



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

February 2024



New airport gate codes



The airport will update the gate codes effective February 12th, 2024. The airport will email the new gate codes to all members who have applied for their airport security badge. The codes will be emailed to the email address that you provided to the airport.

If you have not applied for your badge, you will not have access to the airport. Members are not allowed to provide the new codes to those who do not have a badge.

What if I don't have my Badge?

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.

The gate codes will be changed on 2/12/2024. Only members who have applied for a badge will receive an email from the airport with the new gate codes.

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 Club Business Meeting summary

Isaac Mosgrove

Despite the high fuel prices and maintenance costs, we maintained a vibrant, healthy, and active club that achieved a lot this year. We had our Annual Club Business Meeting on January 24th that reviewed 2023 and looked forward to our goals in 2024 and beyond. A lot of information was covered during the meeting; here are some of the key points.



2023 Highlights:

- **We intentionally decreased membership by two to 83 members** (including flight instructors), with 74 member pilots and 9 student pilots. We had several members earn advanced ratings, and many more members continue working on their advanced ratings.
- **We continued to make more improvements to our fleet, our facilities, and resources!**
 - N515ED: We installed inertia shoulder harnesses, Rosen visors, and Precise-Flow air vents.
 - N1636H: We installed inertia shoulder harnesses, new Rose visors, LED panel lighting, two GSB-15 USB Type A and Type C chargers, LED wing-tip navigation lights, and replaced the hazed front passenger and rear pilot windows. We also had the propeller balanced.
 - N5174E: We installed a GI 275 (CDI) and GNC 255 (NAV/COM), inertia shoulder harnesses,

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Rosen visors, Precise-Flow air vents, LED panel lighting, two GSB-15 USB Type A and Type C chargers, and LED wing-tip navigation lights. We also ordered a GTN 650Xi navigator and GMA 345 audio panel to be installed in 2024.

- N70574: We scheduled new paint and paid the downpayment. We installed an engine block heater, Rosen visors, Precise-Flow air vents, and LED wing-tip navigation lights. We also rebuilt the pilot door latch and the pilot seat mechanisms and had the propeller balanced. We also purchased replacement flaps that will be installed when the airplane is painted.
- N12382: We installed a new engine, engine block heater, inertia seat belts, Rosen visors, Precise-Flow air vents, LED panel lighting, two GSB-15 USB Type A and Type C chargers, and LED wing-tip navigation lights. We also ordered a GTN 650Xi navigator that will replace the GTN 650.
- Facilities: We extended the option to purchase the hangars, finished installing N5174E hangar doors, improved water drainage around the hangars (gutters tied into the airport drainage system and installed a French drain on the west end of the hangars), improved lighting in each hangar, replaced concrete pads and aprons for N5174E, N70574, and N1636H, and contracted work on the hangar doors so that they can be operated by a single person. We also completed the design for new hangar doors and purchased material for new hangar doors for N515ED.
- **We had a bunch of club activities!**
 - These included outings to Newport, Albany, Pearson, Olympia, Cottage Grove, Crescent Lake, Orcas Island, Reno, and Hood River.
 - We had dinner with Salem Tower.
 - We held regularly scheduled quarterly membership meetings (2nd Tuesday of the 2nd month of each quarter), including informative training/safety sessions and airport badging.
 - We also had our Club BBQ and Strawberry Shortcake Picnic and our Annual Christmas Party.
- **Our finances are healthy!**
 - The checking account balance increased slightly from what it was at the start of the year.

- All bills are paid.

• **We flew a whopping 2481 hours!**

- We recognized our 2023 contest award winner who will get a free flight hour in 2023!
- Grant Feetham won the award for the most hours flown.

Other Business:

- **Monthly dues and aircraft hourly rates:** We've worked diligently to keep our dues and rates unchanged even though the cost of fuel, oil, maintenance, insurance, and other expenses have increased. After reviewing the 2024 budget, the monthly dues and hourly rates will remain unchanged. The fuel surcharge to members will be decreased. The fuel surcharge will continue for as long as fuel is above \$6.78/gallon (this was \$6.60 in 2023). The fuel surcharge will continue to be adjusted each month depending on fuel costs.
- **Officer elections were held:** Congratulations to Isaac Mosgrove (President) and Joan Johnson (Treasurer) who were re-elected to their positions. Congratulations to Corey Benson who was newly elected to the Safety & Maintenance Officer position.
- **Potential conflicts of interest** were disclosed by each Board Member.
- **Please take care of our equipment to help reduce aircraft downtime.** Paint and plastics on the struts and wings are getting damaged from the ladders, belt-buckles, coat zippers, hoses, and nozzles during fueling (please don't let anything touch the wings during fueling). Also, door lock mechanisms are being damaged if the door locks are forced when the door is not fully latched (please make sure the doors are fully latched so that the handles/locks easily rotate into the locked positions). The airplanes belong to all of us, so let's work together to keep our equipment nice and our costs low.
- **Please help** by using 'discrepancies' in Flight Circle when there is an item that needs to be taken care of. Remember to review the discrepancies as part of your preflight planning.
- **Please check Flight Circle for discrepancies or maintenance reservations before each flight.** The Board tries hard to notify affected members if an

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aircraft is grounded, but we cannot always do this before your scheduled flight.

• **A special thank you to the following members:**

- Stuart Jantze and Jon Eggert for keeping the cleaning supplies stocked, washing rags, and emptying garbage. Thank you to others who also help empty the garbage.
- Stuart Jantze and Mark Neubauer for planning and coordinating the hangar lighting improvements.
- Stuart Jantze and all the volunteers for adding drainage to the west end of the hangars and repairing the damaged downspout.
- Will Horsey and Isaac Mosgrove for leading and coordinating hangar door repairs and plans for replacing the remaining hangar doors.
- Todd Lindley, Stuart Jantze, and others for organizing the monthly club flights.
- Chris Eriksson, Toni Topfer, and Simon Hayes for helping with Flight Circle.
- Corey Drechsler for being our webmaster and managing email accounts.
- Simon Hayes for writing the monthly newsletter.
- Joan Johnson for all of her behind-the-scenes work that she does in addition to finances and billing.
- The flight instructors that support so much of the members’ reviews and training (Al Gray, Alan Lasneski, Anthony Obendorf, Chris Eriksson, Corey Benson, Scott Bragg, Simon Hayes, and Todd Lindley).
- The volunteer Board who puts so much time into keeping the planes flying, addressing member inquiries, implementing club improvements, and focusing on the future success of Valley Flyers.
- Isaac Mosgrove for all the behind-the-scenes work.



2024 Goals: (Budget permitting)

• **Aircraft Goals:**

- N5174E: Upgrade avionics (Install GTN 650Xi navigator, Flight Stream 510, and GMA 345 audio panel), replace broken interior plastic parts, and save money for paint in 2025.
- N1636H: Upgrade NAV radio.
- N70574: Install carpet, side panels, and headliner, replace fuel caps, replace flaps, reskin ailerons and elevator, paint the airplane, and overhaul/dress the propeller.
- N12382: Install remaining interior plastic pieces and paint panel, upgrade the GTN 650 to GTN 650Xi, reskin ailerons, and overhaul/dress the propeller.
- N515ED: Overhaul/dress propeller.
- Investigate adding ground charging/jump start plugs to the aircraft.
- Continue searching to purchase a sixth airplane.

• **Facilities Goals:**

- Exercise the option to purchase the hangars.
- Replace the remaining hangar doors as funds allow.
- Fill low spots in hangar parking pads.
- Add gravel parking area at the West end of the hangars.
- Finish organizing and cleaning the storage rooms.

• **Club Goals:**

- Apply for tax exemption.
- Hold informative training sessions with guest speakers.
- Hold regularly scheduled quarterly club meetings. These will be held on the 2nd Tuesday of the 2nd month each quarter at 7:00 PM in the flight planning room. This year’s meetings will be 2/13, 5/14, 8/13, and 11/12.

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- Increase membership involvement in the daily operations of the club (washing/folding rags, maintaining cleaning supplies, cleaning hangars, emptying garbage, facility improvements, etc.).
- Hold monthly club fly out activities. Simon Hayes, Jon Eggert, Todd Lindley, Stuart Jantze, and Chris Eriksson have volunteered to organize the events for 2024, so please contact them if you have ideas for fun activities.
- Do more activities with other flight clubs and Flights Above The Pacific Northwest (FATPNW) Facebook group.



Future Goals Beyond 2024:

- Pay off hangars
- Add sixth airplane
- Replace all hangar doors
- Install concrete pads under aircraft parking locations in remaining bays
- Repair aprons for remaining bays
- Remove vacuum systems from all aircraft
- Repair paint on planes
- Install yaw damper in N70574
- Replace aging aircraft
- Install an autopilot in one of the 172s

Quarterly Member Meetings

We will be continuing the quarterly club meetings with the Board to provide members with more opportunities to ask questions, make suggestions, raise concerns, and have increased visibility into the status and workings of the club. This is your club, so the Board wants to make sure you are aware of what is happening throughout the year. The quarterly meetings will be held on the second Tuesday of the

second month each quarter at 7:00 PM in the flight planning room. This year's meetings will be:

- 7:00 PM, Tuesday, February 13
- 7:00 PM, Tuesday, May 14
- 7:00 PM, Tuesday, August 13
- 7:00 PM, Tuesday, November 12

Fuel surcharge update



The price of 100LL at Salem has remained at \$7.15/gal, which is above the updated budgeted threshold for adding the fuel surcharge. The fuel surcharges for February will continue to be:

Skyhawks/Cherokee: \$3.14/hr
 Skylane: \$4.81/hr

Club flyouts: Feb-Apr

Simon Hayes

We're trying to make it easier for members to participate in club flyouts. One challenge has been scheduling: we've typically shared details of the flyout just a couple of weeks ahead of time, and not everyone has the flexibility to join a flyout at short notice.

This year, we're going to plan flyouts for the next 3 months in advance and share the dates and destinations in the newsletter. We hope to give more time and opportunity for people who'd like to join to work out their schedules.

Here are the dates and destinations for the next 3 months:

Date	Destination	Airport
2/17/2024	Tillamook	KTMK
3/16/2024	Yakima	KYKM
4/20/2024	Siletz Bay	S45

As always, we may still have to make last-minute changes or even cancel for weather or other reasons.

Finally, many thanks to Todd Lindley, who has coordinated the flyouts for several years. He's still actively involved in planning the flyouts, but his schedule has changed a lot (working as an airline pilot will do that!) and he won't always be able to

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participate. For that reason, please contact Simon Hayes or Jon Eggert if you have questions, suggestions, or comments about the flyouts.

Hangar door updates!

Work was completed in December on the existing wooden hangar doors to reduce the binding and to repair the door tracks. All doors should now be able to be operated by a single person without the winch.

New metal hangar doors are currently being built for N515ED's hangar to prove the new door design. Other hangar doors will be upgraded as funds allow.

New member intro: Chris Dickey

Chris Dickey

I was fortunate to have a math teacher in high school who taught private pilot ground school as an elective. I took a demo flight for extra credit and fell in love with flying. I soloed at 16 in 1978 and worked through all my ratings during high school and college. I spent several years of flight instructing while in college.

After graduating, I started at my first commuter airline and worked my way up to Northwest Airlines, where we merged with Delta Air Lines about 13 years ago. I am just starting my 27th year at Northwest/Delta and have flown the DC9, 737, 757, 767, and 777. I am just finishing training on the Airbus 330. I still love every day at the office, even after 37 years at five airlines and a little over 25,000 hours.



In the right seat of the A330, on the climb out from Paris to LAX

I have about 3.5 years until I retire, and I want to return to GA to continue flying after the airline. I made the mistake of letting my CFI lapse about 35 years ago, so I will be working on getting my CFI reinstated by working on my CFII. I look forward to flying the club airplanes and learning about all the new Garmin avionics. GA has changed dramatically since I was last active in the GA world.

If you are considering an airline job, feel free to ask me anything if you see me around the airport. I usually have a few trading cards in my flight bag for those of you who keep up to date with the latest social media trends.

My wife Diane and I moved to West Salem 7 years ago and look forward to exploring more of the Pacific Northwest by air.

New member intro: Dennis Hedden

Dennis Hedden

Born and raised in Oregon, Dennis Hedden moved back to Central Oregon in 2004 as a retired business executive. He holds ASEL/Commercial/Instrument certificate/rating. Since being licensed in 1968 has owned Cessna Skyhawk, Mooney, Cessna Skywagon, & Beechcraft Bonanza aircraft and has flown extensively in USA, Mexico, and Canada. Expecting to downsize, he sold his Beechcraft Bonanza in 2022 after 26 great years of ownership. Joined Valley Flyers to keep current in the interim – from steam to glass in one shot!

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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