



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

November 2024



SAVE THE DATE

Club Christmas Party – December 14th!



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.

Quarterly Member Meeting – Nov 12th
Guest Speaker Frank Lombardi



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

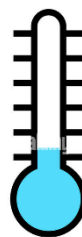
We'll also have a special guest speaker. New member Frank Lombardi will present a safety discussion around water egress in the event that an aircraft ends up in the water. We

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 then 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 Country 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. Although not required, it is appreciated if you please RSVP, so he knows how many people to plan for.

Time to plug in the engine heaters



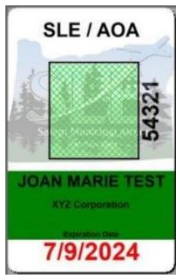
cool

The colder weather has arrived, which means it is time to plug in the engine heaters after each flight. Not only do warm engines help protect the engines during startup, but it also makes it easier for the planes to start resulting in less wear on the batteries and starters. Last year we had very few dead batteries in the cold weather (which was welcomed change from previous years).

Corey Benson has installed thermostat controls on each of the extension cords. The heaters will now automatically turn on at low temperatures (e.g., at night) and turn off when the temperatures warm (e.g., during the day when the hangars have warmed).

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Badge renewal process



Our KSLE security badges must be renewed annually. We are now entering that period of time when the majority of our members' badges will need to be renewed. We've worked with the Airport to simplify the process. The renewal process is as follows:

1. You will receive an email notice from the airport that your badge needs to be renewed.
2. Download the [SLE ID Media Application](#) from the KSLE website.
 - Yes, this is the same application that you filled out last year.
3. Complete all sections EXCEPT for section 2.
 - The airport has a list from the Board for Valley Flyers members that are authorized to have their badges renewed. This saves you from having to coordinate with a Board Member to sign your application.
4. Make an appointment with Micah Aldridge (Salem Airport Credentialing Program Coordinator) to get your badge renewed.
 - The email from the airport will have a link that lets you schedule an appointment with Micah.
5. Meet with Micah and bring the following:
 - Your completed SLE ID Media Application.
 - If the ID that you presented when you originally applied for your badge has expired or been renewed (e.g., passport, driver's license, etc.), then you MUST bring in your new ID. If your original ID has not expired, then you do not need to bring it again.
 - You can pay your \$35 renewal fee before meeting with Micah (log into your City of Salem account if you remember how), or you can pay it electronically when you meet with him.
6. You will get a new badge during your appointment with Micah.
 - You can choose to use the photo that was taken for your current badge, or you can choose to have a new photo taken.
7. You can then enjoy accessing the airport with your newly renewed badge and not think about badge renewal for another year.

Club flyouts: November-January

Simon Hayes

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

Date	Destination	Airport
11/16/2024	Florence	6S2
12/21/2024	Hood River	4S2
01/18/2025	Tillamook	KTMK

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

Member achievements

Congratulations to Jackson Gilmore, who passed his CFII checkride with DPE Lee Shuster. CFII Jacob Trimble.

Canada Flight Preparation

Jon Eggert

On a summertime trip to Orcas Island with Stuart Jantze and Todd Lindley, we were talking about how fun it would be to make a trip into Victoria, British Columbia. After all, it's only a few more minutes of flying. We started planning and had dates in the calendar by the time we finished our post-flight back in Salem. The three of us made the trip to Victoria and Vancouver on September 20-22. Stuart is providing the pilot report and since you'll want to go after reading it, we want to share info about the preparation that is required.

First off, taking any of the club airplanes into Canada requires board approval. Please allow time for the board to review your request. We talked with some of the board members several weeks in advance, so they knew the preparations we were making, and they gave approval at the September board meeting.

Pilots flying into Canada are responsible for user fees and landing fees, as you would expect. If those are billed to the club, which might happen based on the aircraft registration, the members on those flights will need to reimburse the club.

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Preparation takes a bit of effort that is outlined nicely in an AOPA guide [available online](#).

The PIC must have a valid passport, pilot certificate, medical certificate (not BasicMed), and a “restricted radiotelephone operator permit.” The radio permit is issued by the FCC and each pilot must create an account and apply for the permit individually. Stuart and I both had to get those permits and each of us received them two days after applying.

Each passenger on the flight must have a valid passport. If you are taking children without both parents, you’ll need a notarized authorization from the absent parent approving the travel.

The list of requirements for aircraft is long, and thankfully most of them are already covered by having nicely equipped aircraft. The items that aren’t part of a normal domestic flight in the club airplanes are:

- Radio station license from the FCC. We have this for 70574 until September of 2034. If you plan to take one of the other aircraft, contact Jon Eggert for assistance.
- DHS user fee decal. These must be renewed annually for about \$35 and expire at the end of the year. The club now has a DTOPS account for purchasing the decals, so please contact Jon Eggert for assistance getting those for club airplanes. The decals are mailed and take a while to arrive, so plan ahead. It is possible to travel using a receipt with the decal number, which arrives by email a few days before the USPS delivery.
- Charts for Canada in addition to the U.S. The club does not subscribe to the Canada

databases for the avionics due to the added expense. We were able to obtain and install the North America databases for September, otherwise we would have needed paper charts.

- It is recommended to get a notarized letter from the board authorizing use of the airplane in Canada.
- Liability insurance is required, with proof of coverage carried in the airplane. The club policy includes a rider for Canada. Ask for proof of insurance when you make your flight approval request to the board.
- If you plan a route that will cross an ADIZ, the airplane must have 12-inch registration marks. You’d have to go out of your way for that to be an issue traveling from Salem but be aware of it because the marks on 5174E are not large enough.

Pilots should also be familiar with procedures for crossing the border in each direction. It is helpful to register in advance for eAPIS, take the CANPASS phone number, and have the ICAO equipment codes for filing your flight plans. The codes are listed on some of the aircraft checklists.

Check out Stuart’s pilot report, which includes a lot of information about the procedures for flying across the border. It is an excellent learning experience and a ton of fun, so give it a go. I hope to read about your Canada flying adventures in a future newsletter.

Canada, eh? - Deuxième Partie

Stuart Jantze

This is a second part in a series of what it’s like flying in Canada. The first part of the series details what must occur for planning a trip to Canada and is written by Jon Eggert.

On the morning of Friday 20 September 2024, Jon, Todd, and I made our final last-minute preparations for flying north. Todd filed a flight plan for us and received a standard briefing. I filled out the necessary information in the previously created eAPIS account for a departing USA flight – pilot & passenger information, passport numbers, border crossing time (within 60-minute window), etc. Then we called CANPASS to let the Canadian government know mostly the same information.

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Once the aircraft preflight was complete and the baggage was loaded into 574, we called Flight Service to receive our unique transponder code to input at the border crossing. After departing Salem, I initiated flight following with Portland Approach for the remainder of our trip.

The trip north was smooth, but we had a contemptible headwind of over 30 knots that kept our ground speed reduced. As we overflew Friday Harbor, Whidbey Approach dropped us and we input our unique border crossing transponder code. The border crossing was uneventful with no SAMs or heat-seeking missiles detected. We received the Victoria ATIS for our quickly approaching landing. Upon crossing the border, we called Victoria Tower and informed them of our intent to land. We were directed to call the “Outer Victoria Tower” on a separate frequency. We called the Outer Victoria Tower, requesting permission to land. We were directed to enter a right downwind for RWY 09. The airspace was like Salem on a busy day, with a few air carrier operations commencing too. After being handed off to the Victoria Inner Tower, we were sequenced for landing.

After landing, we were hurried to exit the runway for a 737 on short final. We taxied to Victoria Flying Club for our overnight stay. Upon arriving at the club parking, Ground directed us to Customs instead, located around the corner at the Shell Aerocentre. We were also notified that ATC had closed our flight plan – thanks NavCanada. Upon completing our rerouted taxi to Shell and arbitrarily parking on their ramp with no mention of Customs parking area, we shut down and called CANPASS from inside the aircraft. We informed the officer over the phone of our arrival, and they gave us a contact number for our records. There were no customs officer dispatched to meet us – my bladder was grateful. We fired the plane back up, received taxi instructions back to Victoria Flying Club, and went to tie-down for the overnight stay. The overnight parking is CAN\$20 – the fee cannot be waived with a fuel purchase.

We took Uber from the international airport into downtown, a 25 kilometre/45-minute ride. We had reservations at the local Best Western for a bit over \$300US – ouch. Upon checking in, we had a late lunch at the Flying Otter Grill, watching the seaplanes come and go. After walking around the

inner harbour, we had dinner at Finn’s Seafood. Both establishments provided great dining.



The next morning, we prepared for our trek over to Vancouver, across the Strait of Georgia. We hoped to fly into Vancouver International but upon talking to an FBO, we were deterred since it sounded like a VFR reservation was needed. Though we could obtain a reservation, we instead decided to avoid the congestion and hefty fees by going to a smaller nearby airport. Upon arriving back at Victoria Flying Club, we discussed our next flight with a few local instructors. We decided on Boundary Bay Airport as our next destination, south of the international airport and in proximity to the southern landing for BC Ferries. After briefing the VFR departure procedures, we pre-flighted the aircraft, filled with 120 litres of fuel, and departed Victoria International.

Ground controller for the taxi, runup, Inner Tower for the takeoff clearance, and the handoff to the Outer Tower after a few miles from the airport. The transitional procedure took us to Stewart (spelled the wrong way of course) Island, then turned towards Point Roberts USA, and handed off to Boundary Bay Outer Tower. The Outer Tower had us make a circle over Point Roberts for sequencing. After being called back to the circuit (traffic pattern), we were directed back to Point Roberts for another left circle - which I swear was on purpose to make noise over our own citizens rather than Canadians! Even though we were flying over US territory at Point Roberts, NAVCANADA handles ATC in this area – no coordination with US ATC is necessary. We were directed back to the circuit (over to Inner Tower) to

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make a very extended right downwind for RNY 13. Tower eventually called our base over the Frazier River, almost four miles from the runway. After a lengthy final approach, we landed on RNY 16 and noticed over 16 aircraft sequenced to take off!



For the overnight stay, we parked at the very friendly Boundary Bay Airport FBO, CAN\$20. The Uber into Vancouver was long due to traffic and construction. We stayed at the local Best Western, over \$380US – ouch even more so. For dinner, we ate at Yaletown Brewing – it was very good.

The next morning it was time to devise our trip south. The weather was forecasted for lower ceilings. Could we make the trip home VFR, or did we need the magical powers of Todd’s IFR rating to get us home? We decided the flight could be flown VFR and so we planned. Back to electronically filing eAPIS, this time for the return trip. And we had to give two hours advanced notice to US Customs for a +/- 30 minute arrival window into Bellingham, our chosen entry point back into the USA. We called Pacific Radio and requested a transponder code for our pending border crossing. With our proximity to the US border we entered the code on the ground and requested taxi for a south departure. After a short queue for takeoff, we were headed south towards Bellingham.

Inner Tower, Outer Tower, then who do we contact? We were informed that we were dropped from radar services, in a way that we didn’t recognize at first. This appears to be a Canadian thing as we are used to hearing, “Radar services terminated, Squawk VFR...”). But as we were close to the border, we made our normal call to Bellingham Tower, gave them the ATIS letter, and requested landing. After a nice landing by Jon, we were directed to the US Customs (penalty) box below the tower. We shut

down and were eventually greeted by an officer with a Geiger counter. He directed us inside with our passports and customs forms. I was on the phone closing our flight plan when I entered the building and was quickly directed back outside to finish my call. We gave our passports, customs cards, answered as to our correct professions back home, and finally met with a small smile.

After pulling 574 from the penalty box to transient parking, we borrowed the crew car and headed for a local hotel restaurant. After eating, we returned to the airport and had a pleasant trip back to Salem.

For an extra 10 minutes north of the San Juan Islands, there sure is a lot of paperwork jostling involved. But we will be back next summer, and for a longer period of time than a few days to make the flight planning not so condensed. There are other BC airports we hope to visit. The US Customs sticker is valid until years end – make use of it and head north!

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!

Salem:	\$6.60/gal
Twin Oaks:	\$5.90/gal
Lebanon:	\$5.98/gal
Mulino	\$6.19/gal
Albany	\$5.99/gal
Lenhardt:	\$5.79/gal

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

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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