



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

September 2025



## August membership meeting recap

Thanks to those who braved the heat for August's Quarterly Membership meeting! It ended up being a beautiful evening with a nice breeze where we enjoyed popsicles, had a relaxing time visiting and telling stories, and caught up with what is going on around the airport and with Valley Flyers. We discussed what we have accomplished toward our 2025 goals, the status of each airplane, the hangar projects, current prices of replacement engines and maintenance, and had general Q&A.

We look forward to seeing everyone again at the November quarterly meeting.

## KSLE airport news



There has been a lot going on around the Salem airport. Below is a summary of some items about which members have been asking:

- **Avelo has ceased commercial service from Salem.**
  - Avelo chose to leave Salem to relocate the two West Coast-based 737 aircraft to support their growing East Coast business. Salem actually exceeded the metrics required to meet its obligations to Avelo. This is good data to help court another airline to KSLE, and Salem is actively working to get another airline. Did you know that 20% of those flying out of KSLE came from the Portland Metro area?
  - Salem needs 10,000 enplanements per year to keep the \$1.1M/yr FAA funding, and Salem had

already met this requirement for 2025. If we don't have commercial service, then the FAA funding decreases to \$150K/yr for airport maintenance/improvements.

- According to State of Oregon data, the visitors flying Avelo to Salem brought in approximately \$1.75M/month of outside revenue spent in the mid-Willamette Valley area.
- **What are the plans for airport security badges?**
  - All security badges and protocols needed to meet TSA requirements remain in place while Salem works to restore commercial service.
- **The Airport Manager (John Paskell) has resigned, and the Airport Operations Manager (Joey Langenhorst) left at the end of August.**
  - John and Joey were supporters of the club and the improvements that we've made, and they were supportive of the future improvements that we want to make. Aaron Ison (Airport Security Manager) is now the acting airport manager throughout the rest of this year. Aaron is a private pilot and is an advocate for a healthy balance of both general aviation and commercial services. Aaron is striving for there to be both vibrant GA and commercial services at Salem where both aspects of aviation thrive and benefit each other. Valley Flyers has a great relationship with Aaron, and Aaron is supportive of the improvements that the club has planned.
- **KSLE will begin enforcing landing fees starting 9/1/2025.**
  - The City of Salem has reviewed proposals from multiple companies to collect landing fees. The contract has been awarded to Vector. Only transient aircraft greater than 7000lbs will be charged landing. *NO airplane based out of Salem regardless of size will be charged landing fees.* The airport's goal is to minimize the impact on general aviation's use of the airport.

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- **Upcoming KSLE runway closures.**

- Runway restriping will start 9/2 and is expected to take about a week. Both runways will be closed at the same time only while painting the intersection, otherwise there will always be one runway open.
- State pavement maintenance work is likely to start mid-September. Again, the airport will work to only close one runway at a time.

- **The FAA has approved runway 16/34 as a legacy crosswind runway.**

- The means 16/34 is eligible for FAA funding.
- Closing 16/34 will NOT be in the airport's Master Plan.

- **Why are there so many planes on the ramp?**

- Aurora airport is closed starting 8/18 for an estimated 30-45 days. Many KUAO planes and businesses have relocated to Salem during the closure.

## Club flyouts: September-November

Simon Hayes



Two club members made the flight to Orcas in early August (report coming soon!). Here are the dates and destinations for the next three months:

Date	Destination	Airport
09/20/2025	Westport, WA	14S
10/18/2025	Night currency	TBD
11/15/2025	Florence	6S2

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.

## How (not) to fuel an aircraft

Corey Benson

Self-serve fueling is normal for us, but many owners and schools use full-service fueling from the truck. That means some students rarely get exposed to self-fueling and it can be overlooked when training. Sporty's has [a generic YouTube video](#) on self-serve fueling and if you ever have questions, please reach out to one of the instructors.

N515ED has a fuel leak that appears to be from the fuel nozzle resting against the filler neck during fueling. This same leak happened on 5ED earlier this year. Please remember to keep the fuel nozzle vertical; don't rest the nozzle against the filler neck; and keep the hose off the wing.

## Learn to Turn

Alan Lasneski

Aviation is a never-ending learning opportunity and Learn to Turn is one of those opportunities. Like the book Stick and Rudder, Learn to Turn is something you can read/watch several times and each time pull something you didn't pick up on the previous read. Learn To Turn is a free on-line webinar, it has both a video and a free PDF that complement each other, and the video is only 30 minutes long.

Let's start with this question that I hope provokes you to go listen to Rich Stowell's webinar. The webinar is sponsored by Avemco, and Hartzell Propellers. It is located on the [CommunityAviation.com](http://CommunityAviation.com) website. The question is: What is the primary control surface you use when turning an airplane, Elevator, Rudder, or Aileron?

I encourage you to watch [the 30 min webinar at this site](#) and read the included PDF and see if you were right.

Always keep learning, the more you know the more fun you have.

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## New member intro: Johannes van Dam

*Johannes van Dam*

My name is Johannes van Dam and I have been negligent in providing a bit of information about myself since joining Valley Flyers about a year ago. For that, my apologies.

Let's start with the flying. Since learning to fly in Botswana in the mid-80s (realizing a childhood dream), with the Kalahari Flying Club, I have flown in the UK, Belgium, France, and the Netherlands (my country of origin). In 1997, I came to the USA for a five-year contract to work in international health for an INGO – and I am still here.

I obtained an instrument rating and a commercial certificate in a Piper Arrow out of Tipton Airport. After that I flew Angel Flights on the east coast, and I have been flying for Civil Air Patrol for a number of years in the Maryland Wing. I am keen to get back into Angel Flights.

I have three kids and five grandkids, and in addition to flying I enjoy riding my motorbike, camping (and combining those two), carpentry, reading, cooking, hiking – all of which keep me busy in my retirement.

Ah, yes, retirement from what? I am an MD (University of Amsterdam), with an MPH from the London School of Hygiene and Tropical Medicine. With that background, I was lucky enough to work on four continents in infectious disease control and health systems strengthening.

I am looking forward to seeing and meeting you around the hangars!

## New member intro: Garret Duch

Born and raised in Salem, I am thrilled to start exploring the Willamette Valley from a new vantage! Getting my private pilot license has been a lifelong dream of mine, so I was very excited to join Valley Flyers as a student pilot in May. Over the summer, I have been having a blast flying with CFII Holly Benson.

After graduating from Gonzaga in mechanical engineering, I soon found myself back in town with a job opportunity at Garmin. Working in aviation for the past two years has definitely not hurt my interest in flying. Always up for a good adventure and/or challenge, my other hobbies include snowmobiling

and 3D printing. I look forward to many adventures (and, I'm sure, no shortage of challenges) ahead with Valley Flyers!



*Garret with CFII Holly Benson*

## Member achievements

Congratulations to Brendan Hari on passing his private checkride with DPE Lisa Dahl! CFII Holly Benson.



## PIREP Exclusive: Tillamook Air Museum Acquires Harrier!!!

*Mikel Wynn*

On July 16, 2025, the Tillamook Air Museum excitedly announced via their social media channels that they would be acquiring a McDonnell Douglas AV-8B Harrier II to join their unique collection of

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aircraft! No other fixed-wing jet aircraft is as iconic or synonymous with the United States Marine Corps (USMC) than the Harrier, which is well-known for its vertical or short takeoff and landing (V/STOL) capability. And of course, the Harrier has its place in popular culture over the years, including a prominent role in the 1994 film 'True Lies' starring Arnold Schwarzenegger, as well as a controversial and outlandish Pepsi marketing ad campaign contest in 1996, which was meant to be a gag but backfired spectacularly and resulted in a lawsuit, which eventually ruled in PepsiCo's favor.

With the type in Marine Corps service slated for retirement by the 2027 in favor of the Lockheed Martin F-35B Lightning II to replace them, it's no surprise that many AV-8Bs are now finding their way to aviation museums throughout the country. It is quite fitting that one airframe would go on display at the Tillamook Air Museum, a museum which has its history rooted on grounds formerly known as Naval Air Station Tillamook!



After watching the Tillamook Air Museum's social media platforms for subsequent updates, it was eventually announced that the Harrier would arrive on the afternoon of Monday, August 4th, 2025. Naturally, I made plans to fly myself out to Tillamook to witness this event because the last time I saw a Harrier fly was back in 2017 at the Reno Air Races. And with the type's impending retirement looming and the fact that the Marine Corps has already disbanded their official Harrier demonstration team during the 2024 air show season, I figured this would likely be my final opportunity to see a Harrier fly. And so, after getting off work and getting a little sleep, I took N5174E for the relatively short hop over to TMK

about two hours before the Harrier's scheduled arrival.



After landing, it became clear that flying in as a General Aviation pilot would have its benefits because the area around the tie-down parking spots and the FBO was reserved for the VIPs, which included staff members of the Port of Tillamook and their families, museum volunteers and their families, as well as news and media outlets. The arrival of the Harrier to Tillamook was apparently a big deal because several major Portland-based news stations came out to the cover the event as well (I can neither confirm nor deny that I masqueraded as an "independent" journalist among the VIP/media crowd!). And from what I overheard from one Port employee, it seems that the entire town came out to see the Harrier arrival as the official public viewing areas designated by the museum and Port of Tillamook turned into madhouses! And as I would quickly find out, the VIP area around the FBO would offer the best view of the demonstration we were about to witness!



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After staking out a spot to take pictures and as the Port of Tillamook cleared the airspace around TMK for what was considered a live military operation, we eagerly awaited the Harrier's arrival. Right on the schedule, the AV-8B Harrier II (BuNo 165002) under the care of Air Test and Evaluation Squadron 31 (VX-31), nicknamed the "Dust Devils" operating under the call-sign "COSO 82" announced its arrival from Naval Air Weapons Station (NAWS) China Lake with the deafening howl of its Rolls-Royce F402 Pegasus engine! At the controls was James "Jimbo" Coppersmith, retired Lieutenant Colonel of the United States Marine Corps and currently serving as a civilian technical director of VX-31 at China Lake, California. We were treated to what I could describe as a "mini" air show performance, which included several high-speed passes, followed by a round of V/STOL landings and takeoffs. Lieutenant Colonel Coppersmith then put the Harrier into an extensive hover demonstration, showcasing the complex engineering and the sheer amount of thrust needed to keep the jet aloft and practically zero airspeed; this was where the Pegasus engine was at its loudest (hearing protection came in handy here!!) The Harrier then did one V/STOL-style touch-and-go before the demonstration concluded with the airframe's last-ever landing, followed by a taxi over to the museum, where it would get de-militarized in preparation for permanent display. This was by far the best Harrier demonstration I've ever seen because we got to see a lot more than a typical air show demonstration profile (plus, I'm sure the pilot was having fun burning the excess jet fuel in his tanks as part of the de-militarization process!!)



While it was somewhat sad that this occasion was the last flight for this particular Harrier airframe, we can take solace in the fact that it has gone to an equally incredible and iconic aviation museum to be preserved for future generations to appreciate. Plus, it serves as an incredible and historic gain for both the museum and the community, as this is the first Harrier jump jet to go on museum display in the entire state of Oregon. With plenty of photos on my camera and a grin on my face, I got back into N5174E for the flight back home, satisfied and grateful that I got to see a Harrier in action one more time, in 2025 of all years!

## 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 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

The price of 100LL at Salem has decreased a little to \$5.85/gal, and there will be no fuel surcharge for September.

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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