



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

May 2024



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 May will continue to be:

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

Local fuel prices



The price of 100LL at Salem has remained significantly higher than many other local airports. As examples:

Salem: \$7.15/gal
Lebanon: \$5.75/gal
Twin Oaks: \$5.90/gal
Mulino: \$6.19/gal
Albany: \$6.39/gal
Independence: \$6.60/gal

Fueling up at one of the alternate airports can save up to \$12/hr for our C172s, and \$18/hr for our C182! We can use these savings to keep our rates low.

You can use www.airnav.com, Garmin Pilot, Foreflight, or other tools to check current local fuel prices (some airports are more expensive than KSLE). Thank you for helping to keep our costs down!

May Membership Meeting – May 14

The club's next quarterly meeting will be at 7pm on Tuesday, May 14th at the hangars. Please contact a Board member if there is a particular topic that you would like to have discussed. All members are welcome to attend.

Strawberry Shortcake Summer BBQ – Jun 22



We have planned our annual Strawberry Shortcake and BBQ event for **Saturday, June 22nd**, weather permitting! Please bring your choice of meat for your family and a salad or main dish to share in the potluck. The club will provide beverages and strawberry shortcake for everyone.

We'll start the event at 12pm, with the grilling starting at 1pm. Bring your family and friends to enjoy an afternoon at the hangars! We'll also invite the Tower so we can get a chance to visit with some of our controllers.

This event is BYOC (Bring Your Own Chair). It would be helpful – but isn't required – to RSVP to Isaac Mosgrove so that we can plan enough beverages and strawberry shortcake.

Keep an eye on your emails in case the schedule changes!

Dinner with the Tower



We had a fun dinner with air traffic controller Don Conrad from the Salem Tower on April 17th at La Margarita Express. There was excellent attendance and members were very engaged with lots of great

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questions. Don's relaxed and humor-filled style created a great environment.

The tower expressed their gratitude for how Valley Flyer's members are conscientious and considerate on the radios and in our interactions with ATC. And we certainly are thankful for how easy the tower is to work with and their patience as many of our members get comfortable interacting with ATC.

Don had a few reminders and updates from the controllers:

- If you have questions, please ask the tower. Their goal is safety.
- If the tower is really busy, they appreciate a cold call on the initial radio contact (Salem Tower, Call Sign). However, if they are not so busy, then please state all information on the initial radio call (who, where, what, ATIS).
- When on the ramp, please pull to a position that the tower can see you before making a radio call. The FAA is really pushing for the tower to have visual contact with aircraft on the ground when talking with them.
- Remember to call at your reporting point (not earlier or later). However, if you miss the reporting point, please just report where you are when you realize the error.
- Please use standard 45° downwind entries unless you ask for something different. This helps the tower plan for patterns for all arriving and departing traffic and increases safety. The FAA is working to remind pilots about this guidance in the AIM.
- Tower tours are available again! If you'd like to arrange a tour, just call and schedule a time (it will be during a time when they have two controllers on duty).

April club flyout: Cottage Grove

Jon Eggert

Our April club fly-out was planned for Siletz Bay State Airport (S45), a quick hop over the coast range. When the date arrived, weather at the coast wasn't conducive and the forecast for Salem included rain showers and blustery winds starting in the early afternoon. Our three-airplane group shrank to two airplanes heading for Cottage Grove State Airport (61S) and planning to get back earlier than usual.

Winds were negligible on the ground, and we departed runway 34 at 9:30 am with myself, Todd Lindley, and Stuart Jantze in 515ED, followed by Simon Hayes, Jim Crowell, and Barak Mosgrove in 12382. The skies were beautiful, and the air was smooth, although we had a 30 mph headwind on the way south. Since the winds remained calm at ground level and nobody was in the pattern at 61S, we opted for the picturesque straight in approach over the Row River to runway 15. After landing, we taxied to parking by the museum and shut down.



Our group made a 10-minute walk to Vintage Inn Restaurant for breakfast/lunch. The restaurant has a pretty large menu of American fare and appears to serve breakfast all day. If you are considering a trip to Cottage Grove, I also enjoyed the taco truck just outside the airport fence on a previous outing.

By the time we were ready to depart for Salem, the surface winds were starting to kick up, providing a decent crosswind. The windsock was slightly favoring runway 33, so we made a straight-out departure to head home. Clouds were moving in from the west as predicted and it was slightly bumpier, but we got to enjoy a 25 mph tailwind component for the flight back. Winds were sportier coming into KSLE, and I was happy enough that Todd had taken point for the return flight. He put us down nicely on runway 16 just before 1:00 pm, followed shortly by Simon and the others in 12382.

The outing had a quicker turnaround than most of our trips, and by staying flexible, we made a good time out of an unfavorable forecast. Siletz Bay will go back on the list for a future fly-out.

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Club flyouts: May-July

Simon Hayes

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

Date	Destination	Airport
5/18/2024	Prospect	64S
6/15/2024	Sunriver	S21
7/20/2024	Seaside	56S

For May, we'll fly to Prospect via Crater Lake. Also, Hillsboro Flying Club is planning a trip to Friday Harbor (KFHR) on Saturday, May 25th. If you're interested in meeting up with them there, you can contact their club president, [Derek Wolfe](#).

Please contact Simon Hayes or Jon Eggert if you have questions, suggestions, or comments about the flyouts.

N70574 update

All parts for the engine repair have been received and the engine is currently being reassembled. A huge thanks to Aaron Walters for doing last-minute air courier service to deliver and pick up the crank at Premier Aircraft Engines in Troutdale. This was a big help in expediting the repair of the crank. It looks like N70574 will be back online in time to keep our original date for repainting the aircraft.

The propeller has been overhauled by Western Aircraft Propeller Service and looks brand new. A huge thank you to John Kaiser (and his prop transit security guard) for both delivering and picking up the propeller.



Provided there are no further unexpected delays with the airplane, then it will be delivered to SunQuest Air Specialties at Paine Field (KPAE) on May 15th to be stripped and painted. The paint scheme and colors have been selected and will be similar to the image of N2265W below.



Oregon International Air Show at Hillsboro – May 17-19

Simon Hayes

The Oregon International Air Show at Hillsboro will take place May 17-19. This year's performers include the USAF F-16 Viper Demo Team; U.S. Navy F/A-18 Super Hornet West Coast Rhino Demo Team; several warbirds from the Erickson Aircraft Collection; and aerobatic performers including Kirby Chambliss.

Full details are available [on the event website](#), and even if you aren't able to attend please watch out for TFRs around KHIO over that weekend. You can read a report on the 2023 show in [the August 2023 newsletter](#).

Recap: The Nighthawk Experience - Desert Storm

Mikel Wynn

On Saturday, March 2nd, I drove up to the Evergreen Aviation & Space Museum in McMinnville to attend a special event in commemoration of the museum's latest acquisition: the Lockheed F-117A Nighthawk, the world's first stealth fighter. This event was originally supposed to take place on January 13th of this year to coincide with the 33rd anniversary of the start of Operation Desert Storm, which took place on January 17, 1991. However, as we all recall, that weekend unfortunately happened to be when this region ended up getting slammed by the snow/ice storm and ultimately made travel

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around here extremely dangerous. As a result, the museum ended up rescheduling this event to the first weekend of March. I planned on going to this event regardless because I've waited my entire life to see an F-117 up-close and personal!



The museum acquired their F-117A Nighthawk on October 21, 2023. It was registered with the United States Air Force with tail number 85-0816 and was 32nd airframe built. The airframe was nicknamed "Lone Wolf" and has the image of a wolf painted inside its bomb bay door. "Lone Wolf" is a historically significant Nighthawk airframe because it dropped the first bomb on December 19, 1989, during Operation Just Cause when the United States invaded Panama; this occasion also marked the first time the F-117 used its weapons in anger (which was still at the time, classified information regarding the F-117's involvement!). "Lone Wolf" also dropped the first bomb in Operation Desert Storm in 1991 while assigned to 416th Tactical Fighter Squadron and flew a total of 39 combat missions over Iraq. By this point, the F-117 was widely publicized for its role in the Gulf War.

Part of the special event at the museum included guest keynote speaker, USAF ret. Major General Gregory A. Feest (call-sign: Beast). He flew F-15s as well as the F-117 during his flying career. Major General Feest himself was the pilot who flew "Lone Wolf" during those historic "first missions", dropping the first bombs of Operations Just Cause and Desert Storm! It was quite fitting to see a former Air Force pilot reunited with the very aircraft he flew during those historic occasions!

During his keynote, it was absolutely fascinating listening to Major General Feest talk about his experiences in the Air Force and the F-117 in particular; of course he could only speak about things that are declassified since a lot of the F-117s technology is still classified, as he pointed out that "Lone Wolf" is currently stripped of its radar absorbent paint and the leading edges of the airframe as well as its pitot-static system and other hardware are missing because, again: CLASSIFIED. And that's not including the fact that the Air Force still maintains a number of F-117 airframes in a state of readiness in spite of the type's "official" retirement back in 2008. It's a well-known fact that a small number of F-117s are still flying to this day in aggressor squadron roles, cruise missile training, as well as for research and development purposes.



Focusing on Desert Storm, Major General Feest spoke a lot about how the selection-process to fly the F-117 as well as his experience flying over Iraq during Desert Storm, which included his thought and emotions about the mission, attrition and survivability rates, and so on. He also shared some

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interesting facts about how F-117 operations went during the Gulf War:

- Because of how grueling a combat sortie in the F-117 was (oftentimes exceeding over 8 hours of flying time!), pilots were required to take the next day off and were prohibited from flying, so the squadron pilots would do one-day-on, one-day-off rotations in order to combat fatigue.
- F-117s made up only 2% of the coalition air forces aircraft but were responsible for hitting and damaging 40% of all targets during Desert Storm.
- One week into Operation Desert Storm, only the stealth-capable F-117s were allowed to fly directly over Baghdad due to the significant threat of anti-aircraft weapons and SAMs against the coalition air forces.
- F-117s and their pilots flew a total of 1,271 combat sorties into Iraq during Desert Storm, and not a single aircraft received battle damage, nor were any crew lost.



After the keynote, we all had the opportunity to view the aircraft, mingle with fellow guests, and a few photo-ops with Major General Feest himself (and of course, to thank him for his service!!) Once I was done with the event, I hung out and explored the rest of museum right up until closing time, which marked the end of a fascinating day for me. As previously noted, the museum's newly acquired F-117 is currently stripped of its black paint and its classified components have been removed, making the airframe very much incomplete. The intention is

to restore the airframe by using 3D-printed parts to stand in for missing exterior components before repainting it black. A significant part of the restoration process is going to be done with the recruitment of schools and educational institutions from the surrounding area and their 3D printers, using CAD software and programs as part of wider education-driven STEM initiative to garner and cultivate children's interest in career fields that requires the technical discipline of science, technology, engineering, and math, which in turn introduces specific industries such as aviation.

For me, it was satisfying to finally see an F-117 in-person and meet a pilot who flew that very airframe. If there's one military aircraft that's piqued people's curiosity and interest more than any, I'd give that distinction to the Lockheed F-117A Nighthawk, the world's first stealth fighter. "Lone Wolf" is now one of approximately five F-117 airframes relegated to museum display and is the first to go on display in the Pacific Northwest! And I'm certainly looking forward to seeing the fruits of the Evergreen Aviation & Space Museum's restoration efforts in the future!

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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