



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

July 2024



N70574 is back!



N70574 has returned from SunQuest Air Specialties at Paine Field (KPAE) and is absolutely stunning! In addition to being stripped and repainted, all the exterior fiberglass parts were replaced, the flaps were replaced (in addition to bearings and roller kit), the left elevator was replaced, the door and window seals were replaced, and a new cowl fastener kit was installed.

The club has invested over \$43,000 in the paint upgrade. We ask that all members please take special care of this plane.

- A fueling wing mat has been purchased and placed in N70574. **This mat must be used during fueling to protect the leading edge.**



- Please be sure to thoroughly clean the leading edges, struts, and cowl after each flight.
- Please remember that it is still an older airframe, and we need to be careful with the doors (opening, closing, and locking), seat mechanisms, and other aspects of the plane.

- Please report any damage noted to the paint.

Here are the new weight and balance details for N70574; please update your notes and flight planning software accordingly. The numbers are also in the aircraft document package on board.

- Empty Weight Including oil: 1762.0 lbs
- Total Moment: 62261.0 lb-in
- Empty Weight C.G. Location: 35.34 inches
- Useful Load: 1038.0 lbs

N70574 is an incredible aircraft with new paint, the most advanced avionics available, new interior, and a factory remanufactured engine. This is the crown jewel of our fleet!

Club flyouts: July-September

Simon Hayes

June saw yet another flyout cancelled due to weather, this time low ceilings and high winds. Here are the dates and destinations for the next three months:

Date	Destination	Airport
7/20/2024	Seaside	56S
8/3/2024	Orcas	KORS
9/21/24	Hoquiam, WA	KHQM

This month, we'll fly to Seaside for lunch and to enjoy the views flying along the coast. Note that the Orcas trip in August is to the local [EAA Chapter 937 fly-in](#). You can read a previous trip report in the [September 2023 newsletter](#).

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

Alan Lasneski CFI	Anthony Obendorf CFII	Chris Eriksson CFII	Corey Benson CFI	Jackson Gilmore CFI	Scott Bragg CFII	Simon Hayes CFI	Todd Lindley CFII
503.866.2396	971.208.2542	847.345.5258	864.508.2605	928.821.0028	970.219.0661	256.652.1554	425.681.9994

Lower local fuel prices



Thank you to everyone that has continued to fuel at local airports that have lower prices than Salem. The fuel prices change often. You can use

www.airnav.com, Garmin Pilot, Foreflight, or other tools to check current local fuel prices. Thank you for helping to keep our costs down!

The price of 100LL at Salem has remained at \$6.60/gal, so there will be no fuel surcharge for July.

Salem:	\$6.60/gal
Twin Oaks:	\$5.90/gal
Lebanon:	\$5.99/gal
Mulino & Albany	\$6.39/gal
Independence:	\$6.60/gal

Leaning the mixture

Corey Benson (Safety & Maintenance Officer)



It's getting hotter every day. Please keep proper leaning procedures in mind. [Lycoming's Service Instruction No. 1094D](#) outlines a good starting point:

- **Ground Operations.** Always lean the mixture when taxiing and idling on the ground.
- **Runup.** Do you know what numbers to look for when doing the runup mag check? Each aircraft POH has a tolerance for individual and differing RPM drops between each mag. If you are unfamiliar or uncomfortable with clearing fouled spark plugs, work with an instructor to learn the proper technique. During the runup, lean the mixture according to the type of takeoff required (see next two bullet points).
- **Low Density Alt Takeoff.** Use full rich mixture during take-off or climb under 5000 ft density altitude (use the POH altitude if different than 5000). Refer to the POH for engine temperature limitations.

- **High Density Alt Takeoff.** Above 5000 ft density altitude, full rich mixture may cause engine roughness or reduction in power. The mixture may be adjusted to obtain smooth engine operation. For fixed pitch propeller, lean to maximum RPM at full throttle prior to take-off where airports are 5000 ft. density altitude or higher (use the POH altitude if different than 5000). Limit operation at full throttle on the ground to a minimum.
- **Cruise.** For cruise, lean the mixture to rich of peak. Slowly lean the mixture from full rich to maximum power (peak RPM), then enrichen the mixture a few turns (**do not use best economy - peak EGT**). For N70574, you can [use Lean Assist on the TXi](#) (starting on page 9-15). Refer to the POH for engine temperature limitations.

Key takeaways:

- Monitor engine temperatures (per the POH) and visual/audible RPM smoothness.
- We don't use best economy (peak EGT) leaning procedures in Valley Flyers.
- Lean the mixture on the ground (always), at cruise, and for takeoff above 5000 ft. density altitude (use the POH altitude if different than 5000).
- Know what to look for during a mag drop.
- Use Lean Assist on the TXi in N70574.
- Talk to an instructor if you have any questions!

Strawberry Shortcake Summer BBQ

We could not have asked for a better day for our Strawberry Shortcake and BBQ potluck on Saturday, June 22nd. Over 40 people attended the event, and the food was tasty and bountiful. The strawberries were picked up at EZ Orchards and Fordyce Farm on Thursday evening. Joan, Barak, and Megan (Barak's wife) spent Friday evening slicing them up in preparation for the event. They don't get any more delicious than this!

Alan Lasneski CFI	Anthony Obendorf CFII	Chris Eriksson CFII	Corey Benson CFI	Jackson Gilmore CFI	Scott Bragg CFII	Simon Hayes CFI	Todd Lindley CFII
503.866.2396	971.208.2542	847.345.5258	864.508.2605	928.821.0028	970.219.0661	256.652.1554	425.681.9994



This year we even had four aircraft fly in for the event! Brian Deno (former member) and Sue flew in with their polished 172, Holly Benson flew down from Aurora in a friend's 172, Dan Kirkpatrick flew a Robinson R44 helicopter in from McMinnville, and new member Meg Kaiser (John's daughter) and her husband flew down from Hillsboro in a King Air C90. We also had Don from the Salem Tower and some of the crew from Life Flight join us.



It was an incredibly fun and relaxing time with friends and family. It was great to see new and old members and their families connect and enjoy being together. This is one of the many activities that makes Valley Flyers so special. Thank you to everyone who helped with setup, cooking, and clean-up!

New member intro: Mike Isaac

Mike Isaac

Greetings, fellow Flyers! I'm a Salem native and after nearly 22 years on active duty in the Navy returned home in 2011. I originally started PPL training while stationed in San Diego, but unfortunately transferred out before doing a check ride. I'm very excited to be at a place in life where I can continue and finish my training, it certainly looks to be a great summer for it! I'm also looking forward to having an opportunity to explore corners of the state I haven't been to yet.

Outside of being a renewed student pilot, I work for the State in Information Technology (with Simon), enjoy boating on the Willamette, and live out in the Macleay area with my wife and 4-year-old perpetual toddler Carlos, our yellow Labrador Retriever. Let's get cleared for takeoff!

B-17 Alliance Foundation event

Simon Hayes

On July 27th, the [B-17 Alliance Foundation](#) will be having a 'birthday' celebration event for *Lacey Lady*, the B-17 undergoing restoration at KSLE. From their Executive Director:

Alan Lasneski CFI	Anthony Obendorf CFII	Chris Eriksson CFII	Corey Benson CFI	Jackson Gilmore CFI	Scott Bragg CFII	Simon Hayes CFI	Todd Lindley CFII
503.866.2396	971.208.2542	847.345.5258	864.508.2605	928.821.0028	970.219.0661	256.652.1554	425.681.9994

“The next event is July 27th. This will be the Lacey Lady's proclaimed Birthday celebration. Our featured guest Alice Moore is a living history expert who will set up a "women's military" fashion show. Please tell your friends and family. [Flyer attached to share.](#)

Also, please note that we will be hosting another Burger BBQ following our Volunteer Appreciation event in September. Please mark your calendars to join us Oct. 17th for a BBQ lunch. This will follow our regularly scheduled Veterans Coffee Club which will conclude at 11:30. You are of course welcome to join the Veterans Coffee Club which is always 3rd Thursdays 10:00 am to 11:30 am.”

PIREP: Van’s Aircraft factory tour

Todd Lindley



VAN'S AIRCRAFT
TOTAL PERFORMANCE

We recently toured the Van’s Aircraft facility in Aurora, OR.

(at the KUAO airport). The tours are given Fridays at 9:30 and all one must do is show up and take the tour. No advance reservation is needed.

We departed KSLE in N515ED at 8:30 am and had the airplane tied down by 9:10 am and with the 15-minute walk from the base of the tower, around the perimeter of the airport and back in the south entrance where the factory is found.



The tour started in an area where various kit parts are stored and where the crating of the kits is done. Each phase of a kit is custom crated by a team of carpenters. After walking through the parts bays, we

got to see automated machines that cut out various shapes from raw material for each kit. Next up, we hopped on a golf cart and were driven around the various hangars on the facility over to the prototype hangar. In the prototype hangar there were various RV models on display as well as the yet to be released RV-15.

At the end of the tour our guide drove us north on the airport ramp to save us the walk back out and around the airport to where 5ED was parked. Overall, an informative and worthwhile trip to see behind the scenes of an airplane kit manufacturer.



PIREP: 2024 Oregon International Air Show - Hillsboro Recap

Mikel Wynn

For me, three months between air shows is a long time to wait! After getting an unexpected early start to the season this past February, I got my air show fix again last month by attending the 2024 Oregon International Air Show at Hillsboro (KHIO/HIO) on Saturday, May 18th, kicking off the season for the Pacific Northwest. This year's civilian performer line-up included four different carrier-based Navy warbirds from the Erickson Aircraft Collection (they brought their Grumman TBM-3E Avenger, FM-2 Wildcat, F6F Hellcat, and Douglas SBD Dauntless), Nate Hammond of GhostWriter Air Shows in his de Havilland Canada Super Chipmunk, Kyle Fowler of Go EZ Aerobatics in his Rutan Long EZ, Melissa Burns in her Edge 540, local out of Aurora Renny Price in his Su-29, Ross Granley in his Yak-18T, and Kirby Chambliss in his Edge 540.

Alan Lasneski CFI	Anthony Obendorf CFII	Chris Eriksson CFII	Corey Benson CFI	Jackson Gilmore CFI	Scott Bragg CFII	Simon Hayes CFI	Todd Lindley CFII
503.866.2396	971.208.2542	847.345.5258	864.508.2605	928.821.0028	970.219.0661	256.652.1554	425.681.9994



From the military side, this year's air show at Hillsboro featured an impressive variety! The opening ceremonies featured a collaboration of the U.S. Army's 160th Special Operations Aviation Regiment Airborne (160th SOAR (A)) and their MH-60M Black Hawk making a rare, daytime appearance (they specialize in clandestine night operations!) to deliver the American flag, followed by a pair of F-35A Lightning IIs from the 388th Fighter Wing out Hill AFB, Utah doing a highspeed pass. Following the opening ceremony, an F-15C Eagle of the 142nd Wing out of Portland kicked off the aerial demonstrations with multiple passes in afterburner! This year's Hillsboro air show featured FOUR (that's right, four!) military headliners, including two military "heavies." The first was the West Coast KC-135 Demo Team out of Fairchild AFB in Spokane, Washington, which showcased a simulated aerial refueling fly-by pass with the West Coast C-17 Globemaster Demo Team out of McChord AFB in Tacoma, Washington; the latter would then perform a few solo passes immediately afterwards.



And finally to round out the military headliners, the United States Navy West Coast Rhino Demo Team and their F/A-18E Super Hornet and the United States Air Force F-16 Viper Demo Team were both present at the air show, with the latter closing out the flying performances in the show schedule. The West Coast Rhino Demo Team's performance culminated with a Tailhook Legacy Flight, with the F/A-18 forming up with the Erickson Aircraft Collection's F6F Hellcat (flown by Mike Oliver) as well as something else unexpected and poignant. Following the normal Legacy Flight performance, in a class act, the Navy and the Navy Legacy Flight Association conducted a Missing Man Formation pass in honor of Brigadier General Clarence Emil "Bud" Anderson, who peacefully passed away the evening prior, on May 17, 2024, at the age of 102. Bud Anderson was America's last-surviving triple ace, having shot down 16 enemy aircraft in the P-51B, and later the P-51D Mustang (both of which he nicknamed "Old Crow") over the course of 116 combat missions during World War II; he would later go on to serve with distinction in various other capacities including time as a test pilot and fighter squadron and wing commander during the Vietnam War. While it was unusual seeing Navy planes honor and pay tribute to an Army Air Force/Air Force veteran, it just goes to show how fast the news of Bud Anderson's passing had spread and how tight-knit aviation is, regardless of military branch. Again, a class act by the Navy!



This air show also served as the debut venue for the Viper Demo Team's new heritage paint scheme, which they unveiled the week leading up to the air show! 2024 marks the 50th anniversary of the two maiden flights (the first being accidental and

Alan Lasneski CFI	Anthony Obendorf CFII	Chris Eriksson CFII	Corey Benson CFI	Jackson Gilmore CFI	Scott Bragg CFII	Simon Hayes CFI	Todd Lindley CFII
503.866.2396	971.208.2542	847.345.5258	864.508.2605	928.821.0028	970.219.0661	256.652.1554	425.681.9994

inadvertent!) of the F-16 Fighting Falcon. The Viper Demo Team, under the command of Captain Taylor Hiester (call-sign: "FEMA") has truly embraced the occasion and history by painting one of their F-16s in the same paint scheme as the YF-16 prototype to showcase what it looked like 50 years ago. It is a very appropriate way to celebrate the 50th anniversary of an incredible multi-role, air superiority fighter that is still considered state-of-the-art in many part of the world, having been procured by the air forces of 25 other nations and holds the distinction as the world's most common fixed-wing aircraft in military service!



Overall, the 2024 Oregon International Air Show at Hillsboro was a fantastic event and a strong start to air show season here in the Pacific Northwest! For the third year in a row, the Oregon International Air Show will be putting on a second show later this year at McMinnville, set take place on Labor Day weekend from August 31st to September 2nd. There, the featured headliners will include the USAF Thunderbirds and the Navy EA-18G Growler Air Show Team, among a handful of civilian performers; keep an eye on the air show's website for additional updates!

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.

Alan Lasneski CFI	Anthony Obendorf CFII	Chris Eriksson CFII	Corey Benson CFI	Jackson Gilmore CFI	Scott Bragg CFII	Simon Hayes CFI	Todd Lindley CFII
503.866.2396	971.208.2542	847.345.5258	864.508.2605	928.821.0028	970.219.0661	256.652.1554	425.681.9994