



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

November 2025



Quarterly Member Meeting – Nov. 11

Guest speaker: Brendan O'Mara



The Quarterly Member Meeting will be hosted at Garmin at 7:00 PM on November 11th. We'll discuss the status of the club, our planes, and progress on this year's goals.

We'll also have a special guest speaker. Brendan O'Mara is the President and Founder of Got Your Six Aviation which provides simulator training. He and his team provide immersive and highly specific training scenarios for Emergency Proficiency Training, Insurance-Required Recurrent Training, and IFR Training Programs.

"Flight simulation presents a wealth of untapped potential for enhancing pilot emergency training beyond its traditional role in instrument training. Simulators, often relegated to dusty corners of a flight school, offer an immersive training environment unrivaled by real-world flying when used to its full potential. Simulation pushes pilots to their limits, revealing both strengths and areas for improvement, all without the inherent risks of training for actual in-flight emergency scenarios.

In this presentation, Brendan dissects the vast spectrum of opportunities nestled within this technology, exploring its near-limitless ability to tailor training scenarios to any proficiency level or situation. He will equip you with the knowledge and strategies to harness the power of simulation for your recurrent training needs, unlocking untapped skills and boosting confidence to new heights. Forget the traditional limitations of flight training – embrace the untapped power of simulation and let your piloting abilities reach their full potential."

How do we keep the planes flying so much?

Isaac Mosgrove



Members have done a ton of flying this year. It takes a lot of work to stay on top of the maintenance for all the planes. A lot of effort goes into predicting when to schedule regular maintenance to minimize impacts on members while being wise stewards of our funds. Aside from the regular maintenance and ADs, there are also a lot of unplanned maintenance items and discrepancies entered by members.

I want to give a huge thank you to our Safety and Maintenance Officer, Corey Benson, and to FliteWing, our primary maintenance shop.

Corey has done a phenomenal job of overseeing the quick investigation of discrepancies, scheduling repairs with the shop, and minimizing the number of flights impacted. I can't count the number of times that FliteWing has somehow fit in our planes for repairs, even at short notice.

Our club is truly blessed by the diligence of both Corey and FliteWing. So, if you see Corey or someone from FliteWing around the hangars, please share your appreciation with them!

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SAVE THE DATE

Club Christmas Party – December 13th!



Joan and Vern have graciously agreed to host the party, starting at 6:00 PM on Saturday, December 13th. To have enough food for everyone, each member is asked to bring either a main dish, salad, or dessert to share. The club will provide meat (ham and BBQ ribs) and some fixings. We'll also do a gift exchange, so bring a fun gift in the \$10-20 range (aviation gifts are always fun). Bring your family or friends for a fun evening together. This is a great time to see old friends and to meet some of our newer members.

Equipment update: carbon monoxide sensors

Chris Eriksson

We are installing the new [Garmin GCO 14 Carbon Monoxide Sensor](#) in most of the club planes. For now, it will be installed in all aircraft except for N1636H.

Carbon monoxide (CO) is a colorless, odorless, tasteless gas, and the symptoms of CO poisoning can be mistaken for other conditions. The most common symptoms include headache, dizziness, nausea, sleepiness, confusion, and loss of consciousness. Many of those symptoms are not uncommon and can be experienced for a variety of benign reasons. However, some of them, like confusion, will prevent pilots from recognizing the severity of the situation.

Traditional carbon monoxide indicators in aircraft were cards that changed the color of the test pad if exposed to CO. They are often not part of pilots' scans, and CO poisoning can be difficult to detect by the pilot. The GCO 14, however, will read the CO concentration and provide an aural alert and amber caution message to the pilot when CO reaches a hazardous condition. The hazardous condition involves checking the concentration, and timing how long the exposure has been occurring. These cautions are derived from international aviation

standards for CO monitoring and alerts. The GCO also allows custom alerts, which are only provided as a system message. There is no aural or amber caution associated with a custom alert, since they are not necessarily a hazard.

Carbon monoxide gets into an aircraft in a few primary ways. The most common, and least hazardous, is in the runup area. When you are stationary in the runup area with other aircraft around, each aircraft is emitting CO. It is not unusual to see concentrations of 30-50 ppm while in the runup area. This is not generally hazardous and would require substantial time in that environment to become hazardous. The other main cause is an exhaust leak. Exhaust leaks can be commonly caused by engine backfires. That is one reason to shut down the engine via pulling the mixture to idle, and the reason to let the engine die if you accidentally turn the mags off during the mag check. Since we get cabin heat from air passing over the exhaust manifold, the cabin heat can bring any CO leaked from the exhaust into the cabin.

If the sensor alerts you to carbon monoxide, what should you do? Since we generally get CO from cabin heat, the first step is to turn off cabin heat or any other sources of CO. The second step is to ventilate the cabin or get fresh oxygen. Opening a window is a great step. Cessna windows can be opened safely in flight, so that is a fast way to get fresh air and clear out the immediate emergency. If you have your own portable oxygen supply, put your mask on and breathe clean oxygen. Once you are ventilating the cabin and doing what you can to prevent more CO from entering, the next step is to get yourself out of the situation. Land as soon as practical and get medical attention.

Reminder: it's time to use the engine heaters!

Corey Benson

It's that time of year again. Please plug in the engine heaters after each flight. The extension cord should be plugged into the outlet thermostat that turns on below 45°F. Since the thermostat activates the heater only when it's needed, the aircraft can always stay plugged in. On the aircraft side, the

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extension cord goes to the plug located in the cowl (near the oil fill door on the Skyhawks).

Club flyouts: November-January

Simon Hayes



In the end, we didn't go ahead with the night currency event in October because there was limited interest from members. Even so, now that sunset is a lot earlier please plan your flights carefully and consider whether you're proficient and comfortable with flying at night. If you do need a refresher, any club instructor can help.

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

Date	Destination	Airport
11/15/2025	Florence	6S2
12/20/2025	Hood River	4S2
01/17/2026	Tillamook	KTMK

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

PIREP: Alaska

Stuart J.

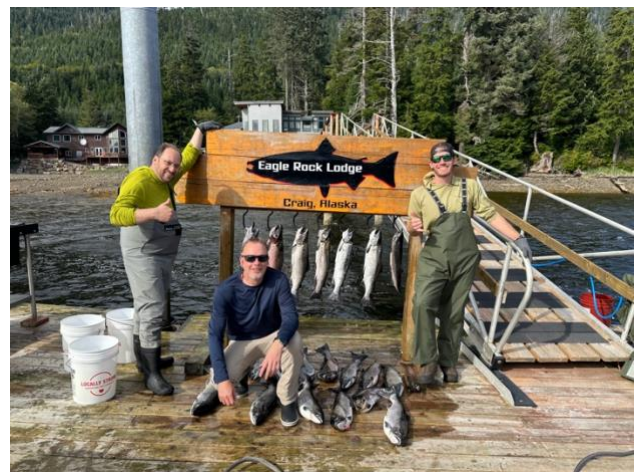
Three Valley Flyers club members and one member-friend ventured to Southeast Alaska for a fishing and sightseeing adventure in September. Attendees included Joseph Glossop (member friend) Simon Hayes, Stuart J., and Tristan Kramer (members).

Most Southeast Alaska towns are not connected by a road network, which leaves travel by boat or aircraft (especially float plane) a necessity. For us, Alaska Airlines was our main ride, and we also traveled in a local airline's Cessna Caravan. One surprise for the group was being shuttled from PDX

to SEA by club member and First Officer Todd Lindley with SkyWest Airlines!



Simon, Todd, Joe, Tristan, and Stuart in front of the E175 at SEA



A good haul of silver salmon

On approach to Ketchikan, one club member noticed a beautiful dusk view of the aircraft landing system. A few of the attendees have expressed interest in an Alaska trip in a private aircraft one day.

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Wouldn't it be fun flying up the Alaska Highway or go airport jumping in Southeast Alaska?



Fred Bear and his cousins joined us while fishing the river - or did we join them?

For three of the attendees, this was their first time visiting the largest state. Fishing was fair and everyone brought home 50 pounds (22.68 kg) of fish, each. This was a trip for the memory-banks and will be repeated in the future.



The view inside the Cessna Caravan - a few of those avionics looks familiar

PIREP: SoCal Adventure 2025

Todd Lindley

As pilots we're always looking for a new flying adventure, so Jon, Stuart and I were contemplating where to go for an end of summer aviation adventure. The idea was proposed to experience a busy/complicated class bravo VFR transition. Thus, a

trip to the Los Angeles vicinity was tentatively planned, though I told Stuart jokingly that it was no big deal to fly through LAX and SFO airspace as I do it all the time in my part 121 flying job.

With that in mind, we planned out a few bucket list airports to visit and started formulating different routes and destinations. Our ultimate destination list consisted of one of the satellite airports near Los Angeles (KLAX), Catalina Island (KAVX), Monterey (KMRY), Shelter Cove (0Q5), and Half Moon Bay (KHAF). We weren't locked into any route or sequence in which we visited each destination, so as the long weekend approached, we monitored the forecast(s) for SoCal and NorCal. On the morning of day one we opted to work our way to KMRY with a lunch and fuel stop on the way. Though the club C182 has a very capable useful load we were limited on weight for three grown dudes on board which restricted our range due to carrying less than max fuel for each leg. We departed KSLE mid-morning on day one and headed to Arcata/Eureka (KACV) for a fuel stop and from there decided on a lunch stop at Shelter Cove.



Shelter Cove (0Q5)

Shelter Cove is a quaint coastal community located in Humboldt County with an airport, so we made the 57 nm flight from KACV to 0Q5 for a lunch break at Gyppo Ale House. During lunch we briefed the route and San Francisco class B transitions down to Monterey. The next leg from Shelter Cove took us west of Santa Rosa where we planned on the published coastline KSFO VFR transition southbound, which would exit the KSFO class B airspace and then on to Monterey. As luck would have it, the NorCal controller was flexible, so we just requested a class B

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clearance and were granted that at 5500' along the coast. We passed adjacent the Golden Gate Bridge and San Francisco International before exiting the airspace on the other side northwest of Watsonville. We then hugged the coastline of Monterey Bay on into Monterey Regional Airport. After being marshalled in by the ramper at Del Monte Aviation we secured the airplane (along with placing a fuel order) and summoned an Uber to our hotel.

For day two we expected to have VFR conditions down to the Los Angeles area and Catalina Island, but the VFR overlords were having none of it. We were sort of clued into the stagnant overcast as the TAFs and MOS were indicating a lingering marine layer on day one, but none of us were convinced as the marine layer typically clears by the afternoon, and we'd be good to go for heading to the LAX area and Catalina. As it turned out, the marine layer was going to remain over the area all weekend. This still wasn't a deal breaker as we were IFR capable but the lowest approach minimums at KAVX (Catalina Island) were 700' ceiling and one mile visibility, and the fog and ceilings were a couple hundred feet with visibility of less than a quarter mile. So, Catalina was a no-go.



Traversing San Francisco class B airspace

During breakfast we spent some time considering other options and since the area was under a low overcast, we decided to forgo the remainder of the remaining SoCal airports and work our way back north for some other destinations new to us. Catalina and Half Moon Bay would have to wait until next year and we'll return next summer and camp at Half Moon and make a day trip down to Catalina.

We agreed on Santa Rosa (KSTS) as our next stop as that would be a good place to spend the night and

relax that afternoon. The area was still IFR at noon, so we filed IFR and departed MRY on the Monterey Five departure which took us west over the Pacific Ocean and then northwest towards Point Reyes and then north to Santa Rosa. We climbed on top of the marine layer and had clear conditions above, all the way to KSTS. We had an excellent front row seat watching the KSFO departures climb through the overcast and pop out of the clouds east of our flight path.

We arrived at KSTS and parked on the Kaiser Air FBO's ramp and rented a car so that we could have some greater transportation flexibility in the Napa area. After getting settled at a nearby hotel and grabbing a light lunch in Windsor, we had a short rest and headed to a Brazilian steak house in Napa for a meat coma. Though one of us had to remain behind because of actual work commitments to complete for his day job.

On day three over breakfast, we formulated a plan for the remainder of the trip and decided to cut the trip short a day and return to Salem. We considered lunch at Lake Tahoe or a visit to Yosemite but decided that those destinations would take most of the day and we'd end needing an extra night. We decided on either stopping for lunch and/or fuel at Redding or continuing further north into Oregon for our fuel stop, but in either case we could make that call in the air.

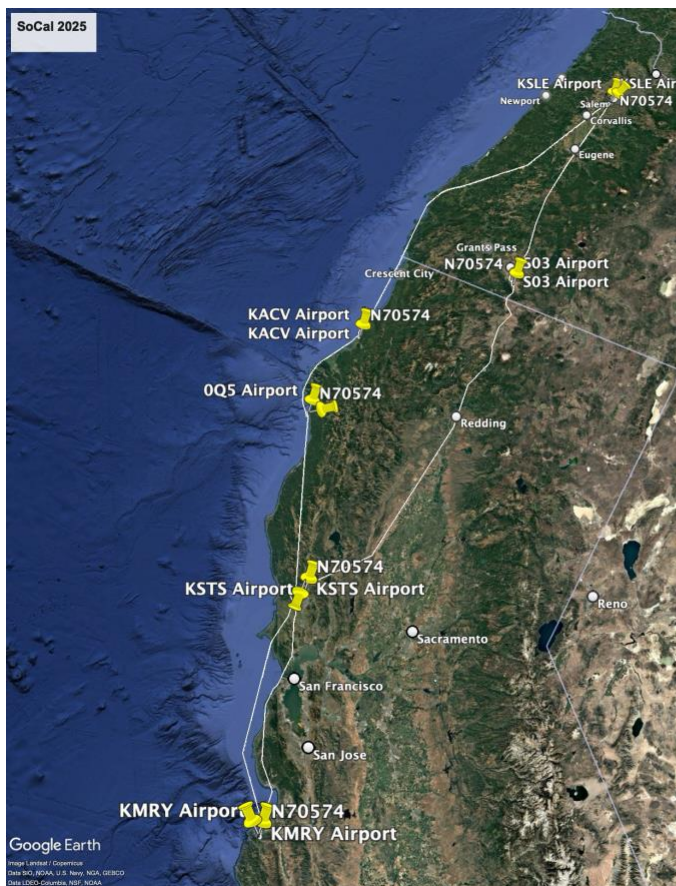
We departed KSTS (IFR again) and climbed on top on our way to Redding. The forecast showed clearing clouds as we progressed northbound and as we got closer to Redding, we could see that the clouds were breaking up and decided to continue to Ashland, OR (S03). Our route north of Redding took us near Mount Shasta and past Montague, CA (KSIY). After landing in Ashland, we fueled up and found a nice lady at the airport to shuttle us to-and-from a local eatery for lunch. After some food nourishment we departed Ashland for Salem.

Overall, the trip was a good one and we all learned a lot about route and weather planning through airspace that is hundreds of miles from one's home airport. Being flexible by having multiple routes and destination options for trips of this length (and not being set on having to get to a particular destination) reduces get-there-itis. Also, having IFR capability is a bonus for the times where the ceilings won't allow VFR flight into and out of your desired destination.

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Trip Distance Breakdown (total 1040 nm):

KSLE-KACV	241NM
KACV-OQ5	57NM
OQ5-KMRY	232NM
KMRY-KSTS	125NM
KSTS-S03	221NM
S03-KSLE	164NM



KSLE fuel discount

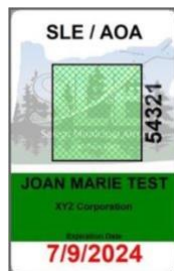
When submitting your fuel expenses for fuel purchased at Salem, please remember to do the following to help us with the fuel refund from Salem Aviation Fueling:

- **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.

Badge renewal process



Our KSLE security badges must be renewed annually. We are now entering that period when most of our members' badges will need to be renewed. We've worked with the Airport to follow the same simplified process that was implemented last year:

1. You will receive an email notice from the airport that your badge needs to be renewed.
2. Download the [SLE ID Media Application](#) from the KSLE website.
 - The application has been updated since last year, but it is similar.
3. Complete all sections EXCEPT for the "ID Media Request" and "Authorized Signatory Statement" sections.
 - The airport has a list from the Board for Valley Flyers members that are authorized to have their badges renewed. This saves you from having to coordinate with a Board Member to sign your application.
4. Make an appointment with Micah Aldridge (Salem Airport Credentialing Program Coordinator) to get your badge renewed.
 - The email from the airport will have a link that lets you schedule an appointment with Micah.
5. Meet with Micah and bring the following:
 - Your completed SLE ID Media Application.
 - If the ID that you presented when you originally applied for your badge has expired or been renewed (e.g., passport, driver's license, etc.), then you MUST bring in your new ID. If your original ID has not expired, then you do not need to bring it again.
 - You can pay your \$35 renewal fee before meeting with Micah (log into your City of Salem account if you remember how), or you

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can pay it electronically when you meet with him.

6. You will get a new badge during your appointment with Micah.
 - You can choose to use the photo that was taken for your current badge, or you can choose to have a new photo taken.
7. You can then enjoy accessing the airport with your newly renewed badge and not think about badge renewal for another year.

Local fuel prices update

The price of 100LL at Salem is currently \$5.95/gal, and there will be no fuel surcharge for November.

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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