



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

August 2025



August Membership Meeting – Aug. 12

The club's next quarterly meeting will be at 7pm on Tuesday, August 12th 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.

Safety request from the Tower

We received a polite request from the Salem Tower and Seattle Center that will help improve safety in the KSLE airspace. When inbound to the airport, please remember to remain clear of the extended centerlines for both runways. This will make sure that there is no interference with IFR traffic that may be doing practice approaches or with traffic that is departing from KSLE.

For example, if approaching from the northwest to join left downwind 34, do not fly towards the airport along the centerline of runway 13. If you were able to join our [Dinner with the Tower in April](#), you might remember Don mentioning that ATC needs to keep the extended centerlines free of traffic.

It's especially important to avoid the extended centerline of runway 13/31. All Salem's instrument approaches are to 13/31, meaning that IFR aircraft are usually inbound on a long final to that runway. ATC has strict mandatory requirements to separate VFR and IFR traffic, and a VFR aircraft on the centerline could result in an IFR aircraft having to break off an approach, even in visual conditions.

If you do need to fly inbound on the runway centerline – perhaps for a practice instrument approach under VFR – then you can simply call the Tower and request it: "Salem Tower, Cessna N515ED, 10 miles southeast with information X, request straight in runway 31".

Club flyouts: August-October

Simon Hayes



We didn't have an organized flyout in July, partly for good reasons! Many members were busy with training and other flying plans. Here are the dates and destinations for the next three months:

Date	Destination	Airport
08/02/2025	Orcas	KORS
09/06/2025	Westport, WA	14S
10/18/2025	Night currency	TBD

Although August 2nd has already passed, at least two club members did make it to Orcas to join the EAA fly-in. There should be a PIREP in an upcoming newsletter!

In October, we're planning another night currency event for members who want a refresher on night flying. As the days get shorter, more flights may end around twilight or later. This is a great opportunity for members to fly with an instructor and brush up on night flying techniques. More details to come, and any club instructor can help if you have questions about night flying.

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

Alan Lasneski CFI	Brandon Tilby CFII	Chris Eriksson CFII	Corey Benson CFII	Holly Benson CFII	Jackson Gilmore CFII	Scott Bragg CFII	Simon Hayes CFII	Todd Lindley CFII
503.866.2396		847.345.5258	864.508.2605	704.960.9741	928.821.0028	970.219.0661	256.652.1554	425.681.9994

Member achievements

Congratulations to Chad Kerlegan on his first solo in N12382! CFII Simon Hayes.



Also, congratulations to Vitali Yakavenka on passing his instrument checkride with DPE Lisa Dahl! CFII Scott Bragg.

Tailwheel instruction available

Scott Bragg

Exciting news! I’m now offering independent tailwheel instruction in a 1971 Bellanca 7ACA Champ at a rate of \$150/hour, which includes both fuel and instruction.

Tailwheel endorsements typically take 6–15 hours depending on your experience level. Instruction is focused on sharpening stick-and-rudder skills, improving your overall flying precision, and giving you the ability to safely handle a wider range of aircraft. Airplane rental may be considered on a case-by-case basis, and you’ll need to provide your own renter’s insurance.

Earning a tailwheel endorsement isn’t just about learning to fly a different gear configuration—it’s about becoming a more skilled and well-rounded pilot. Reach out if you’re interested in getting started!

PIREP: Soaring in the Alvord

Scott Bragg

I had the opportunity to spend a week in the Alvord Desert in southern Oregon, about 2 hours south of Burns. The glider club I instruct in takes a yearly safari down there to do ground launches with a pickup and do lots of soaring near the Steen Mountains.

Most commonly in the States, gliders are launched with an aero-tow, a plane with about a 200' rope attached tows you up to your desired altitude and location, and the glider releases. An auto-tow is done with some sort of car, in our case a pickup truck. The glider is attached to the truck with a 4000' rope, and as the truck accelerates to 65-80 MPH, the glider begins to climb, eventually reaching about a 30-45 deg pitch attitude, maintaining about 60 KIAS. This allows the glider to get about a 2000' AGL tow before needing to release. This gives the glider enough time to try to find some lift before having to enter the traffic pattern, around 600-800' AGL.



For those unfamiliar with gliders, they are very capable machines that use various forms of rising air to stay aloft for hours at a time and hundreds of miles. The most common form of lift are thermals, rising columns of air that eventually turn into cumulus clouds. A glider will circle in these thermals to gain altitude before continuing their flight. Ridge lift is also common in mountainous areas, as the wind hits a ridge, it's forced up. This can allow the glider to ride pretty close to the ridge and maintain

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or gain altitude. It's a thrilling ride! It was very common and a good idea to get up to and above 14,000'. Those pesky oxygen rules you thought were useless to memorize? Now they play a big role. Almost all the gliders had an oxygen system installed, and most had to top off the tanks throughout the week.



The gliders we flew had glide ratios ranging from about 28 - 45:1. In contrast, the Skyhawks get about 8:1! Learning to soar brings a whole new appreciation for weather forecasts and briefings, using new tools like lifted index and Skew-T charts to predict lift. Even when flying, learning what lift, and sink, looks and feels like. The weather changed quickly and dramatically here, one minute I'm up at 11,000' in great lift, 10 minutes later I'm on the ground so I wouldn't get caught in the sandstorm that came across the desert.

Landing on a dry lakebed is also something I hadn't experienced. Landing with no real runway but still having a target area you want to stop in really makes you think about your aiming point and energy management. It's hard to visualize the distance you'll take up if you don't have things like centerline stripes, runway numbers, or taxiways to judge angles from. The actual surface was very smooth and free of obstacles, and no need for crosswind landings! There was enough area to land in any direction.

All these skills are perfectly transferable to airplanes, from basic stick and rudder use, to reading the clouds in the mountains on your way to Sunriver. It was a truly fascinating experience, and I fully intend on going back in the years to come. Soaring is a totally different sport from powered flying. Let me know if you have any interest in even going for a ride or just want to know more about gliders!



KSLE Fuel Discount

When submitting your fuel expenses for fuel purchased at Salem, please remember to do the following to help us with the fuel refund from Salem Aviation Fueling:

When purchasing fuel at KSLE:

- Enter the full Aircraft Tail number in the pumps when you purchase fuel at KSLE (e.g., 5174E, 70574).

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

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purchased fuel at multiple locations, please do not mix KSLE fuel reimbursements with those from other airports.

- Enter KSLE as the fueling location for each fuel purchase made at Salem.

Local fuel prices update



Thank you to everyone that has continued to fuel at local airports that have lower prices than Salem. Thank you for helping to keep our costs down!

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

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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