



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

March 2025



New club fees and aircraft rates

As summarized in in [last month's newsletter](#), the new rates will take effect on April 1, 2025.

General club fees:

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

Fuel surcharge threshold, 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

Dinner with the Tower – April 16th



We are excited to have dinner with the Salem Tower again this year. It took a while to get it scheduled because the tower has been short-staffed, but the

Tower Chief has been committed to supporting the relationship with our members. One of the Salem ATC controllers will be joining us on April 16th for dinner at 6:00 pm at La Margarita Express ([515 Chemeketa St. NE](#)).

This is a great opportunity to continue to strengthen our relationship with the tower, to learn how we can work better with the tower, 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. Please plan to RSVP to Isaac so he can estimate the seats needed (please let him know if you will or will not be attending).

Club flyouts: March-May

Simon Hayes



After our January flyout, the weather got worse again in February and we couldn't make our planned flight to Siletz Bay.

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

Date	Destination	Airport
03/15/2025	Prospect	645
04/19/2025	Sunriver	S21
05/17/2025	Seaside	56S

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

Member achievements

Congratulations to Holly Benson, who passed her CFI checkride at Aurora with DPE Katie Leonard. CFII Mindy Fisher.



And congratulations to Jesse Zentz on passing his private pilot checkride with DPE Lee Shuster. CFII Jackson Gilmore.



New member intro: David Herschbach

David Herschbach

Greetings, I would like to introduce myself and present a brief story as to how I landed (pun intended) in the Valley Flyers. My name is David Herschbach, I am 61 years young and have had a fascination with aviation since the age of ten after my uncle George (pictured far right) gave me my first airplane ride in his Cessna 182. As a kid, like many of us I built and flew balsa gliders around our backyard dreaming of what it must be like to be a pilot. I was lucky enough to meet the most wonderful Lady of which we have been married for 33 years and have one grown Daughter. I spent my career as a small business owner in the Marine industry but never stopped looking skyward any time I heard a plane overhead. I retired and closed my business after 31 years. With much encouragement from some good friends to follow my dream, I took my first flight lesson at 58 years of age with Denny Wyza, I was hooked! Denny took me under his wing (Another pun) And was willing to spend his time and infinite knowledge of aviation to this eager new student.



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What seemed at the time like an insurmountable task, I kept going and during the process generated not only a bond but a genuine friendship with Denny. He patiently guided me through all the typical struggles and challenges and instilled a tremendous confidence in myself. I received my certificate on August 21st 2024. It was kind of a surreal experience having had this dream (fantasy) for so long. So continue my desire to immerse myself, I got a part time job on the ground crew for Avelo Airlines, which lead to a part time job at Salem Aviation and Fueling. So if you see me out on the ramp, or in a fuel truck be sure and give me a wave. The Valley Flyers seemed to be a good fit to meet some new folks and share this amazing hobby we have. Looking forward to many new adventures! Clear Prop!

PIREP: Hobby Field and Toxic Burger

Stuart Jantze

It has been a tough winter for available flying weather and getting sick twice this winter. After a few canceled flights, Todd and I departed Salem for Creswell for a \$100 hamburger in Creswell. The weather was clear and smooth that weekday late afternoon in January. My landing was good for not having flown since October.

I had filled out the paperwork and submitted it in advance for using one of the two crew cars available at Creswell. The two crew cars are like.... typical crew cars. Creswell Bakery was closed (my favorite!) as was Blue Valley Bistro (airport managers favorite). A recommended backup was TJ's Family Restaurant. Bucking all trends, we decided to consult the almighty Google to find great reviews at Toxic Burger. Toxic Burger's food was very good and is recommended. And for those of the vegetarian flavor, they do have an option for you as well.

The return was uneventful, but keep in mind winter flights can bring frost. A reminder from AOPA of Frosty and his/her dangerous nature can be found [here](#). At the time of our departure, frost was starting to form. Removal involved delicate and thorough wiping of the aircraft surfaces. The straight in approach to Salem was stabilized and the landing was firm. 2025 should be the year to work on my Achilles heel – night landings.

Financial Summary:

- Budget: \$100
- Total Spent: \$260 (aircraft \$195, food \$50, crew car fuel that was not already full \$15)
- Overbudget: \$160 (recommend renaming \$100 hamburger run to account for inflation)
- Ability to grab a plane, take a flight with a friend, and do something that 0.02% of the population can do: Priceless

New member intro: Jay Zahn

Jay Zahn

Hello everyone! I'm thrilled to be a member of the club. I earned my PPL right after finishing high school. However, when I moved to Maryland for college, I found it difficult to find time to fly. Now, I'm excited to return to flying and hope to start working toward my instrument rating. Additionally, I began working at Garmin last year as a Flight Test Engineer.



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PIREP: Brazil February 2025 - Parte I

Stuart Jantze

This is the first portion of a two-part PIREP on a recent vacation in Brazil.

The first half of February, I returned to my go-to winter (North America) vacation destination that I have been frequenting - Rio de Janeiro, Brazil. This vacation I planned unlike ones of the past – to include personal aviation into the mix. Why not tour an aviation factory and take a local flight while on holiday?

I awoke early one morning at my Rio de Janeiro apartment to prepare for a commercial flight to the State of São Paulo. My Uber took me down the streets of Rio at 05:00 – amazing for once there was little traffic. There are two commercial airports in Rio; RIOgaleão which is where the international flights originate and Santos Dumont that has the domestic flights. After boarding the Embraer 195 at Santos Dumont, we taxied off to the easternmost runway and departed on 02R. This is the first time I experienced a performance takeoff in a commercial airliner. I made note of the 1,000 foot remaining sign as we rotated off the runway – not much room to spare. The runways at Santos Dumont are approximately 4,350 feet in length, which is shorter than 16/34 here at the home base. The departure was of course picturesque.

My destination airport for that day was at Campinas, SP. From the commercial airport, I Ubered to Flyer Indústria Aeronáutica, located near Americana, SP. For those unfamiliar with Americana, this was the destination for thousands of Confederate sympathizers following the American Civil War. To this day, once a year residents dress in confederate uniforms and meet at the Campo Cemetery.

A month before my arrival to Brazil, I contacted Claudio at Flyer and inquired about a tour. I knew his organization did something with Van’s RV-10’s but I only knew bits and pieces of the story. Since I am building an RV-10 – let’s go check them out! Claudio stated that he doesn’t offer formal tours but to stop by and he would show me the facilities.

I arrived at the factory and met with various staff at Flyer, including Roger and Claudio. Both spoke great English, which is wonderful because my Portuguese is sub-par. At the factory, they had many

RV-10’s in various forms of production. The planes are fully constructed including riveting, fiberglass, powerplant, paint, etc. before being trucked to the local airport for wings and other final assembly. These completed aircraft are sold to individuals in the Brazilian market as completed aircraft.



Claudio’s organization employs just over 100 staff. These include test pilots, painters, A&P’s, riveters, laborers, etc. At their peak, Flyer employed over 200 people, but they are slowly building their way back from a market change about eight years ago, involving an adaptation of having the RV-10 being included in Brazil’s Light Sport Aircraft Rules. Claudio was instrumental in having this change occur with Brazil regulations and it is rumored that upcoming US MOSAIC regulations are based on what the Brazilians have already accomplished.



Flyer has a series of hangars at the Americana Airport that are dedicated to various forms of

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aviation. In one hangar, RV-10's and such are assembled. In another hangar, short-term maintenance is performed. Yet another hangar is dedicated to long-term maintenance.



A few things that caught my attention at Flyer were the impeccable fit and finish of the completed RV-10's. Their mechanization for completing multiple kits is refined; much has been learned in completing dozens of assemblies and customized tooling has been developed to aid with the construction. Flyer is also one of two factories responsible for completing Van's quickbuild assemblies. Upon entering the powerplant preparation area, I found two engines on stands; the Lycoming IO-540 and to my amazement was a SAFRAN four-cylinder diesel engine. The SAFRAN engine is in the testing phase; it is heavier, a little less powerful, but has a turbo to maintain power to altitude, burns a third less fuel, and gives the Brazilian market an option where AVGAS is expensive and Jet-A is cheaper. And the interiors that are made at Flyer and sold in the US are absolutely gorgeous – photos on websites do not do them justice. While I visited the factory, a husband-and-wife team from Florida were constructing their factory assist built RV-10.

Some differences in Brazil that I found interesting were the employers are responsible for getting the staff to work and home. So, Flyer has a fleet of buses dedicated to picking up staff for work and taking them back home after their shift. At the factory, Claudio has a large lunchroom with a team of cooks responsible for preparing excellent meals for their staff. As with any organization, Flyer thrives on employing hard-working teams players – I found

much of their staff to be long term employees with some close to 30 years senior.



Claudio is one of the most intelligent businessmen I have meet in my life. He lived in the mid-west United States for about a year when he was younger. He is a mechanical engineer by profession. Any topic of which Claudio was engaged, whether it be aviation, Brazil, world politics, or anything else – he is a highly sophisticated individual.



I figured I would spend an hour or maybe two at Flyer but found that I spent the better part of my day with them. I intended to explore Americana but was pleasantly surprised when I was surrounded by great new friends in aviation instead. Claudio bought me lunch too at his local restaurant – refusing to let me pay as he wants to have me pay when he returns to Oregon at our more expensive establishments! By late afternoon, it was time to prepare for my flight back to Rio de Janeiro.

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Member photos

Michael Jeanfreau shared some pictures from a flight last summer: “A colleague of mine from work found out I was a pilot and begged me to take him up - his dad was a 747 pilot, and he grew up loving aviation. He lives in Camas so I picked him up at Pearson (the runway at 1W1 was closed on the day of our flight). We flew around St Helens, past Adam, around Hood, and over Portland on the way back. A C-17 was landing at PDX when we crossed mid-field...”

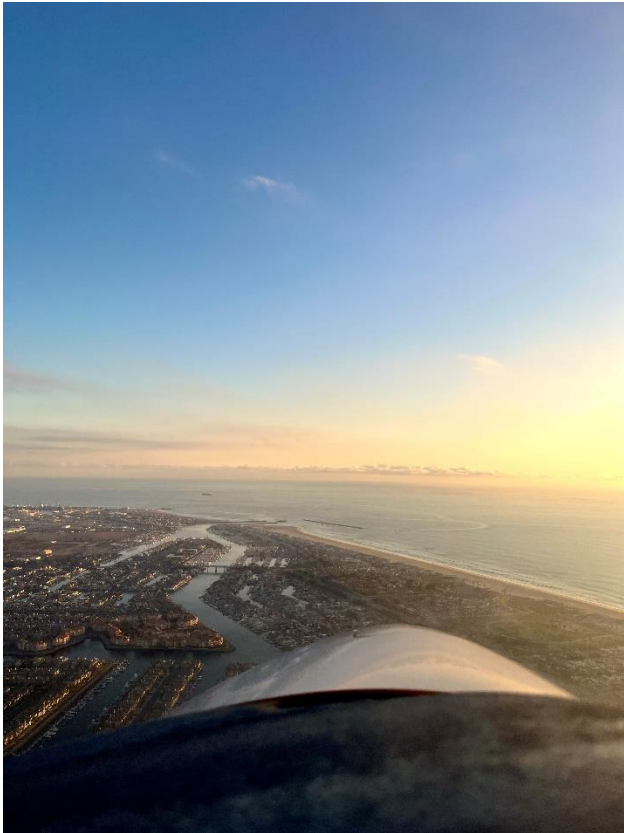


Southern California recently, and I booked a few flights at the KCMA airport in a multiengine for the experience. I flew with a MEI in a Diamond DA42-L360 in between the high wind Santa Ana days. This DA42 was a true 6-lever without FADEC and had counter-rotating props and a G1000. Although we had great fun shutting off an engine in flight and Vmc demos, what I enjoyed most was a XC IFR flight that we took through the LAX Class Bravo airspace. We flew one TEC route from KCMA to KSNA (John Wayne Airport), and another TEC route back to KCMA which took us directly over LAX. The airplane was a ton of fun, and I look forward to more multiengine flying and working on my commercial multiengine add-on soon.”



And Holly Benson shared these, from a California trip in January: “We had a sunny vacation in

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Finally, from Jon Eggert, a video of what happens when a bottle of water meets a very cold hangar! “While preparing for a recent flight, I accidentally dropped a bottle of liquid water, only to pick up a bottle of ice. The hangar refrigerator was supercooling the bottles of water. I made a beeline back to the refrigerator so I could take [this video.](#)”



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!

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 March.

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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