



# Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE  
Salem, OR 97317

March 2026



## Dinner with the Tower – March 18th



We are excited to have dinner with the Salem Tower again this year. One of the Salem ATIS controllers will be joining us on Wednesday, March 18th for dinner at 6:00 pm at [Miller's BBQ](#) café located at [4600 25th Ave NE #165, Salem, OR 97301](#) within the Capital City Business Center building.

This is a great opportunity to continue to strengthen our relationship with the Tower, to learn how we can work better with them, 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 RSVP (attending or not attending) to Isaac by March 16th so that Miller's can staff appropriately.

## Club flyouts – March-May

*Simon Hayes*



We had planned a flyout to Siletz Bay in February, and unfortunately the weather didn't look good on

the day. Some of us met for breakfast at the Flight Deck, to talk flying and see if the weather would improve. Unfortunately, it didn't. We've put S45 back on the schedule for May.

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

Date	Destination	Airport
03/21/2026	Prospect	64S
04/18/2026	Sunriver	S18
05/16/2026	Siletz Bay	S45

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

## New hangar doors



There is a lot of construction around the hangars these days. If you haven't stopped by in February, the new hangar doors are being constructed and installed! The priority was to get the bases of the new doors installed to make it easier for members to open/close the hangars. The reinforcement, trim, and finishing touches are in process to finish up the doors.

Once all the old doors are replaced, **we will need a crew of volunteers to disassemble and dispose of the old door materials.** Our goal is to disassemble the doors such that the wood can be repurposed, the metal recycled, and no screws or nails left in the grass or on the aprons. Please contact Isaac if you can

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volunteer to lead the effort or if you are willing to help with the disassembly of the doors.



## New club fees and aircraft rates

As summarized in in [last month's newsletter](#), the new rates will take effect on April 1, 2026.

### General club fees:

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

### Fuel surcharge, per gallon:

Fuel surcharge threshold	\$6.78/gal	Unchanged
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### Aircraft rates, per Hobbs hour:

N1636H	PA28-140	\$95	Unchanged
N12382	C172	\$104	Unchanged
<b>N5174E</b>	<b>C172</b>	<b>\$110</b>	<b>\$6 increase</b>
N515ED	C172	\$110	Unchanged
N70574	C182	\$159	Unchanged

## VOLUNTEERS NEEDED

As summarized in last month's newsletter, several of the 2026 goals for improvements to the facilities need volunteers to lead the effort and to coordinate with other volunteer members to complete the projects. If you can lead one of these projects or if you are willing to help work on a project, please contact Isaac Mosgrove.

## New member intro: Sheldon Clay

*Sheldon Clay*

I was introduced to aviation by my uncle who was a pilot for Horizon in the 80's. In 1987, on my 8th

birthday, he took me for my first flight. We flew in his Cessna from KUAO to KMMV. For those of you who have been in this area for a long time, you may remember there was, for a short time, a restaurant inside a Boeing KC-97L at the McMinnville airport. I still remember that day clearly, I had a milkshake and French fries, and on the flight back my uncle let me have the controls.

Ever since that day I have had a fascination with aircraft and aviation. However, it wasn't until the end of 2023 that I started flying with an instructor and in June of 2024 I passed my private check ride.

Since then, I have been enjoying flying around the Willamette valley, to the Oregon coast, central Oregon and Washington. Some of my other hobbies include hiking, backpacking, fishing, and all sorts of DIY projects. Including building a workshop that is nearly complete, so I'll have room for more projects. Maybe even room for a kit plane someday.

## New member intro: Nathan Schenk

*Nathan Schenk*

Hi, I'm Nathan Schenk. I live in Salem and work in industrial automation and motion control.

My interest in aviation goes back to when I was 16 and a cousin took me up in his Citabria. That flight stuck with me, but at the time I couldn't figure out how to pay for flight training. Years later, in 2022, my wife suggested that maybe it was finally time to learn to fly. I said "OK." This time it was something I could realistically afford. After a move and a home remodel, I earned my private pilot certificate in the summer of 2024.

Flying hasn't gotten as much focus as I would have liked yet, but I'm confident that joining Valley Flyers will give me more opportunities to fly.

I joined Valley Flyers primarily because it's the largest flying club in Salem and offers good aircraft availability. Since joining, I've been impressed with how well the club is managed, especially the maintenance standards and overall professionalism. It's clear there's a lot of effort and care behind the scenes, and I look forward to contributing to it.

Outside of aviation, I enjoy designing and building things. In the early 2000's, I converted a 1980s Nissan pickup to an EV - a project that played a significant role in launching my career. Some of my other

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hobbies include PCB design, 3D printing, and motorcycle repair. I'm also building an RV-6A, which has been a challenging and rewarding project.

I look forward to continuing to grow as a pilot and getting to know more of you around the airport.

## PIREP: 2025 Olympic Air Show Recap

*Mikel Wynn*

On Saturday, June 14th, 2025, I took N70574 from Salem up to Olympia, Washington to attend the 2025 Olympic Air Show hosted by the Olympic Flight Museum (OFM), taking place at Olympia Regional Airport (KOLM/OLM). After missing this show in 2024 due to a conflict to another show I attended that year and not having been since 2023, it was nice to make it back up to Olympia for this show once again!

The year 2025 also marked the 25th anniversary for this air show, which made it worthwhile to attend! Unlike my last outing to Olympia, I was able to make the flight in entirely VFR conditions and the trip to and from was thankfully uneventful and a cakewalk in the Skylane! The General Aviation fly-in for the air show was once again hosted by the Safety In Motion Flight Center's FBO and flight school at OLM, which made things easy for me and anyone else who decided to fly in. They also fueled up the Skylane up for me before making the return trip home!



After getting the plane parked and tied down, it was a short walk over to the Olympic Flight Museum, which served as the main entry gate for the show grounds. After getting a place to sit, I spent the next few hours with camera in-hand roaming the static displays and exhibits, which always had interesting things. Many of the aircraft that were on static

display (like the warbirds and the OFM aircraft) were also taking part in the flying portions of the air show, which provided nice close-up view of them before moving out to the hot ramp. And before the show got underway, I grabbed some lunch by the vendor stands.

Unlike previous years, the 2025 Olympic Air Show actually featured a military performer as part of the line-up, which happened to be the United States Air Force KC-135 Stratotanker Demo Team out of Fairchild Air Force Base in Spokane, Washington. The team opened the flying demonstrations of the air show immediately following the opening ceremonies with two passes before returning to base; first in a refueling configuration with the refueling boom extended and the second being a slow and dirty pass with flaps and landing gear extended. For a medium-sized regional air show like at Olympia, it was nice that this air show got a large military aircraft as part of its performer line-up!



After the KC-135 cleared the Olympia airspace and the aerobatic box, the civilian and warbird demos and performances got underway. I've also noted that the Olympic Air Show tends to get repeat appearances by a lot of the same performers as part of the line-up year after year. Returning from previous years, performers include the EAA Cascade Warbirds Squadron, the West Coast Ravens and their Van's RVs, Renny Price in his Sukhoi Su-29, Anna Serbinenko in her Super Decathlon, Greg Howard in his Giles G-200, Bill Braack and the Smoke-n-Thunder Jet Car, the Washington State Department of Natural Resources and their aerial firefighting demonstration, and Ross Granley, who ended up not performing his usual aerobatics routine in the Yak-18

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he's known for, but rather flew in the OFM's P-51D Mustang and replica A6M Zero.



Visiting performers and participants as part of this air show's 2025 line-up (in addition to the aforementioned KC-135 Stratotanker) included Ken Collins and his Midget Mustang MM1, the Erickson Aircraft Collection and their Grumman J2F Duck and their B-17 Flying Fortress, the Soaring by the Sea Foundation and their PBY-5A Catalina, as well as the Commemorative Air Force (CAF) Rainier Wing and their Stinson AT-19 Reliant, which was originally slated for static display only, but ended up flying the closing performance and filled in after Ross Granley's Yak-18 became unavailable from the original line-up.



And of course, the Olympic Flight Museum's airworthy aircraft were prominent features of the flying displays, many of which were flown by museum president Brian Reynolds. As previously mentioned, Ross Granley flew the museum's P-51D Mustang and the replica A6M Zero, while Brian Reynolds flew the museum's AH-1 Cobra alongside a UH-1 Huey, as well as the world's only airworthy

Kaman HH-43 Huskie helicopter. In addition to his helicopters, Reynolds also flew the OFM's Aero L-39ZO Albatross. Bill Braack of Smoke-n-Thunder Jet Shows also raced his jet car against two of the museum's aircraft; he first raced against Brian Reynolds in the AH-1 Cobra immediately following the Cobra/Huey duet and later on against Ross Granley in the P-51D Mustang. Needless to say, these two races were the biggest highlights based on crowd reactions!



Overall, it was nice to get up to Olympia again to attend this air show as I had an enjoyable time. After the final aerial demonstration, I stuck around for about an hour to look at the static displays again and to let the crowds and traffic die down before walking back over to Safety In Motion Flight Center and back to the Skylane to make the flight back to Salem. As of this writing the Olympic Flight Museum has not indicated or announced another air show taking place again for the 2026 season. But if they do plan on hosting the air show again, we can only assume it will take place on Father's Day weekend (June 20th & 21st for 2026), which has been tradition for them. Be sure to keep an eye on their Facebook pages and websites for any upcoming announcements if this is an air show you might be interested in attending.

## Plight of the Tillamook Air Museum and Hangar B

*Mikel Wynn*

As we all are aware by now, the Tillamook Air Museum and the historic Hangar B that it's housed in suffered a major setback and significant damage in mid-December 2025 when high winds associated

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with the intense rainstorms from the atmospheric rivers that tore through region. The most notable damage was the large hole torn open on the roof on the southeastern end of the old airship hangar by high winds. The day after the storms subsided, the Port of Tillamook Bay decided to close Hangar B and the museum until further notice.

This news was unfortunate to hear, and it was certainly terrible timing for the museum, as they were in the midst of growing and expanding their exhibits and displays. As I've mentioned extensively in [a previous newsletter article](#), I flew myself out to TMK last August to witness the museum's new AV-8B Harrier II arrive at the airport before it went on display. And Tillamook and the museum located inside the historic Hangar B has been a regular fly-out destination for our club in years past. I also had plans to return to Tillamook after the craze of the holiday season subsided to pay a long overdue revisit to the Tillamook Air Museum; obviously that's not happening for a while!



Hangar B is one of the largest aircraft hangars in the world. There are very few of these massive World War II-era wooden airship hangars left in existence. Today, around seven total remain out of the 17 originally built, though most these surviving hangars are located at bases and installations like Moffett Federal Airfield (CA) or have been repurposed for non-aviation functions, making them rather inaccessible to the public. Most of these airship hangars were lost to fire (like Tillamook's Hangar A) or demolition. Tillamook's Hangar B has been a rare exception, being the only one of its kind open to the public as a museum.



And now, the future of the Tillamook Air Museum and the historic Hangar B is in jeopardy. Costs for repairs and restoration are unfortunately in the millions and if funds can't be raised, the museum will likely be shut down permanently. But many people have stepped up and already provided thousands in donations; others have also offered to provide materials towards the repair and restoration process. Fundraising efforts have also been underway since the New Year, and you too can contribute if you're able and willing. I understand that for some, times are tough and you might be unable to donate, which is fine; raising awareness by word of mouth regarding the plight of the Tillamook Air Museum and the historic Hangar B can have just as much of an impact.

As of the end of this past February, there are three known ways to contribute a monetary donation at the following links, one via GoFundMe and two directly through the Tillamook Air Museum's website:

<https://www.gofundme.com/f/help-save-hangar-b>

<https://www.tillamookair.com/operations>

<https://www.tillamookair.com/souvenirs>

I believe this is a cause worth supporting as it helps preserve a piece of aviation history that determined the trajectory of our country, all accessible right here in our home state and only a short flight away from where our club is based at!

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## 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, separate 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.

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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