



# Valley Flyers

“Just Plane Fun!”

885 Lancaster Dr SE  
Salem, OR 97317

November 2023



## Fuel surcharge update



The price of 100LL at Salem has stayed at \$7.15/gal, which is above the budgeted threshold for adding the fuel surcharge. As such, the fuel surcharges for October will also stay as they were:

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

## Membership Meeting – Nov. 14

Please plan to be at the November 14<sup>th</sup> 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 14<sup>th</sup> to begin the badging process. Please see the [Upcoming Airport Security Changes](#) article in the [September newsletter](#) for more details about why the security is different this time compared to when Salem previously had commercial air service. Please see the [Airport Security Changes – More Details](#) in the [October newsletter](#) for the detailed badging process.

**Club members will be getting the AOA or ‘Air Operations Area’ ID media. It costs \$50 originally, \$35 dollars for renewal, and is valid for 1 year.**

**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 will have to work around the availability of the club's Authorized Signatories, the availability of the Airport Credentialing Program Coordinator, and the time to process the 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.**

## Club Christmas Party! – Dec. 9



Joan and Vern have graciously agreed to host the party, starting at 6:00 PM on Saturday, December 9th. In order to have enough food for everyone, each member is asked to 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). Bring your family or friends for a fun evening together. This is a great time to see old friends and to meet some of our newer members. Please RSVP to Isaac by December 3rd so that we can

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get the meat and seating plans finalized. 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.

## New club CFI: Corey Benson

Corey Benson joined Valley Flyers in March this year and has been approved as a club CFI. You can contact Corey directly if you need his help!

“I have always been an aviation enthusiast and started flying as a highschooler in 2007. I graduated from Clemson University with a bachelor’s degree in mechanical engineering and a master’s degree in business administration. After college, I worked in testing at BMW and completed my instrument rating on the side. In late 2021, I left BMW to finish my commercial/CFI certificate and to work as an instructor at Stratos Aviation (KGMU). In February this year, I moved to Salem, with my wife and young daughter, to start working at Garmin AT. I have enjoyed being a part of the Garmin and Valley Flyers community and love the aviation culture. Feel free to reach out if you want to go flying!”

## N12382 is back online!

N12382’s engine is finally back from being repaired at Lycoming and 382 is back online. While 382 was offline, we also completed the annual and made several upgrades including:

- Inertia shoulder harnesses
- LED panel lighting
- Rosen visors
- Precise-Flow air vents
- Two Garmin GSB-15 USB Type-A and Type C charging ports
- LED wing tip NAV lights

## Engine oil heaters

It’s that time of year again where temperatures start falling and it can sometimes be harder to start engines. A warm engine starts more easily and preheating them helps to reduce the risks of draining the battery, damaging the starter, or even starting a fire (from over-priming).

All the club aircraft now have block heaters, and the heater plug is inside the oil filler door. Please plug them in after flying if the overnight temperature drops below 40F. If you’re not sure how cold it’s going to get then just plug it in anyway. Even if someone has the aircraft reserved after you, please plug in the heater just in case the other person has to cancel at the last minute.

This is also a good time to review cold weather procedures in the POH for the aircraft you fly. If you have any questions about using the heaters, please ask a Board member or club CFI.

## Member achievements



Congratulations to Aaron Walters on passing both single-engine and multi-engine commercial checkrides! He did accelerated courses at AirTrek North in St Paul, MN for CSEL, and at Blue Line Aviation in Winter Haven, FL for CMEL.

## Volunteers needed for work on hangar improvements – Nov. 18/19

*Stuart Jantze*

On the weekend of 18 and 19 November, more hangar improvements are coming to a neighborhood near you! Specifically, lighting and storm drainage improvements will commence. This will help with safety, security, and drainage. Help is needed from you to make this happen!

Additional lighting will be installed in the bays and night lights will be upgraded to activate more quickly. For the stormwater upgrades, drainage will be installed on the west end of the hangars to minimize rain intrusion inside the building.

Assistance from you, the membership, is needed to make these projects successful! Helpers are needed with both the lighting and stormwater improvements. We are also in need of borrowing or renting (at a contractors rate) a scissor lift for inside the building.

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Thank you in advance for your consideration in helping out! Assisting with shared improvements like this helps to keep hourly costs down, makes your club a better place, and allows for making new connections with your fellow pilots.

Please contact me directly if you are interested in helping or have access to a scissor lift. Breakfast and lunch will be provided.

**October flyout: Hood River (4S2)**

*Simon Hayes*

On Saturday October 28th, we had near-perfect weather for a flight to Hood River. Jon Eggert and I flew 5174E and 70574, each with one passenger on board.

The skies were clear, and the only real weather consideration was the winds along the Columbia Gorge, which were forecast to increase during the day. We decided to take the direct route passing north of Mt Hood rather than follow the Gorge. The flight from Salem took about an hour and the airport was quiet when we arrived around 11am, with plenty of parking available.



WAAM also has a lot of new cars in their automobile collection.



We went straight to the [Western Antique Aeroplane & Automobile Museum](#) (WAAAM). The last club flyout there was in [May 2019](#) and the collection has some new additions to their aircraft collection, including a Ford Trimotor.

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After wandering around the collection for a while we'd worked up an appetite and walked over to Twin Peaks Drive In for lunch. It's directly under short final for runway 07, and you get a great view of the airport as you walk out.

Flying back to Salem was an even shorter flight thanks to the 20kt+ easterly winds that had picked up and really made a difference to our ground speed. We were high enough returning past Mt Hood to avoid any turbulence.

Hood River is a beautiful spot to fly into, and the museum has an impressive collection of aircraft and vehicles, most of them kept in running condition. There are oil pans everywhere, especially under the large radial engines on many of the older aircraft. It's well worth the short hop from Salem!

## PIREP: 2023 Olympic Air Show Recap

*Mikel Wynn*

I flew up to Olympia Regional Airport (KOLM) in N1636H on June 17th in order to attend the Olympic Air Show; I ended up flying there on an IFR flight plan due to a solid overcast layer (which I'll elaborate on more in-depth in a separate article). This show is hosted by the Olympic Flight Museum located at the airport and usually takes place every June on Father's Day weekend; as previously mentioned in the May 2023 newsletter, those of us who participated in the April fly-out checked out this museum and we were invited to return for said air show! Once I realized my weekend was open and a plane was available to do the trip in, I just knew I had to jump at this opportunity as I have never been to this particular venue before and this would end up being my first

time attending an air show in the state of Washington!

Upon landing at KOLM after shooting the RNAV 17 approach, I requested taxi clearance over to Safety in Motion (SIM) Flight Center, the FBO that was hosting all General Aviation fly-in traffic for the air show. After parking and shutting down the plane, FBO linemen helped me tie down the airplane and even gave me a ride over to the main admission gate, which was greatly appreciated (I had also purchased my admission ticket online and had it printed out at home prior to showing up, so getting in was a breeze!); this was another General Aviation-friendly air show! Once on the show grounds, I was in hog heaven with all the unique warbirds and aircraft on display!



Being that this air show is hosted by the Olympic Flight Museum, the entirety of their airworthy collection flew as part of the air show line-up; the museum aircraft that flew included their Aero Vodochody L-39ZO Albatros, the North American P-51D Mustang nicknamed "American Beauty," the rare Kaman HH-43 Huskie helicopter, their "Hollywood Zero" (a modified North American T-6 Texan made to look like the Japanese Mitsubishi A6M2 Zero for film/television use), as well as their Bell UH-1 Huey and AH-1 Cobra helicopters. Other performers included the Experimental Aircraft Association's Cascade Warbirds Squadron, Anna Serbinenko and her "Sky Dancing" routine in her Super Decathlon (Serbinenko continues to dedicate her air show performances to her home country Ukraine and its people), Ross Granley of Granley Family Air Shows and his Russian-built Yakovlev Yak-18T (Granley also flew the Olympic Flight Museum's P-51 and Zero as part of the line-up), Steven Bennett

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in his Christen Eagle, Bill Shepherd in his privately-owned Yakovlev Yak-3, Renny Price and his Sukhoi Su-29, Greg Howard and his Giles G-200, the Washington State Department of Natural Resources (DNR) with a aerial fire-suppression demo, the West Coast Ravens formation flight team, the Planes of Fame Air Museum's P-38J Lightning, and a crowd favorite, the Smoke-n-Thunder jet car, which raced Renny Price and the Olympic Flight Museum's AH-1 Cobra.



This air show certainly had a different feel to it as the performer line-up was all civilian, but offered the opportunity to see things you normally don't get to see; it also goes to show that an air show doesn't always need heavy military participation. The EAA Cascade Warbirds Squadron opened the flying demonstration of the show and we went into the aerobatics performances afterwards. For me, there were several notable highlights from this air show, including the Olympic Flight Museum's collection of warbirds and helicopters. I was particularly excited to see their Kaman HH-43 Huskie fly as it's the only airworthy example of its kind in the world; in fact, there are credible rumors going around that once parts and critical components of this unique helicopter goes bad and reaches the end of its service-life, it will never fly again as spare parts are practically non-existent (it is believed that the rotors themselves on this HH-43 are the last airworthy ones in the world), so I was extremely grateful that I had the opportunity to see the HH-43 Huskie fly at this show.



Another first for me was getting to see Ross Granely fly his aerobatic routine in his Russian-built Yak-18T for the first time; I had the privilege of seeing his father, the legendary Bud Granley fly his final air show performance last year at the 2022 AirShow of Cascades in Madras, Oregon. There was certainly no shortage of Russian-made aircraft (which I'm fascinated by!) at this show as another highlight for me was seeing Bill Shepherd fly his Yak-3 fighter, which he imported in 2019; while smaller, it sounded like an early P-51 Mustang equipped with the Allison engine!

Another "air show first" for me was seeing an aerial firefighting/suppression demo at this venue, courtesy of the Washington State Department of Natural Resources (DNR) and one of their Bell UH-1H helicopter; aerial firefighting demos at air shows are rare because the aviation assets are often busy in the field working contracts and fighting actual wildfires every summer, so it was quite the unique opportunity to see this at Olympia. It also served as a stark reminder of the reality that we live in here in the western portions of North America with the constant threat of wildfires every summer...



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Overall, this was a remarkable mid-size air show, thanks to an incredible civilian line-up. Following the DNR demo, the West Coast Ravens demonstrated and exemplified the incredible concentration, discipline, trust, and teamwork required for formation flying. The warbird demonstrations concluded with the OFM's "Hollywood Zero" and the Planes of Fame P-38 Lightning demos with a formation flight of the two at the end. The finale would be the OFM's Vietnam War-era UH-1 "Huey" and AH-1 Cobra helicopters, with one final race between the Smoke-n-Thunder jet car racing the Cobra to round out the performances. Once the TFR over OLM lifted, I walked back to the FBO and purchased some fuel before departing back home for an uneventful VFR flight to Salem, satisfied with another fun air show outing!



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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