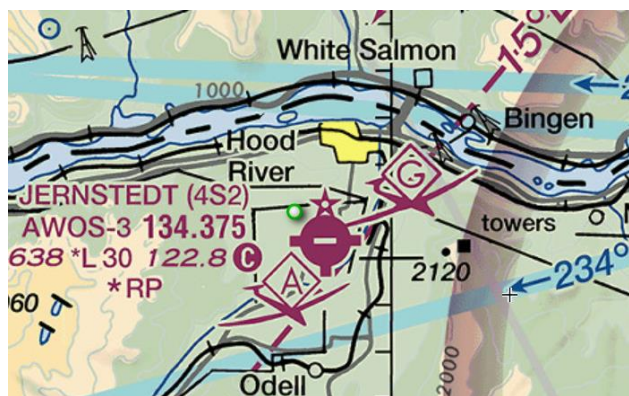
Hangar doors update

Some of the hangar doors are still very difficult to open. A new hangar door design has been completed and is out for quote. We expect fabrication and installation to begin shortly.

As we wait for the new doors, please remember that there is a winch in the Flight Planning Room that can be used if you are not able to move a door.

October flyout: Hood River (4S2)

Simon Hayes



On Saturday October 28th, we'll fly to Ken Jernstedt Airfield in Hood River to visit WAAAM and grab some lunch. We'll plan to leave around 9.30am.

An article in [the August 2022 newsletter](#) has some more information on the airport and museum.

PIREP: KRNO for the Reno Air Races

Jon Eggert

The National Championship Air Races, often known as the Reno Air Races, has been a popular event for pilots and fans of racing since 1964. With growing development encroaching on the airport where it's been held for nearly 60 years, the races announced that 2023 would be their final time in Reno. Although the organization is searching for a new venue, it's not certain they'll find one, so I couldn't pass on an opportunity to be there this year. Stuart Jantze shared an interest in going, so we planned on flying together and catching the last two days of racing. Thankfully, despite traveling with Stuart, I only had to explain our actions to the authorities one time.



We intended to depart when the sun came up on Friday morning and had some delay because 515ED wasn't fueled, and the bugs weren't cleaned from the windscreen by the previous pilot. After handling that, we departed Salem around 7:30 am. Stuart flew the first leg while I handled communications and picked up flight following. A climb to 7,500' put us above terrain and the worst of the smoke haze. Our route took us over Oakridge, Crescent Lake, and Beaver Marsh on the way to Klamath Falls. A radar outage in the Beaver Marsh area meant, for some distance, we weren't visible to Seattle Center and fewer airplanes could appear on our traffic display. They kept us on the same transponder code and picked us up again as we neared Klamath Falls.

Crater Lake-Klamath Regional Airport doubles as Kingsley Field Air National Guard Base and uses military controllers who sound just a little different from civilian controllers. Stuart put us down safely with a straight in approach to runway 14 and taxied to parking, being careful to avoid straying into the military area. We stayed long enough to refuel and switch seats.

After departing KLMT, we climbed to 7,500' and flew along V452 west of the Goose MOAs. We deviated slightly off the victor airway to stay over flatter terrain and then climbed to 9,500' as the terrain rose under us. We lost flight following south of the MOA, knowing we couldn't pick it up again until roughly 30 miles out from KRNO when we would contact NorCal Approach.

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There was a big TFR around Reno/Stead, KRTS, that we needed to avoid. Our flight plan included a left turn and start of our descent where V452 passes into Nevada, near the RAROC intersection. As we made that turn, Stuart contacted NorCal Approach and we immediately started getting vectors from the controller for traffic and timing. I had to halt our descent as those vectors took us near the ridge west of Pyramid Lake. We were then told to fly toward Mustang VOR and expect a turn toward the airport from there. Along that path, as we descended to



6,500', we were again given vectors and rising terrain required a climb back to nearly 7,500'. After a Boeing 737 passed by, we were allowed to resume navigation and told to contact the tower. Reno tower instructed us to enter midfield to left downwind for runway 17L and asked where we were parking. The controller told us to switch to 17R and cleared us as #2 to land. The runway change wasn't unexpected because we noticed they were sometimes having pilots switch sides based on which FBO they were using. I was already a little wider than intended for 17L, so I was REALLY wide for 17R. I managed a sloppy, sweeping, turn to final and landed in front of a Spirit Airlines jet holding short for 17R. We taxied to Stellar Aviation on the west side and were

directed to park on runway 08-26, which was closed at the time. This was my first time at the controls and Stuart's first time on the radios into a class C airport, so after shutdown, Stuart and I shared a fist bump and congratulatory swearing.



The Reno Air Races have all the elements of a regular airshow, plus some adrenaline inducing, low altitude, high-speed racing. Spectators can spend time in the grandstands for the races and flight demonstrations, walk the pits where racing crews are wrenching on their airplanes, or stroll through static displays. Racing classes include Formula 1, T-6, Biplane, Sport, Jet, Unlimited, and the most recently added STOL Drag. The Unlimited class is the headlining act, largely made up of modified WWII era piston engine airplanes. It's noisy, fast, and fun to watch.

This year's racing came to a tragic end a few hours early. After the final T-6 race, while cooling down and preparing to land, the first and second place racers, Chris Rushing and Nick Macy, collided midair and crashed. Both pilots, who were long-time racers and champions of the T-6 class, perished. It is very common to hear those involved in racing say they're a family. I am confident they came together in support of each other. I think most of them will want the races to continue and I hope I get the opportunity to show them support by attending wherever and whenever they start again.

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For the trip home on Monday, Stuart and I planned an 8:00 am departure to get out ahead of rising temperatures and potential for convective activity. Despite putting our fuel order in on Friday, the airplane still hadn't been refueled and the FBO was slammed. It took nearly an hour to get fuel and they didn't fill to the top, leaving us with about 40 minutes less fuel than expected. Stuart started up and I radioed clearance to get departure instructions and a squawk code. Easy enough. What wasn't so easy was getting the ground controller's attention amidst the huge number of requests he was receiving. I think it took five tries, being missed, forgotten, and asked to stand by while at least six other pilots, who called after us, taxied before us. That was frustrating, but honestly, the ground controller was dealing with a LOT and doing well under the circumstances.

From startup to first position for takeoff, we spent over an hour on the ground with the engine running. In that time, we heard the ground controller say, "I need to get my mind sorted," and the tower controller was telling pilots after takeoff, "Contact NorCal Departure. Good luck." One tower controller was handling lines for 17R and 17L, including parallel taxiways next to 17L with a mix of GA and airline traffic, plus arrivals to both runways. Instead of pilots radioing that they're ready, the tower operated on a don't-call-me-I'll-call-you policy. As we neared the front of the line, Stuart did a final mag check to make sure we didn't have any fouled plugs, and once approved, we took off from 17R. The TFR over KRTS had ended the night before, so our departure took us out over the city and past the site of the races. We originally planned a stop in Medford, but after spending so much time trying to get off the field and being shorter on fuel than intended, we decided to

stop in Klamath Falls again instead. The leg had a few bumps, a headwind, and some virga to dodge.



We refueled the airplane and ourselves at KLMT then switched sides for the final leg to KSLE. Ground sent us for a midfield takeoff from 32 at the intersection with taxiway F. Our instructions were to taxi from the FBO via taxiways D, E, G, F. I managed to miss the turn onto E and continued down D toward the National Guard's F-15 jets. About the time I started feeling uneasy about going that way, the ground controller told me I missed my turn and needed to do a 180 on the taxiway. There are red lines that civilians are not supposed to cross and I didn't cross any. However, recent construction and relocation of the red line meant the ground controller couldn't see whether we crossed it. He made us stop on taxiway D and wait for security. When security arrived, we had to taxi back to the ramp and shut down for a conversation. After agreeing that we hadn't crossed the red line, they let us go and we very carefully taxied on the intended path and departed. Stuart and I are convinced that they were more than happy to get rid of us.

Our path initially took us toward Medford before cutting north, eventually entering the Willamette Valley near Creswell. The valley started out overcast that morning and the layer was breaking up while we were flying, which it had time to do as we fought a 19-knot headwind. We descended below the remaining clouds and had a bumpy ride from Cottage Grove to KSLE, which was clear by the time we arrived around 4:30 pm.

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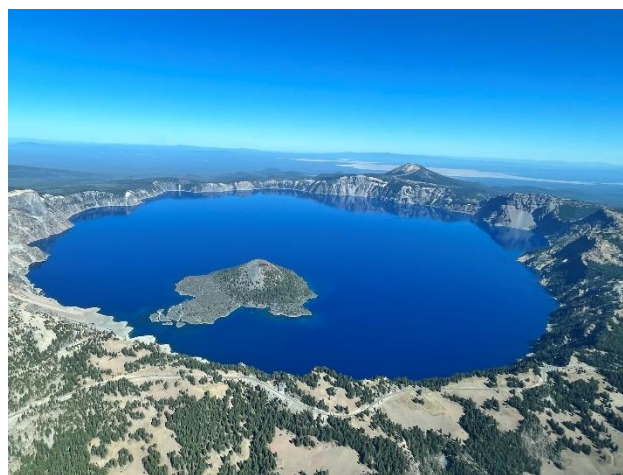
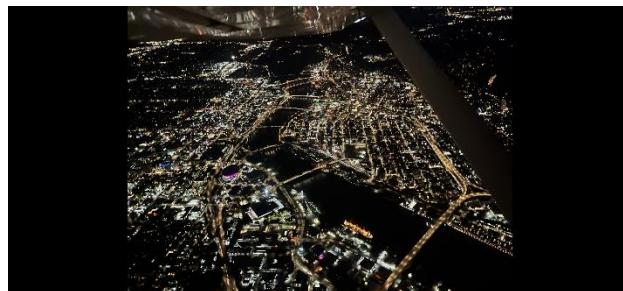
Flying to Reno for the races is something I've wanted to do since my first car trip there in 2004, and it's always nice to fulfill a dream. Stuart and I agreed that planning this trip and executing it was a great experience builder and expanded our boundaries. It went well and we stayed out of jail, so we're going to look for more opportunities for skill building flights together.

Back at the hangars, we ran into Jackson Gilmore and Anthony Obendorf and learned that they flew to Reno, attended the races, and returned to Salem in one day that Friday. The extra speed of 70574 must be nice!



Member photos

Jay Schofield shared these pictures from some recent flights:



And Steve Liddane made a (non-flying) stop at R33, Wakonda Beach State Airport where he took these:

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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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