



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

February 2025



## Annual Club Business Meeting

### Summary

Isaac Mosgrove

Despite the high maintenance costs and fewer flight hours, we maintained a vibrant, healthy, and active club that achieved a lot this year. We had our Annual Club Business Meeting on January 29th that reviewed 2024 and looked forward to our goals in 2025 and beyond. A lot of information was covered during the meeting. The following are a few of the key points:



### 2024 Highlights:

- We flew approximately 1568 hours.
- We increased membership by two to 85 members, with 77 member pilots and 8 student pilots. We had several members earn advanced ratings, and many more members continue working on their advanced ratings.

### **We continued to make more improvements to our fleet, our facilities, and resources!**

- N70574: We stripped and repainted the plane and replaced all external fiberglass parts and hardware. We installed new interior soundproofing, carpet, and side panels, and door stewards, reskinned the ailerons, replaced the flaps and an elevator, and overhauled the propeller.
- N5174E: We completed a major avionics upgrade including a GTN 650Xi GPS/NAV/COM,

GNC 215 NAV/COM, GMA 345 audio panel, Flight Stream 510, GAE 12 altitude encoder, and new headset jacks and wiring. We also reconfigured the GI 275 electronic display so that it can function as a CDI and MFD.

- N12382: We upgraded the GTN 650 to a GTN 650Xi GPS/NAV/COM.
- N1636H: We purchased a new GNC 215 (NAV/COM) radio that will be installed this year.
- Facilities: We executed the option to buy the hangars, installed new hangar doors for N515ED, improved the automatic lighting in the hangars, and purchased a Best Tugs B4 tug for use with the 172s.
- Club: We were granted 501(c)(7) tax exempt as a social club! We also purchased a new Windows 11 compatible laptop.

**We completed some notable maintenance items on our fleet.** The cost of parts has continued to increase significantly. Here are some 'upgrade' maintenance items performed in 2025:

- N515ED: We replaced the GMU 44 magnetometer, tachometer, left magneto, battery, and pilot PTT.
- N1636H: We replaced the stall warning switch and nose wheel shimmy damper.
- N5174E: We replaced the battery.
- N12382: We replaced the attitude indicator with one that is better for IFR, replaced the throttle cable, and replaced the seat rails.
- N70574: We overhauled the crank shaft, replaced the fuel selector valve, replaced the ignition switch, overhauled the magnetos, and purchased a replacement pilot seat frame.

### **We had a bunch of club activities!**

- These included outings to Yakima, Cottage Grove, Hillsboro, Aurora, Orcas Island,

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McMinnville, Gillette Field, and Canada (Victoria and Vancouver British Columbia).

- We had dinner with Salem Tower.
- We held regularly scheduled quarterly membership meetings (2nd Tuesday of the 2nd month of each quarter), including informative training/safety sessions.
- We also had our Club BBQ, Strawberry Shortcake Picnic and our Annual Christmas Party.

#### **Our finances are healthy!**

- The checking account balance decreased slightly from what it was at the start of the year.
- All bills are paid.

**We recognized our 2024 contest award winner who will get a free flight hour in 2025!**

- Holly Benson won the award for the most hours flown.

#### **Other Business:**

- **Monthly dues and aircraft hourly rates:** We've worked diligently to keep our dues and rates unchanged since 2022 even though the cost of fuel, oil, maintenance, insurance, and other expenses have increased. After reviewing the 2025 budget, the members unanimously agreed with the proposed increases to the monthly dues, hourly rates, and insurance deductible. The fuel surcharge for members will remain unchanged. The fuel surcharge will be applied if fuel is above \$6.78/gallon and will continue to be adjusted each month depending on fuel costs. The new rates will go into effect April 1, 2025. Please see the article below for the full list of changes that will become effective April 1, 2025.
- **Officer elections were held:** Congratulations to Simon Hayes (Vice-President) and Jon Eggert (Secretary) who were re-elected to their positions.
- **Potential conflicts of interest** were disclosed by each Board Member.
- **Please take care of our equipment to help reduce aircraft downtime.** Paint and plastics on the struts and wings are getting damaged from ladders, belt-buckles, coat zippers, hoses, and nozzles during fueling (please don't let anything touch the wings during fueling). Also, door lock

mechanisms are being damaged if the door locks are forced when the door is not fully latched (please make sure the doors are fully latched so that the handles/locks easily rotate into the locked positions). The airplanes belong to all of us, so let's work together to keep our equipment nice and our costs low.

- **Please help by using 'discrepancies' in Flight Circle** when there is an item that needs to be taken care of. Remember to review the discrepancies as part of your preflight planning.
- **Please check Flight Circle for discrepancies or maintenance reservations before each flight.** The Board tries hard to notify affected members if an aircraft is grounded, but we cannot always do this before your scheduled flight.

#### **A special thank you to the following members:**

- Rus McCracken and Alan Wynn for leading the effort and all their detailed work for the club to become a 501(c)(7) tax exempt social club.
- Stuart Jantze and Jon Eggert for keeping the cleaning supplies stocked, washing rags, and emptying garbage. Thank you to others who also help empty the garbage.
- Stuart Jantze and Mark Neubauer for planning and installing additional hangar lighting improvements.
- Steve Liddane, Aaron Walters, and John Kaiser for all their time transporting parts and the plane to support N70574's new paint, crankshaft repair, and propeller overhaul.
- Simon Hayes, Jon Eggert, and Stuart Jantze for organizing the monthly club flights.
- Chris Eriksson, Toni Topfer, and Simon Hayes for helping with Flight Circle.
- Corey Drechsler for being our webmaster and managing email accounts.
- Simon Hayes for editing the monthly newsletter.
- Joan Johnson for all of her behind-the-scenes work that she does in addition to finances and billing.
- The flight instructors that support so much of the members' reviews and training (Al Gray, Alan Lasneski, Chris Eriksson, Corey Benson, Jackson Gilmore, Scott Bragg, Simon Hayes, and Todd Lindley).

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- The volunteer Board, who put so much time into keeping the planes flying, addressing member inquiries, implementing club improvements, and focusing on the future success of Valley Flyers.
- Isaac Mosgrove for all the behind-the-scenes work.



**2025 Goals (budget permitting):**

**Aircraft Goals:**

- N5174E: Replace broken interior plastic parts and save money for paint in 2026.
- N1636H: Install GNC 215 NAV/COM and replace static lines inside the cabin.
- N70574: Install autopilot yaw damper.
- N12382: Paint panel, upgrade panel lighting controller, reskin ailerons, and overhaul/dress the propeller.
- N515ED: Overhaul/dress propeller.
- Investigate adding ground charging/jump start plugs to the aircraft.
- Continue searching to purchase a sixth airplane.

**Facilities Goals:**

- Put new tug into service.
- Replace the remaining hangar doors.
- Fill low spots in hangar parking pads.
- Add gravel parking area at the West end of the hangars.
- Finish organizing and cleaning the storage rooms.

**Club Goals:**

- Hold informative training sessions with guest speakers.
- Hold regularly scheduled quarterly club meetings. These will be held on the 2nd Tuesday of the 2nd month each quarter at 7:00 PM in the flight planning room. This year’s meetings will be 5/13, 8/12, and 11/11. February’s meeting will be moved and is planned to be combined with dinner with the Tower.

- Increase membership involvement in the daily operations of the club (washing/folding rags, maintaining cleaning supplies, cleaning hangars, emptying garbage, facility improvements, etc.).
- Hold monthly club fly out activities. Simon Hayes, Stuart Jantze, and Jon Eggert have volunteered to organize the events for 2025, so please contact them if you have ideas for fun activities.
- Do more activities with other flight clubs.



**Future Goals Beyond 2025:**

- Paint N5174E
- Add sixth airplane.
- Pay off hangars.
- Install concrete pads under aircraft parking locations in remaining bays.
- Repair aprons for remaining bays.
- Remove vacuum systems from all aircraft.
- Repair paint on planes.
- Replace aging aircraft.
- Install an autopilot in one of the 172s.

**New club fees and aircraft rates**

As stated above, we’ve worked very hard to maintain our low flying rates despite the increasing cost of fuel, oil, maintenance, insurance, and other expenses. As approved at the Annual Business Meeting, the aircraft hourly rates will increase to offset the increased costs. **The new rates will take effect on April 1, 2025.** This will hopefully allow members a couple of extra months to complete aircraft checkouts, club reviews, and flight reviews before the new rates take effect.

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### General club fees:

Initiation fee	\$750	Unchanged
Monthly dues	\$59/month	\$5 increase
Insurance deductible	\$1500	\$500 increase

### Fuel surcharge, per gallon:

Fuel surcharge threshold	\$6.78/gal.	Unchanged
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### Aircraft rates, per Hobbs hour:

N1636H	PA28 140	\$95	\$3 increase
N12382	C172	\$104	\$5 increase
N5174E	C172	\$104	\$7 increase
N515ED	C172	\$110	\$2 increase
N70574	C182	\$159	\$7 increase

## Quarterly Member Meetings

We will be continuing the quarterly club meetings with the Board in order to provide members more opportunities to ask questions, make suggestions, raise concerns, and have increased visibility into the status and workings of the club. This is your club, so the Board wants to make sure you are aware of what is happening throughout the year. The quarterly meetings will be held on the 2nd Tuesday of the 2nd month each quarter at 7:00 PM in the flight planning room or other pre-announced area.

Because the Annual Business Meeting was held in late January, we've decided to combine the Q1 meeting with the Dinner with the Tower event. This year's meetings will be:

- TBD, 6pm, Dinner with the Tower
- Tuesday, May 13, 7pm
- Tuesday, August 12, 7pm
- Tuesday, November 11, 7pm

## Dinner with the Tower

We are excited to have dinner with the Salem Tower again this year. We are still working to finalize the date. Watch next month's newsletter for the specific date and location.

This is a great opportunity to continue to strengthen our relationship with the tower, to learn how we can work better with them, and to make sure we are doing what they want to make the airspace a friendly and safe place. The tower is looking forward to getting to meet the many people that they talk with on the radio!

This is a highly recommended event for members to attend.

## PIREP: Tillamook fly-out

*Jon Eggert*

After a series of fly-out cancellations due to weather, I am happy to report that we succeeded in having one for January 2025, albeit a small one. Low clouds hung over KSLE and many other Willamette Valley airports until late morning. I reserved N5174E for the fly-out and Simon Hayes reserved N1636H. We met at the club hangars at 11:00 am and by that time, my planned passenger cancelled. We decided to consolidate to N1636H, and I got the opportunity to work towards a check-out in the Cherokee.

Prior to this, I had flown the Cherokee one other time, on the return leg from last year's fly-out to Yakima. Because I hadn't planned to fly it, I hadn't reviewed the POH, and Simon had to lead me through the important speeds, fuel management, and flap settings. He also offered some tips for smoothly operating the levers on the Cherokee's throttle quadrant.

Some scattered clouds were in the area near KSLE, with otherwise very clear, crisp, and cold air in the area. We had excellent views of our surroundings as we followed loosely along Highway 22 and Highway 18 before turning north toward Hebo and then Tillamook. I appreciated having the same autopilot as N70574, which I am recently checked out in. Landing in Tillamook was pleasantly uneventful, and we taxied to the Tillamook Air Museum.

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From the aircraft parking area, we walked by the 30-ton doors of the WWII dirigible hangar that houses the museum. We didn't try pushing them open, but after opening the doors for 36H, I think maybe Simon and I could have done it. The path took us past the museum's Mini-Guppy, which is a modified Boeing 337 Stratocruiser.

The museum has a café, which was closing soon after we arrived. The selection was limited by that time, with only a couple of pre-made sandwiches remaining along with some baked goods.

Tillamook Air Museum faced the possibility of closure in 2013, when the Erickson Group moved their airplanes to Madras and the Port of Tillamook took over responsibility for the museum. The Classic Aircraft Aviation Museum in Hillsboro moved part of their collection to Tillamook a few years later, and the museum has added more artifacts since then. There is an F-14 Tomcat that appeared in Top Gun, a recently restored forward fuselage from a B-52, an A-4B Skyhawk, and about twenty other aircraft. There is an exhibit hall with military and aviation artifacts, a section of model displays, a WWII shelter replica, Mt. Hebo Air Force Station Exhibit, and quite a few cockpit trainers. The museum is nearing completion of a VR experience that will simulate climbing the hangar's enormous wooden structure.

With the Cherokee needing to be back in Salem for another member's reservation, we left the museum a little before 2:30 pm. I practiced a short field takeoff, and we followed closely to the reverse of our earlier course. We had amazing views of Mt. St. Helens, Mt. Adams, Mt. Hood, Mt. Jefferson, Three Fingered Jack, and the Three Sisters, all in their snow-covered glory.



Arriving back in Salem, I attempted my first short field landing in 36H. It was ego bruising and reinforced Simon's vigilance as an instructor, but the airplane was OK. I'll try to redeem myself next time. At least I managed to turn off from runway 34 at Alpha taxiway.

### Club flyouts: February-April

*Simon Hayes*



Our luck with the weather finally changed (see the previous article) and the January flyout went ahead as planned!

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

Date	Destination	Airport
02/15/2025	Siletz Bay	S45
03/15/2025	Prospect	645
04/19/2025	Sunriver	S21

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

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## New member intro: Evann Walters

Evann Walters



I am excited to be a member of the club...in my own right. My husband, Aaron Walters, has been a member of the club for some years now. We have spent many wonderful flights exploring Oregon and Washington and building memories. Aaron and I married in 2023. When we met, the first time he asked

me out was to go for a flight! After that first flight, we were rarely apart. Initially I thought that I had better understand exactly what was happening in the airplane to be able to land the plane should anything happen to him. As a total surprise to him at first, I started taking flying lessons. I received my PPL in August of 2024. I have fallen in love with the adventures with other friends and family and look forward to continuing to grow, become a pilot, and get my instrument rating. Thank you!

## N70574 has a yaw damper!

Corey Benson

Great news! N70574 is back from Garmin. It now has a yaw damper installed. This will help you stay coordinated and reduce workload by operating the rudder pedals for you.

If you turn it on, **it's extremely important to turn the yaw damper off before takeoff or landing** (press the yoke AP disconnect or GMC 507 "YD" button).

There is also new software on the GI 275 (3.20), TXi (3.62), and GTNs (20.42). The new AFMS's are in the aircraft. Links to the Pilot's Guides are below. Some of the new software highlights are:

- Terrain/traffic pop-up coordination between all displays.
- TXi ADC/AHRS sensor selections and automatic reversion.
- TXi approach minimums can be quickly entered by tapping the bottom of the altitude tape.

- Aural/visual caution on approach when crosswind is over 17 kts and/or tailwind is over 10 kts.
- Unified wind calculation between all displays.
- TAWS-B on GTN 2.

There are plenty of other features/fixes with the new software. Refer to the Pilot's Guides for more details:

- GI 275: [190-02246-01-Q](#)
- TXi: [190-01717-10-P](#)
  - Supp.: [190-01717-27-A](#)
- GTN: [190-02327-03-F](#)
  - Supp.: [190-02327-13-A](#)

## PIREP: 2024 California Capitol Air Show Re-cap

Mikel Wynn

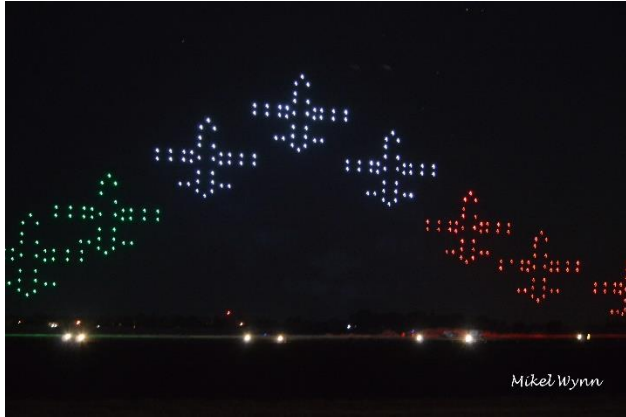
One of the most-ambitious air show outings I've had for the entire 2024 air show season was my weekend trip down to Sacramento, California to attend the California Capitol Air Show (CCAS) taking place on the grounds of Sacramento Mather Airport (KMH/MHR) on July 13th and 14th. I originally planned on flying one of the club planes down there but ended up driving instead because it was cheaper and logistically-speaking, more viable. Had I flown myself, it would've been challenging getting around outside the airport. Plus, the air show wasn't organizing a General Aviation fly-in for the 2024 season like they've done in previous years due to the format in which this show was run, even though air show organizers gave me special permission to fly into MHR after I bought tickets.

The California Capitol Air Show is normally held either in the cooler spring or fall seasons and NOT in the middle of July due to hot weather conditions (it was over 100 degrees while I was down there that weekend!). However, because of the Italian Air Force's official jet team's schedule, the 2024 edition of this air show took place on a July weekend. And because of the aforementioned heat, show organizers decided to hold the actual aerial acts in the late afternoon going into the evening hours to

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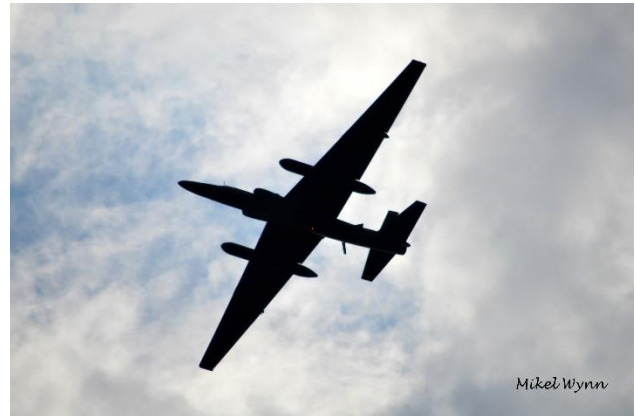
combat the triple-digit heat, culminating with a night air show!



Of course, my main reason for wanting to attend this air show in the first place was a once-in-a-lifetime opportunity to see the 313° Gruppo Addestramento Acrobatico, Pattuglia Acrobatica Nazionale (PAN) Freccie Tricolori (Translation: "313th Acrobatic Training Group, National Aerobatic Team (PAN) Freccie Tricolori"), the national aerobatic jet team of the Italian Air Force (Aeronautica Militare), who embarked on a tour of the North American continent for the 2024 air show season (I promise to never use that many Italian words in a single sentence ever again!). This was the first time in three decades since this jet team last performed in the United States and Canada, and as it turns out, the 2024 CCAS would be the team's only air show stopover on the entire west coast; in addition to the handful of air shows they were scheduled to perform at, Freccie Tricolori would do a number fly-by passes over major cities and sites, including ones that have a European and Italian heritage.

In addition to Freccie Tricolori and their 10 Aermacchi MB-339s, the 2024 California Capitol Air Show was co-headlined by the USAF Thunderbirds, which was a last-minute addition to the line-up after another air show they were scheduled to perform at the same weekend cancelled unexpectedly. So it was certainly a feather in the cap for this air show and its organizers to have BOTH premier jet teams from the U.S. and Italian Air Forces! In addition to the two main headliners, the 2024 CCAS had quite a military-heavy line-up for a civilian air show, which included the USAF C-17 Globemaster III West Coast Demo Team, the U.S. Navy F/A-18 West Coast Rhino Demo

Team which included a Navy Tailhook Legacy Flight led by Steve Hinton Sr. and his Grumman F8F Bearcat, the USAF F-35A Lightning II Demo Team flown by their new pilot, Captain Melanie "Mach" Kluesner (who has since been promoted to the rank of Major), as well as a USAF U-2 Dragon Lady from the 9th Reconnaissance Wing out of nearby Beale AFB, which opened the aerial acts of the air show; this occasion was my first time seeing the legendary Lockheed Skunk Works design, which I was definitely excited about!



Civilian performers of the 2024 CCAS line-up included the Patriots Parachute Team performing both the opening ceremonies as well as executing a night jump with pyrotechnics, Randy Howell and Cory Lovell of the Sukhoi West Demo Team and their two Sukhoi Su-26s, Bernie Vasquez performing in a rare P-51A Mustang, warbirds from the Planes of Fame Air Museum out of Chino, California paying tribute to the late-Bud Anderson with a poignant Missing-Man Formation, Dennis Sanders in his Hawker Sea Fury, Jason Somes of High Alpha AirShows and his MiG-17, and Nate Hammond of Ghostwriter Air Shows in his DHC Chipmunk. The air show concluded with a spectacular drone and fireworks show, with Nate Hammond flying his DHC Chipmunk decked out with fireworks of his own in an incredible finale!

Gates opened during the mid-afternoon hours, which left plenty of time to check out the vast static display of aircraft on the grounds of MHR. I, of course, got to the show early enough to get a good spot on the crowd line and then was in hog heaven with the static displays! Once the show got underway, organizers wasted no time in getting

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through the performer line-up, with the military performers going first to utilize the remaining daylight hours. Of course, I thoroughly enjoyed seeing Freccce Tricolori perform for the first time, as they put on a beautiful and emotional aerobatic display with their ten MB-339s with their iconic red, white, and green smoke symbolizing their national colors. Words fail to describe the wave of emotions I felt as I watched this incredible jet team perform choreographed to equally beautiful music!



### 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](http://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:	\$5.50/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 February.

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.

And I felt similar emotions as darkness enveloped MHR, and the air show's finale commenced with the drone and fireworks show. While the dark evening hours made photography challenging, I still managed to get a few satisfactory shots. But otherwise, I found myself setting the camera down and just watched the drone and fireworks show light up the night sky with my own eyes and just soaked in this new-to-me experience. To this day, 2024 California Capitol Air Show stands out to me as one the biggest highlights of my 2024 air show season, and I was grateful for the experience of this solo trip of mine and glad to have seized the opportunity! And seeing Freccce Tricolori for the first time made this a memorable occasion!

As for the 2025 California Capitol Air Show, which returns to a state normalcy as far as show format is concerned, it is scheduled to take place this coming spring on March 22nd and 23rd, with the Navy Blue Angels, USAF F-16 Viper Demo, and the USMC F-35B Demo teams co-headlining the event. Who knows? This might be an air show worth flying down for since the General Aviation Fly-in will be allowed again this year!

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