



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

October 2024



## Flyout

### Club flyouts: September-November

Simon Hayes

Our planned flight to Westport, WA in September didn't take place, as low clouds and rain were moving in across western Washington and northern Oregon.

Instead of a flyout in October, we're looking at holding a night currency event on the evening of the 19th (sunset will be at 6.19pm). To help with planning, we'd like to get some idea of how many people want to participate. That will help us with working out the aircraft needs, routes etc.

If you want to take part in the event, please let Jon Eggert and me know by October 11th. If you're interested but not sure if you can join, let us know that too! We'll send out more details after the 11th, once we have an idea of the participation.

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

Date	Destination	Airport
10/19/2024	Night currency	---
11/16/2024	Florence	6S2
12/21/2024	Hood River	4S2

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



Members Barak Mosgrove, Matt Martin, Isaac Mosgrove, Joan Johnson (and husband Vern) and hangar neighbor Russ Vanlandingham flew four planes in to Gillette Field for the Jordan Chicken Dinner. The weather was perfect and over 50 airplanes and hundreds of hotrods made it to this spectacular event.

### Quarterly Member Meeting – Nov 12<sup>th</sup> Guest Speaker Frank Lombardi



The next Quarterly Member Meeting will be hosted at Garmin at 7:00 PM on November 12<sup>th</sup>. We'll discuss status of the club, planes and progress on this year's goals.

We'll also have a special guest speaker. New member Frank Lombardi will present a safety discussion around water egress in the event that an aircraft ends up in the water. We figure this is a great topic now that so many members are stretching their wings and making the San Juan Islands and the coast regular destinations.

Frank draws his material from the 20 years he worked as a police officer in Long Island, NY flying helicopters in which he participated in law enforcement, search and rescue, and scene medevac. Frank has been a Flight Test Engineer for Grumman (just before Northrop bought them) working on such airplanes as A6-E, F-14, and EA-6B, served as a police officer for five years followed by twenty years in the aviation section of the Suffolk County Police Department in Long Island, and is currently a Flight Test Pilot for Garmin.

For those who have not yet met Frank, he is an engaging, entertaining, and informative speaker (with the accent you'd expect from a New York city cop). We hope you will make it a priority to attend November's Quarterly Member Meeting.

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 CFII	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

## SAVE THE DATE

Club Christmas Party – December 14<sup>th</sup>!

# CHRISTMAS PARTY

Joan and Vern have graciously agreed to host the party, starting at 6:00 PM on Saturday, December 14th. In order to have enough food for everyone, each member is asked to bring either a main dish, salad, or dessert to share. The club will provide meat (turkey and BBQ ribs) 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 9th 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.

## WELCOME NEW MEMBERS

### Gijs Eikelenboom



With a father who was a pilot, Gijs grew up around aviation and always wanted to be a pilot. His childhood dream was to fly for the airlines, but life took him in a different direction. He recently was able to achieve his goal of earning his PPL and joined the club in May, 2024. Gijs lives in Lebanon and works as a mechanic on a farm. He also has a small farm that he is working on setting up to be a small cattle farm. Aside from flying, he enjoys camping, travelling, boating, and deep sea fishing. Gijs is currently enjoying flying VFR, but has aspirations to earn his Instrument rating and perhaps eventually become a CFI for fun.

### Kate Moore



Kate had talked about becoming a pilot for years, but felt it was unattainable. That all changed in 2022 when her fiancé gifted her a discovery flight.

She was hooked after the first time behind the controls. Kate started taking flight lessons and earned her PPL in 2023, her instrument rating earlier this year, and just passed her commercial check ride. She is now preparing to start on her multi-engine rating followed up with becoming a CFI. Her long-term goal is to fly for the airlines. Kate jokes that she works as a personal trainer to help fund her flying addiction. Outside of flying, she is very active and loves anything outdoors or that gets her body moving. She enjoys connecting with people and looks forward to connecting with others in the club to spread her wings on longer cross-country flights and expanding her skills with anything that has to do with aviation. Kate is amazed by the friendliness and support of the pilot community and the inspiration she has received from so many women pilots.

### Brandon Tilby



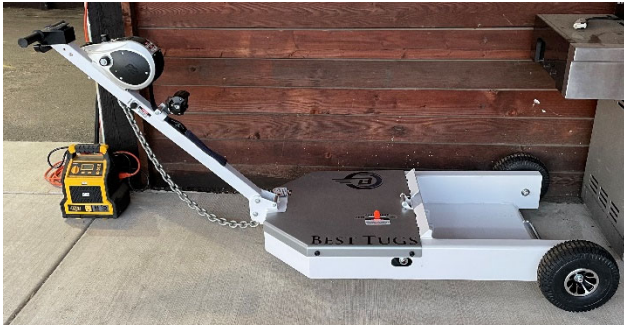
Brandon has loved to fly for as long as he can remember. He earned his PPL in 1993 through LCC in Eugene, and went on to earn his CFI in 1996, followed up with his CFII and eventually his MEI, three type ratings, and an ATP. After working in the airlines from 2001-2011, Brandon turned his attention to the high-tech industry and currently is a Flight Test Pilot for Garmin. Although he loves flying for work, Brandon wanted to get back into flying just for fun and joined the club in July, 2024. He looks forward to getting his family involved in flying with the goal of adding more pilots to the ranks.

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## Have you seen the new tug?



Multiple members have requested that the club invest in a tug that can be more easily moved between hangars and that is easier to operate.

Best Tugs is a premier manufacturer of tugs for general aviation. After learning who we were, Best Tugs graciously agreed to allow the club to purchase a tug at the significant discount that they offer to Garmin associates. Additionally, we were able to take advantage of their Oshkosh Special to get some free upgrades on the tug. Best Tugs also went above-and-beyond and made some custom modifications for us at no additional cost to help the tug work better for our club operations. The tug was outfitted with a security tab that allows us to physically secure it in the hangar, and they included a key that is required to operate the tug.

We are still waiting a part needed to fit our Cessna planes (that part was back-ordered and is currently being fabricated). The tug will be put online as soon as we have the part and complete writing the training documentation.

The tug will be secured in the hangars using a padlock that has a code specifically for the tug. Members will be required to complete on-site training on the proper operation of the tug before receiving the padlock code. Proper operation of this powerful tug is important for protecting our aircraft, protecting the tug, and protecting people from injury. Each set of keys for the Cessna aircraft will be updated to include a key for the tug.

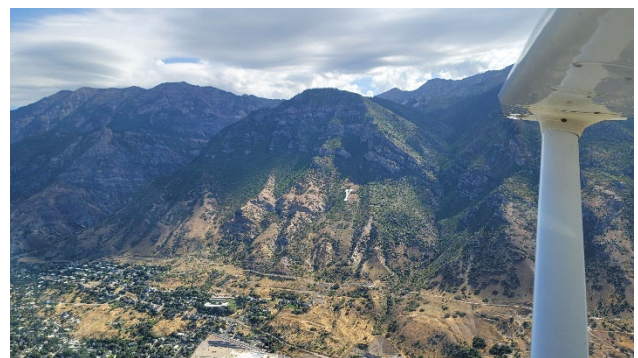
Once the tug is online, we will schedule training sessions for members to attend. Also, instructors will be able to get members checked out and authorized to use the tug.



## PIREP: Trip to Utah

*Michael Jeanfreau*

I first attended BYU in the Fall of 1980 and was on the 8-year plan (time away for volunteer service in Brazil and work every other semester). I stopped counting how many times I drove from Oregon along I-84 then down I-15 to Provo and back after 64 round trips (there have many more dozens of trips since then). On every single drive I wished I were flying instead... My wish finally came through at the beginning of August when I finally made the round trip in 5174E. Pictures include Spanish Fork, Utah, the BYU campus and Y-Mountain, north Salt Lake Valley, and Hood River Valley (with Hood trying to hide in the clouds). The last pic is my helicopter-pilot daughter towing the Cessna after a flight through Provo Canyon.



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## Fuel Surcharge

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

Salem:	\$6.60/gal
Twin Oaks:	\$5.90/gal
Lebanon:	\$5.99/gal
Mulino	\$6.19/gal
Albany	\$5.99/gal
Lenhardt:	\$5.79/gal

## PIREP: Yet Another San Juans Visit

*Stuart Jantze*

My dad and I visited the San Juan's at the end of August 2024 taking the beautifully repainted 574 as our transportation. Many past newsletter articles can be found on this magical destination. A few highlights from the trip are included.

This was my dad's first visit to the islands and I think he liked it! We camped at Orcas Island Airport under the wing of 574. We ate predominantly in Eastsound, hiking into town for each meal.



*574, the tent, and dad*

For a change of pace, we took the state ferry to San Juan Island via Friday Harbor - we just had to grab a taxi to the Orcas Island Ferry Terminal. Passenger walk-on's are free for inter-island connections. Once at Friday Harbor, we took the shuttle to Roche Harbor for a tour and lunch. Back to Friday Harbor found us sightseeing and having dinner. And early evening had us taking the ferry back to Orcas.



*Dad and I on the ferry to San Juan Island*

The flights up and back were uneventful. Dad caught a few naps on the flights, only to be rudely awakened by ATC chatter.

Even an 87 year old guy can have fun camping, given a comfy airbed and having electricity available for those creature comforts! It'll be one of those memorable trips for years to come!



*A 574 sunset*

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