



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

December 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.

Annual Business Meeting – January 29th



It's almost time for our annual club meeting to cover general business and officer elections. Over dinner, we'll have a chance to meet the many new members that joined this year, provide an overall update on the club and our financials, discuss what we've accomplished over the last year, hold

officer elections, discuss plans for the future, and discuss other business that you wish to bring up.

The Vice-President and Secretary positions expire in January, so elections will be held for these positions. If you have interest in serving on the Board, please contact any of the board members for more information on these positions: Isaac Mosgrove (President), Simon Hayes (Vice-President), Joan Johnson (Treasurer), Jon Eggert (Secretary), Corey Benson (Safety & Maintenance), Chris Eriksson (Chief Pilot).

If you know of special topics, proposals, or concerns that you'd like to discuss, please contact Isaac so that we can be sure that they are on the agenda. We look forward to recapping the accomplishments of this past year and to look ahead to further improvements for the future.

This year's meeting will be at 6:00 pm, Wednesday, January 29th at La Margarita Express [on Chemeketa Street](#).

PIREP: Water egress presentation by Frank Lombardi

Simon Hayes



At the club Quarterly Members Meeting on November 12th, club member Frank Lombardi gave a fascinating (and sobering) presentation on water egress training and related search and rescue operations. Frank's presentation drew on his twenty years in the aviation section of the Suffolk County Police Department in Long Island.

The presentation began with background and statistics on ditching incidents. Frank then guided us through video footage of water egress training, adding a lot of color and detail from his firsthand

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experience. Many of us have probably seen videos of mock helicopter cabins dunking into swimming pools, but Frank went beyond the visuals, sharing the realities of the experience. For example, he explained how many breaths you can expect from an emergency air cylinder, and what it's like to sit tight and wait while someone else struggles to open the window that's your only way out. He highlighted the significant risk of disorientation and gave some excellent advice: always familiarize yourself with your position in the aircraft before every flight.

Frank also shared two rescues that he participated in, complete with still images and infrared video from the rescue helicopters. Tragically, one of the rescues wasn't a complete success, despite heroic efforts from rescuers on the ground, in the water, and in the air. The ditching could have been avoided entirely: the pilot had underestimated the effect of strong headwinds on his flight time and ultimately ran out of fuel. It was a sobering reminder of how crucial thorough preflight planning is – it's not something to take lightly.

Many thanks to Frank for such an impactful presentation!

Club flyouts: December-February

Simon Hayes

The PNW fall weather continues to be a challenge for us, and we had to cancel our November flyout to Florence. Here are the dates and destinations for the next three months:

Date	Destination	Airport
12/21/2024	Hood River	4S2
01/18/2025	Tillamook	KTMK
02/15/2025	Siletz Bay	S45

We've also been thinking about planning some multi-day trips if there's enough interest from the club members. We already plan for the annual EAA Orcas fly-in, and if there are any similar events that you think would make for a good weekend trip then please contact Simon Hayes or Jon Eggert. And of course, your questions, suggestions, or comments about the flyouts are welcome at any time.

New member intro: Dwight Brothers

Dwight Brothers



I did some flying as a kid, but didn't fully join the aviation world until about 3 years ago. I have always loved aviation, so recently decided to follow my heart and chase a career in aviation after spending my whole career in healthcare. After graduating from ATP flight school earlier this year, I am working toward ATP minimums, while growing my family, and working as an RN. I joined Valley Flyers so that I could meet other aviation enthusiasts and do some flying for fun. Attached is a picture of me, my wife Jacki, and my two sons, Luca and Drew.

PIREP: 2024 Moses Lake Air Show recap

Mikel Wynn

On Saturday, June 15, 2024, I flew N1636H up to Grant County International Airport (KMWH/MWH) up in Moses Lake, Washington in order to attend the 2024 Moses Lake Air Show. This trip was certainly an adventure-and-a-half for me because it definitely pushed me out of my comfort zone! For starters, I had to file IFR to get out of Salem and while en route, I encountered unforecasted icing conditions, which definitely scared me! Thankfully, ATC was more than helpful in getting me out of it. It was also hellaciously windy getting to and from Moses Lake as well, with crosswind conditions prevailing at KMWH, which really put a hamper on the air show performances and the schedule; most of the performers were still able to fly with a few electing not to fly out of an abundance of caution. As for me, I was able to successfully make a crosswind landing on KMWH's Runway 14L (which to this day is the LONGEST runway I've ever landed on!) and taxied 36H over to the General Aviation fly-in parking area, where I was able to directly walk on to the spectator area.

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The civilian performer line-up consisted of Undaunted Airshows and their Van's RVs, Brad Wursten of Power Addiction Airshows and his MX2, Jon Melby in his Pitts Super Stinker, Mark Peterson in his rare Cessna A-37 Dragonfly, Tom Larkin of Mini Jet Airshows, and Yuichi Takagi of Redfox Airshows in his Pitts Special. David Costa of the Renegade AV8R podcast was also slated to perform in his TS-11 Iskra but ended up standing down due to the high winds. The military line-up consisted of a United States Navy's EA-18G Growler performing as part of the opening ceremony, the United States Air Force's C-17 Globemaster III West Coast Demo Team from McChord AFB, the KC-135 Stratotanker Demo Team out of Fairchild AFB, and the primary headliner being the A-10 Thunderbolt II Demo Team. Unfortunately, the KC-135 Demo Team also chose to stand down during the air show weekend due to the winds and ended up putting their jet on static display instead.



The main reason I wanted to go to the 2024 Moses Lake Air Show was to see the USAF A-10 Thunderbolt II Demo Team (led and flown by Major Lindsay "MAD" Johnson) perform one last time. Just a month

after I previously saw this team perform in February 2024 down in Arizona, the team sadly announced on March 20, 2024 that the 2024 air show season would be the A-10 Demo Team's "sunset" farewell tour, which honestly felt like a sucker-punch to the air show industry. This announcement and the plan to deactivate and stand-down the A-10 Demo Team is likely in conjunction with the Air Force's plan to eventually phase out the A-10 Thunderbolt II by the end of this decade in favor of more advanced, multi-role platforms such as UCAVs and the F-35A Lightning II (which is still a very-contentious topic within the USAF, political circles, and among other aviation discussions/forums).



It's also a significant loss to a lot of air shows throughout the country because of their high reliance on military demonstration teams to serve as headliner acts. The A-10 was the only military jet authorized to perform in the smaller Category II aerobatic box that is common at smaller show venues taking place at smaller airports; the A-10 could even stage directly out of smaller General Aviation airports where many of these shows take place. It also represented an important variety in military participation, a sight that will no doubt be sorely missed. And for me, it was certainly emotional knowing that this occasion was the last time I'll ever see the A-10 Demo Team, which I've been fortunate to have seen perform a total of seven times in the past six years at five different air show venues.

As for the rest of the Moses Lake Air Show, the performances were great when they took place as the high winds did cause quite a few lulls in between, but otherwise it was a successful show and outing for me. I was also excited to see quite a few static display

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aircraft that I haven't seen before as well; among them included one of Boeing's yet-to-be-certified Boeing 737 MAX 10s (which was definitely a peculiar sight, given the company's tarnished reputation in recent years!), a former-FedEx Boeing 727 (a classic airliner in my eyes!) that is still very-much intact and used extensively by Big Bend Community College's aviation maintenance program, and among other things, a de Havilland Canada Dash 7 quad-turboprop, something I've never seen before.



Local fuel prices update



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!

At the conclusion of the air show, I taxied 36H over to the FBO to top off my fuel tanks before making the return-flight home, which thankfully was in VFR conditions with just a little weather to fly around and stay clear of. It was a long day for me, having logged nearly 5.5 hours of flying time, but still worth it to say good-bye to the A-10 Demo Team! The Moses Lake Air Show will take place again for the 2025 air show season on June 20th and 21st.

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 December.

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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