



Valley Flyers

“Just Plane Fun!”

885 Lancaster Dr SE
Salem, OR 97317

January 2024



Happy New Year!



On behalf of the Board, Happy New Year to all our members! 2023 was a busy year for the club, with new members, club flyouts,

aircraft upgrades, and our club Christmas party.

We’re looking forward to continuing all our activities in 2024. If you’re able to, please consider attending the Annual Business Meeting on January 24th (see the article below) to hear about plans for the coming year, give feedback and suggestions, and ask any questions you might have. More details are in the article below.

Have a safe and aviation-filled 2024!

From Flight Circle, here are some figures on the club’s activity in 2023 (the 2022 numbers were in [the January 2023 newsletter](#)):

Total flights	1442
Total hours flown	2486.8
Most flown aircraft	N515ED (703.3hrs)
Busiest month	July (321.8hrs)
Busiest day of the week	Fridays (458.3hrs)
Busiest single day	July 15 (10.9hrs)

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.

What if I don’t have my airport 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.

Annual Business Meeting: January 24th



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. We’ve had an incredible 2023, and 2024 looks to be another year filled with great accomplishments and activities.

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

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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 to look 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

We had a wonderful Christmas party again at Joan and Vern's house. Thank you both so much for hosting our annual celebration! We had a great turnout and a fantastic time visiting, eating, and laughing. The gift exchange was a blast, and the food was amazing.



People went above and beyond with the food and dessert (including Turkey, BBQ ribs, and tons of side dishes and desserts). Thank you to everyone who helped make this a successful event and for helping clean up afterward.

More aircraft upgrades!

- N1636H and N5174E were both upgraded with new LED panel lighting and Garmin GSB-15 USB Type-A and Type C charging ports.
- N1636H had a new rear pilot window installed.
- N70574 had Precise-flow air vents installed. Also, the pilot door and seat mechanism were rebuilt. Please continue to be gentle with the door when closing and locking it.

Member achievements

Congratulations to Annie Tupek, who passed her private pilot checkride with DPE Lisa Dahl. CFI Alan Lasneski.

Hangar parking

Please remember to park only in front of the club hangars, or in the gravel parking spaces at the end of the hangar row beside the ramp (the spaces marked with logs). Please do not park in front of a non-club hangar unless you have permission first from the hangar owner.

Hangar improvements

Stuart Jantze

On the weekend of 18 and 19 November, a band of members and volunteers helped make the Valley Flyers hangars just a little bit better. Drainage improvements were made on the west side of the hangar and a downspout pipe that was broken by 74E's new door was repaired. Additional luminaires were added to all the hangars. Sensors were added to the interior night lights, allowing them to activate more quickly when traversing through the different bays.

More lighting improvements are planned for 5ED's hangar and the west entrance. Members hope to have all final electrical work performed by the end of

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February, working around our busy life schedules. Doorstop installation will be commencing soon too.

Drainage improvements came about from the board who hope to have the west side of the hangars graveled in the near future, adding parking for membership. Positive drainage away from the building was the goal too. Additional lighting will make night preflight and postflight inspections and cleaning easier and more effective. Remember – as PIC if you believe that the new lighting is too bright prior to a night flight, you have the means to leave the lights off.



It's great to be part of a member-driven group like Valley Flyers. Nearly 20 percent of the membership stepped up to help during the winter and near the holidays, with somewhat short notice. I would like to recognize the following individuals for their contributions in making these projects happen:

-Nathan Powell - with his mini-excavator and his capable operator hands, many members were

spared from digging while installing the underground drainage. He also removed the excess excavation material from the site.

-Mark Neubauer - for helping with the original electrical work, lining us out on additional luminaires, and his expertise on designing a system to make the interior night lights turn on quicker. And thanks for the custom door stops too!

-Jason Cravenho - for delivering and donating use of a scissor lift, saving the club much money.

-Frank de la Puente - for helping manage utility locate providers.

-Ryan Hari - for helping to install additional lighting in 74E's hanger and keeping us honest with pipe installation. Thanks for helping to haul away the debris too.

-Corey Benson - for getting the hangar door stops ready to mount.

-Jackson Gilmore - helping with the lighting improvements and keeping us interested with dreams of flying commercially in Alaska.

-Jim Crowell - helping with the luminaire improvements.

-Jon Eggert - for manning a shovel and helping with the storm drainage.

-Simon Hayes - helping repair the drainage pipe and making sure we were fed at lunchtime.

-Curtis Jantze - for helping with the storm drainage and keeping his son honest.

-Allen "Big Al" Chiou - for helping with the lighting, going on flying adventures with me, and yes, keeping me honest at work too.



And for those who offered to help but couldn't make it this time, or if I may have forgotten you in this latest mission - thank you!

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PIREP: My First FULL IFR Flight

Mikel Wynn

On June 17th, 2023, I flew up to Olympia Regional Airport (KOLM) in N1636H so I could [attend the Olympic Air Show](#). As always, a little prep work, thorough flight planning, and thought goes into these long day trips. In this case, I had weather to contend with as I woke up to a MVFR day with overcast skies. After looking over the weather briefing, I ended up filing an IFR flight plan and flew out of SLE via the Salem Four Departure, with a routing going to the Newberg VOR (UBG) and following the Victor 165 Airway (V165) all the way to Olympia; for an IFR flight, this was a simple route.

It was overcast with ceilings starting at around 1,800 feet and I spent about five minutes in Instrument Meteorological Conditions (IMC) before breaking above the cloud layer, where it was VFR on top. I selected 6,000 feet as my final cruise altitude and once at cruise, I turned on 36H's GFC 500 autopilot and it had no problem flying the route ATC had assigned. Then it was just a matter of listening for any callouts by ATC for traffic, potential deviations from the route, and any frequency changes. As I passed the Portland area, the realization of how surreal this experience was hit me. For context, I got my Instrument Rating in September 2019. Since then, all I've done was maintain currency and proficiency by shooting approaches with a safety pilot next me, that is until last year, when I flew into IMC for the first time solo to get to Madras (S33) for the 2022 Airshow of the Cascades. On that trip, I spent about a half hour in IMC before breaking out on top and by the time I crossed over the Cascades towards Madras, it was VFR all the way, so I cancelled IFR with ATC and flew in visually.

However, on this trip to KOLM, I would end up shooting an Instrument Approach (RNAV 17) as the airport had overcast skies up to 2,000 feet, which I found perplexing because when I tuned into ATIS and checked ForeFlight, the airport was reporting VFR conditions with clear skies, which was NOT the case when I landed; let this be a lesson to not always trust what's being reported with regards to weather! This experience ended up being my first full IFR solo flight and my first flight where I had to shoot an Instrument Approach by myself in actual conditions. And in the end, I wasn't worried because all my training kicked in as I re-entered the soup, maintaining a constant

scan of the instrument panel and following ATC's instructions as they vectored for my final approach onto KOLM's Runway 17. I successfully broke out under the cloud layer and made an uneventful landing, and I felt gratified knowing that my Instrument Rating really paid off on this trip!

I started Instrument training in the summer of 2018, and it ended up taking me 16 months to get Instrument rated because I really did struggle in many places (hence the reason why I failed the Instrument oral on the first attempt). So, I spent a little more time and money than I anticipated but looking back on it in conjunction with my recent solo experiences utilizing my Instrument Rating, it was worth it. Being Instrument rated prepares you for potentially worsening conditions that you might unexpectedly come across. It also opens up potentially more flying opportunities that a VFR-only pilot wouldn't otherwise fly in (such as in my case flying to an air show), so long as the PIC determines it's safe to do so. But most importantly, being Instrument rated can save your life, which is why I highly recommend you get yourself the Instrument Rating if you don't have one yet.

If you're working on your Instrument Rating (or considering it), and if you'd like a safety pilot so you can safely (and legally!) build hood time, let me know and I'll be happy to fly with you! I'm sure other club members would do the same as well. I'm also always looking for safety pilots to help me maintain my Instrument currency, so if you're interested in being one (especially if you're interested in seeing what Instrument flying is like!), feel free to let me know! Some of you have already flown with me as my safety pilot in the past and I thank you for it (you know who you are!).

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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