



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

December 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 December will continue to be:

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

Annual Business Meeting – Jan. 24



It's almost time for our annual club meeting to cover general business and officer elections. Over dinner, we'll have a chance to meet the many new members that joined this year, provide an overall update on the club

and our financials, discuss what we've accomplished over the last year, hold officer elections, discuss plans for the future, and discuss other business that you wish to bring up.

The President, Treasurer, and Safety & Maintenance positions expire in January, so elections will be held for these positions. If you have interest in serving on the Board, please contact any of the board members for more information on these positions: Isaac Mosgrove (President), Simon Hayes (Vice-President), Joan Johnson (Treasurer), Alan Lasneski (Secretary), Al Gray (Safety & Maintenance), Chris Eriksson (Chief Pilot).

If you know of special topics, proposals, or concerns that you'd like to discuss, please contact Isaac so that we can be sure that they are on the agenda. We look forward to recapping the accomplishments of this past year and looking ahead to further improvements for the future.

This year's meeting will be at 6:00 pm, Wednesday, January 24th at La Margarita Express [on Chemeketa St.](#)

Club Christmas Party – Dec. 9!



Joan and Vern have graciously agreed to host the party, starting at 6:00 PM on Saturday, December 9th. 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 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.

More aircraft upgrades!

N1636H and N5174E will be offline sequentially in December to have the LED panel lighting and Garmin GSB GSB-15 USB Type-A and Type C charging ports installed.

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Membership Meeting – Nov. 14



Thank you to everyone who attended the November 14th quarterly membership meeting at the airport terminal. We had over 40 members attend! The Airport provided cookies and they were very grateful to get so many Airport security badge applications completed and submitted during

the event.

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.

Hangar door improvements

The stamped engineering drawing for the new hangar door design is complete and we've received several bids to have the doors fabricated and installed. Material and labor costs have increased substantially during 2023, so it has caused us to re-evaluate the timing of the new doors.

Meanwhile, work has been done on the current doors and tracks to resolve the binding issues that have made the doors so difficult to move. They now move much more freely. A few more minor improvements are still planned for the current doors. We plan to monitor how the building behaves with the weight of the gutters before we begin replacing the wood doors with new metal doors. This will also allow us to save funds to pay for this project.

Special thanks to Will Horsey and Isaac Mosgrove for their work on the current doors and on our long-term solution for new doors.

New member intro: Michael Jeanfreau

Michael Jeanfreau

My dad was an officer in the US Air Force but couldn't fly because he was color blind. I wore glasses growing up but joined Air Force ROTC for a couple of years at BYU hoping to at least get a navigator slot, but my eyes betrayed me, and I ended up in an exciting career as a... financial planner (doesn't quite have the same ring as "fighter pilot", does it?).

I started my flight training in the summer of 1984 but ran out of time and money when I went back to college in the fall. I picked it up again in 1999 and got my ticket on New Year's Day 2000. Since then, I've had spurts of flying activity and long breaks in between. In the spring of 2020, I started flying again after an 11-year break and have been relatively active since then. I joined the Civil Air Patrol last year to hopefully have more reasons and opportunities to fly and just joined Valley Flyers toward that same goal. I'm trying to fit getting my IFR ticket into a very busy home, work, and travel schedule.

I have been in financial services since 1988 and manage offices for Mariner Wealth Advisors in Tigard and McMinnville. I have five daughters, all of whom are married, and six grandchildren. I also have six stepchildren, three of which still live at home in West Salem.

I'm excited to be part of Valley Flyers both for the comradery of other aviation enthusiasts and to be able to realize my dream of \$100 (now \$300) hamburgers all over the Mountain West.



The daughter in the picture with me is a helicopter pilot on her way to a career in the air.

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New member intro: Holly Benson

Holly Benson

My husband and I moved to the Northwest from North Carolina about 7 years ago. I started flying last year out of Aurora and earned my private pilot certificate in April 2023. I am the first pilot in my family and had never been in a small plane until my discovery flight last year. I am working on my instrument rating now and hope to fly commercially.



New Year's Eve Hangar Dance at Evergreen Aviation & Space Museum



Evergreen Aviation & Space Museum in McMinnville is hosting a New Year's Eve hangar dance, with proceeds going to benefit the museum. The event is 1940s-themed, and includes music, appetizers, and a midnight champagne toast. Tickets and more details are available [online](#).

Member achievements

Congratulations to Morgan Loring who passed his private pilot checkride with DPE Lisa Dahl! CFI Alan Lasneski.

PIREP: JBLM Airshow & Warrior Expo

Recap

Mikel Wynn

On Saturday, July 15, 2023, I drove up to Tacoma, Washington to attend the Joint Base Lewis-McChord (JBLM) Airshow & Warrior Expo being held at McChord Air Force Base, making this the second air show I attended in the state of Washington this year. This year marked the first time in seven years since this particular air show was last held (and the past few years with the pandemic repercussions certainly did not help either!), so this event was a big deal for the Puget Sound area. The worst part about this air show was getting onto the base complex as traffic was incredibly dense; in fact, just before the flying demonstrations got underway, the base reached capacity, so they had to start turning people away. It took me under four hours to make the drive from Salem to Tacoma, but it took me another hour and a half to park!



In the end, I'm glad I took the option to drive onto the base instead of using one of the off-base shuttles, because those shuttle buses got stuck in the same traffic that was parking on the base, making that option a rather moot point! That being said, based on the traffic situation, this is one air show I probably won't try to attend again in the future. The weather was fantastic, so it definitely killed me that I couldn't fly up to attend this air show, but flying

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myself to a military base was certainly out of the question!

After parking and dealing with a modest wait to get through security, I was certainly in hog heaven amongst the static display aircraft! The flight demonstrations kicked off at around noon, with a joint forces demonstration with Army helicopters from the nearby Gray Army Airfield staging an "attack" on an "enemy airbase" and an Oregon Air National Guard F-15C Eagle from the 173rd Fighter Wing out of Klamath Falls flying "top cover." Other military highlights from the show included the 22nd Special Tactics Squadron parachute demo, McChord Air Force Base's very-own C-17 West Coast Demo Team, and the main headliner, the United States Air Force Thunderbirds. From the civilian side, the line-up consisted of Canadian brothers David and Drew Watson of the Yellow Thunder Aerobatic Formation Team and their T-6 Texans/Harvard, the Erickson Aircraft Collection with their B-17 Flying Fortress, P-51D Mustang, and Messerschmitt Bf-109, Stephen "Christo" Christopher and Todd "Woody" Rudberg of Undaunted Airshows and their Van's RV-7 and RV-8 respectively, the Commemorative Air Force's "Tora! Tora! Tora!" Squadron re-enactment of the Pearl Harbor attack that brought America into World War II, and Gregory "Wired" Colyer of Ace Maker Airshows in his T-33 Shooting Star.



From the line-up, I was really excited to see the Yellow Thunder Aerobatic Formation Team, the C-17 West Coast Demo Team, as well as the Army helicopter demonstrations, all acts I've never seen before. The C-17 West Coast Demo Team showcased the versatility of the Air Force's core airlifter and workhorse, which included a demonstration of taxiing backwards on the runway! And getting an

opportunity to see the Army in action with the various helicopters was a treat, as demos from them are fairly rare, unless the show is at or near an Army base such as JBLM! I also appreciated the opportunity to see the CAF's "Tora! Tora! Tora!" re-enactment of the December 7, 1941 Pearl Harbor attack for the first time in nearly eight years. As someone who is half-Japanese, this air show act certainly evoked certain thoughts and emotions, as a part of our country's history was brought to life and how American as well as Japanese history was changed on December 7, 1941. And of course, it was exhilarating as always to watch the United States Air Force Thunderbirds close out the air show; this is the third year in a row that I've gotten to see the Thunderbirds!



After the Thunderbirds performed and closed out the flying demonstrations of the air show, I stuck around the static displays for about an hour before making my way back to my car for the long drive home. Overall, I had a good time and was satisfied with this air show aside from the traffic/parking situation.

And so it begins

Stuart Jantze

In 2005, I had dreams of someday building my own aircraft. I thought a Lancair IV-P was for me. After realizing that the Lancair was not for me, a colleague introduced me to the Van's Aircraft line of kit planes. The RV-10 four-seat factory demo aircraft I saw in Arlington, WA at the NWEAA FLY-In sure looked sharp!

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Fast forward fifteen plus years, the twists and turns of the path I call my life, and with a newer pilot certificate. I've reached that point in my life where it makes sense to move towards aircraft ownership. Turnkey certificated aircraft seems nice until one balances the performance, purchase price, maintenance costs, etc. The experimental amateur built category makes sense for me.

Two or four seats? Aerobatic or not? Though my heart wanted a two-seat side by side RV-14 for cross country and aerobatics, my mind settled on a cross country RV-10 with four seats.

In March, my build partner dad and I attended an EAA Sport Air Sheetmetal Workshop in the Bay Area. I grew up in a lumber mill building and fixing many things but have never worked with lightweight sheet metal. Clecos, squeezers, dimpling, match drilling, final sizing, and more have now become everyday language. We both walked away with a wealth of knowledge and skills for success.



Dad - drilling holes in sheet metal at the EAA Sport Air Workshop. March 2023

April was the demo flight in the factory RV-10. Down payment promptly made before leaving factory. And the waiting began. And so did the plethora of practice kit construction, along with purchasing many new tools. Oshkosh AirVenture in July had me eyeing many RV-10's, celebrating the 20th anniversary of the model. In September, I was able to haul the first sub-kit to dad's workshop in Bend.

After finishing some must-complete tasks on the to-do list, the build started on Thanksgiving Day. The vertical stabilizer and rudder are both currently in production. Dad and I are having a blast! We are

learning, which was one of the intended purposes of the amateur built category. When we're done, we intend to have a new experimental built aircraft that is both safe and more capable than the certificated market.



Me holding the rudder assembly. Note the makeshift priming paint booth in the background.

How long will it take to complete? I hope within 3 years, but it might be 4 or 5. It all comes down to the available time, money, and energy. Speaking of money, I've recently purchased a pallet of Top Ramen, so I'm set there! But in all seriousness, it will be an expensive project that will be a time-sink and have its high & low moments, but we both look forward to the father/son journey.

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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