



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

April 2025



New club fees and aircraft rates

As summarized in February's newsletter, the new rates effective April 1, 2025, are:

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 |
|--------------------------|------------|-----------|

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 16



We are excited to have dinner with the Salem Tower again this year. 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](https://www.google.com/maps/place/La+Margarita+Express/@45.3333,-123.1111,15z)).

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 meeting 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).

Quarterly Member Meeting – May 13

The club's next quarterly meeting will be 7pm on Tuesday, May 13th at the hangars. Please contact a Board member if there is a particular topic that you would like to have discussed. All members are welcome to attend.

KSLE fuel discount



Salem Aviation Fueling has graciously offered a fuel discount for Valley Flyers. Each month, the club will submit a report to Salem Aviation Fueling that summarizes our fuel purchases for each airplane. Salem Aviation Fueling will then provide a reimbursement check to the Club to help reduce our fuel costs.

What you need to do:

- **When purchasing fuel at KSLE:** Enter the full aircraft tail number in the pumps when you purchase fuel at KSLE (e.g., 5174E, 70574).

| | | | | | | | | |
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- **When checking your flight into Flight Circle:**
 - Enter each fuel expense separately and upload an image of each fuel slip. Flight Circle allows you to enter multiple fuel reimbursements for each flight. If you purchased fuel at multiple locations, ***please do not combine KSLE fuel reimbursements with those from other airports.***
 - Enter “KSLE” as the fueling location for each fuel purchase made at Salem.

Thank you in advance for helping make sure your fuel reimbursements are entered correctly in Flight Circle. This will help us efficiently provide complete and accurate reports to Salem Aviation Fueling.

KSLE runway 16/34 status

Isaac Mosgrove and Brent DeHart (Salem Aviation Fueling)



Thank you to everyone who attended the Salem City Council meeting on Monday March 10 to show support for retaining runway 16/34. The Council Chambers were very full, and over 20 members from Valley Flyers attended. Your presence absolutely made a difference, just by being there and standing up. It made an impact on Council to add to the testimony given and emails sent.

Background: As summarized in the 3/6 club-wide email, the Airport Management presented a one-sided plan to the City Council at 2/18 City Council Meeting recommending the closure of runway 16/34. Unfortunately, the City Council was not presented with complete or balanced information pertaining to General Aviation impacts or any options for retaining runway 16/34 (other ways to raise funds for maintenance, options to reduce runway size to reduce maintenance costs, etc.). Additionally, the Airport Management did not present any public input during the work session to City Council and are scheduling public input after they presented to City Council. The normal process is supposed to involve community input prior to presenting to the City Council. There is an Airport Master Plan Advisory Committee that should

have been involved prior to the City Council work session, but they were not notified of the presentation or of Airport Management’s plans to present to the City Council. Alternate plans for how to fund maintenance for runway 16/34 have not been studied or presented.

What has happened since then: The Master Plan Advisory Committee met 3/29 and had a very good meeting. Mayor Julie Hoy was there and Councilor Nishioka, and the Public Works Director Brian Martin. They have heard our messages loud and clear. This meeting was held without the consultants Mead & Hunt (those that painted runway closure as an inevitable course of action last month).

Hannah McLaughlin engaged AOPA and got critical information that may mean the runway could be eligible for FAA support in the future. Others have reached out to Mayor Hoy, Councilors, State Legislators, and the ODA.

What’s ahead: We expect the Master Plan to slow a little so the City can incorporate this new information and additional public input. The MPAC will meet again in April, the AAC will meet in May, and there is to be an Open House scheduled so you can once again show up and let the GA voice be heard and quantified.

It is expected that both the AAC (the City’s standing commission) and the MPAC (a committee just for Master Plan public input) will issue recommendations that SLE remains a 2-runway airport. We also expect to have support from all Salem legislators and the Oregon Department of Aviation.

Goal: Is to keep 2 runways in the Master Plan.

Need: To identify how to pay for the runway and some of its needs, like tree obstruction mitigation, in the interim and the eventual rehab. Options include FAA makes it eligible, the State funds some under the resiliency (emergency) preparedness budget, future airport bonds, or something we haven’t thought of yet.

The City will look again elsewhere at costs and the timeline for 16/34 rehab or replacement, which may be 10-15 years from now.

Member achievements

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

And congratulations to Simon Hayes, who passed his CFII checkride with DPE Lisa Dahl. CFII Todd Lindley.

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Club flyouts: April-June

Simon Hayes



March saw yet another flyout cancellation due to weather, although we did have some members who were able to make their own local trips.

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

| Date | Destination | Airport |
|------------|--------------|---------|
| 04/19/2025 | Sunriver | S21 |
| 05/17/2025 | Seaside | 56S |
| 06/21/2025 | Westport, WA | 14S |

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

New club CFIs

The Board has approved two additional CFIs to provide instruction in club aircraft: Brandon Tilby and Holly Benson. (As a reminder, only club members may provide or receive flight instruction in club aircraft, and all instructors must be approved by the Board.)

Brandon says: "I'm a flight test pilot for Garmin. I earned my CFI in 1996. I flew with SkyWest Airlines in the early 2000s and spent a great 10 years there in the EMB-120 and CRJs. I've got 44 different aircraft types in my logbook and 3 type ratings. I enjoy teaching the intricacies of IFR flying, and encourage everyone that flies in this part of Oregon to get their instrument rating both for utility and safety."

Holly says: "Hi everyone! My name is Holly Benson. I was introduced to aviation in 2022 at the Hillsboro

Airshow thanks to surprise tickets from my husband, Justin. It was a unique airshow that year with all of the pilots being women. A few hours and 1,000 pictures later, I was sold. Within weeks, I took a discovery flight at Aurora and began training. Over the next two years, I earned my PPL, Instrument rating and Commercial certificate. Aviation has truly changed my life. This is an experience I never thought I'd have, and it's the most inspiring community I've ever been a part of.

In February this year, I earned my CFI certificate. I also have my Advanced Ground and Instrument Ground Instructor certificates, and am currently working on my CFII. I also have a Bachelor's Degree in Education from UNC Greensboro and have always had a passion for teaching. Beginning in April, I'll be available full time to train. My days and hours are open and flexible at the moment, and I look forward to sharing my experience with others. The Valley Flyers has an incredible group of CFIs, and I'm honored to be a part of that team. Feel free to reach out any time if you might have interest in flight or ground training!"



Alaska Air Aviation Day – May 10

Holly Benson

The [Alaska Air Aviation Day](#) at PDX will be on Saturday, May 10th. The Aviation Day event is free,

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and it's a fantastic way to introduce middle school and high school kids to aviation. Kids have to be from 11-18 years old to attend, and the kid to chaperone ratio should be at least 3:1. Parking is free, and a light lunch is free if you register in advance. In previous years, kids have been able to climb into several cool aircraft, such as a fighter jet, a regional jet, a 737, and several vintage aircraft. It is hosted at the HorizonAir PDX Ops Facility, and you can register [at this link](#).



PIREP: Brazil February 2025 - Parte II

Stuart Jantze

This is the second installment of a two-part PIREP on a recent vacation in Brazil [see [the March 2025 newsletter for Parte I](#)].

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?

After touring Flyer Indústria Aeronáutica a few days prior, I arranged a local flight at an area airport. The airport is located west of Rio de Janeiro, specifically Aeroporto de Sepetiba (SIAN). Before my vacation, I contacted Sky Training at Ceu Club. They are a local flight training center for aspiring pilots. Due to aircraft availability issues, I was unable to fly the first day I visited their airport. I had an appointment to fly early the next morning.

On my first day's visit, I met with some wonderful instructors and students! Since English is the international language of aviation, everyone wanted to speak with this gringo! I am solely responsible for lowering at least a dozen Brazilians' IQs by

conversing with them. And for us Americans, I am responsible for verifying our stereotypes to them including teaching a few folks some colorful metaphors too! The people I met are great folks and I have made some new friends of which we have been chatting on the Zap-Zap (WhatsApp to the rest of us).

The next morning, I made it to the Sepetiba Airport bright and early for the area flight. Victor was my pilot instructor for the day. After preflight, we departed Sepetiba in the PA28 and had to stay below 300 AGL until communications were established with area controllers. That was interesting buzzing around the airport and dodging radio towers! We departed the area on an instrument flight – destination Santo Dumont Airport. Santos Dumont is the domestic commercial airport in Rio while RIOgaleão is the international airport. Santos Dumont is named after Alberto Santos-Dumont, a Brazilian inventor and aeronaut. Those of us in North America recognize the Wright Brothers as being responsible for the first powered flight. But controversy brings that Brazil holds the title for first powered flight via Santos-Dumont. So, the next Brazilian you encounter, make sure to tell them about the Wright Brothers and get ready for a battle of words that includes their beloved Santos-Dumont!



Our flight took us towards Ilha Grande, a popular tourist destination with beautiful beaches. Barra da Tijuca which is in the west zone of Rio (which was where my apartment was located) was overflowed. The route northeast took us in the direction of RIOgaleão but we turned southeast before reaching the airport. As we flew an extended downwind for

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RWY 02R at Santo Dumont, to our right we saw the famous landmark Cristo Redentor (Christ the Redeemer).

Straight ahead was Pão de Açúcar (Sugarloaf Mountain). Some of you may remember Pão de Açúcar from the 1970s James Bond film Moonraker, where Hugo Drax's planes were departing Santos Dumont Airport and flying near the mountain, all while James Bond and CIA spy Dr. Holly Goodhead were flirting with each other. And of course, who can forget the henchman Jaws biting through the cables of the cable cars that traverse up and down the sides of Sugarloaf Mountain!



I turned a left base and lined up for final at Santos Dumont RWY 02R and greased the landing! We taxied off the runway and onto a taxiway, awaiting ground to taxi us into position for takeoff. While waiting we saw an Embraer 195 and a Boeing 737 landing behind us. We were eventually cleared to taxi and takeoff on RWY 02R and had to climb to 10,000 feet for an east and eventually a west departure back towards Sepetiba. The flight took us along the route for a better view of Pão de Açúcar, and eventually overflying the famous beaches of Copacabana and Ipanema.

The climb to 10,000 was slow, but we eventually made it. Upon arriving back near Sepetiba, we descended into our home airport. The landing was a bit sporty at this short and narrow paved runway; with trees on the one end that obscures a stabilized approach. A constant direct crosswind can always be encountered on most days.

A few things I found interesting at the airport and on the flight:

-The airport is a community, not just a place to fly. This likely originated from the Latin culture of strong family ties and bonds with others. This small airport has a restaurant onsite that prepares meals for you. Lunchtime is a gathering where everyone enjoys their meal with fellow pilots, chatting up a storm.

-Brazilian aviation is a lot like ours with small differences. I'm not sure that we would fly at 300 AGL until communication was established with a local controller.



-Kids that learn to fly at this local airport are well prepared to fly anywhere! The runway is short, the topography is challenging, and constant crosswinds make for early proficient landings.

-English is the official language of aviation. Locals at the airport loved to engage this gringo and speak to someone who is a native English speaker (yes, I know, an American who uses lots of jargon!). Pilots will speak on the radio in both English and Portuguese. Controllers at large facilities who speak with international flights speak proficient English. At smaller facilities, it may be better to speak in Portuguese as English may be difficult to comprehend.

This area flight and the originating airport is thanks to YouTube. Just before COVID was getting started in 2020, a husband-and-wife pilot from Madison, WI flew their Van's RV-9A to Rio de Janeiro – an almost 50-hour total flight! Mary and Guil Barros flew via the Caribbean, avoiding Venezuela, and trekked through the interior of Brazil. Guil was born and raised in Rio de Janeiro under the approach to Santos Dumont Airport. When he left Brazil for the United States as a teenager, he always dreamed of flying

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himself back to Rio de Janeiro and landing at Santos Dumont. They built their RV-9A and made their dreams come true! Guil and Mary are now constructing an RV-10, just like I am. Sepetiba Airport was the arrival destination for the Barros's. There are a few interesting videos on the web of their Brazil flying journey, one from Garmin, another from Van's Aircraft, and one from EAA. I recommend checking them out!

The flight that I flew around Rio de Janeiro will definitely be my most exciting of 2025! In fact, this might top my most exciting flight; past, present, or future!



The price of 100LL at Salem has fallen to \$5.95/gal, so there will be no fuel surcharge for April.

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.

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: | \$5.95/gal |
| Twin Oaks: | \$5.50/gal |
| Lebanon: | \$5.98/gal |
| Mulino | \$6.19/gal |
| Albany | \$5.99/gal |
| Lenhardt: | \$5.79/gal |

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