



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

May 2026



Quarterly members meeting - May 19

We'll have our regular quarterly members meetings at the hangars on May 19th at 7pm. We'll review finances, aircraft, hangars and our progress on plans for this year. The club's Chief Pilot, Chris Eriksson, will present a safety topic too. All members are welcome!

Strawberry Shortcake Summer BBQ - June 27



We have planned our annual Strawberry Shortcake and BBQ event for Saturday, June 27th, weather permitting! Please bring your choice of meat for your family and a salad or main dish to share in the potluck. The club will provide beverages and strawberry shortcake for everyone.

We'll start the event at 12pm, with the grilling starting at 1pm. Bring your family and friends to enjoy an afternoon at the hangars! We'll also invite the Tower so we can get a chance to visit with some of our controllers.

This event is BYOC (Bring Your Own Chair). It would be helpful – but isn't required – to RSVP to Isaac Mosgrove so that we can plan enough beverages and strawberry shortcake.

Keep an eye on your emails in case of changes!

Fuel surcharge update

Fuel prices have continued to rise. Avgas at Salem is now \$7.20/gallon, even further above the

\$6.78/gallon mark at which the club applies a fuel surcharge.

We reactivated our fuel surcharge plan last month (April), to keep the club within its planned budget. Because avgas has increased again, **we are updating the surcharge as of May 6th to 42c per gallon per hour** (\$7.20 minus \$6.78), based on a standard fuel burn:

Aircraft	Fuel burn	Surcharge/hr
C182	13gph	\$5.46
C172, PA28	8.5gph	\$3.57

The club will continue to reimburse fuel expenses fully as usual. The surcharge is a completely separate item and you'll see it show up in Flight Circle as part of your regular billing.

We appreciate members filling up at other airports if avgas is cheaper there, however safety and required fuel reserves always come first. Please don't try to stretch a flight simply to save a few dollars!

Hangar door disposal project complete

Ryan Hari

Recently the club upgraded all the hangar doors, replacing the old wooden frame doors with new metal frame doors which was a much needed improvement. As a result, there have been a number of piles of old hangar doors outside the hangars for several months. Isaac asked if anyone would be willing to coordinate getting rid of the doors, and I volunteered to give it a shot. A request to the membership for help resulted in a large number of people willing to step up with time, tools, and equipment.

We met at the hangars at 8 in the morning after it had rained all night, but the rain stopped just before we started work. The plan was to accomplish 4

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things – separate the metal from the wood frames for recycling, salvage the rollers for future needs, cut up the wood for disposal, and clean up any loose nails. A total of 8 complete hangar doors plus several more that had already been partially broken down were all carefully taken apart with heavy metal tools, chainsaws, and assorted foot stomping techniques. We had the project done, trailers loaded, approaches double swept for nails, and were eating donuts by 0930, just in time for the rain to start again.

Special thanks to everyone who showed up with tools and willingness to help, even if it meant a few scraped knuckles and dulled saw blades: Neal White, Corey Dreschler, Garrett Duch, Jason Cravenho, Vitali Yakavenka, Brendan Hari, Jim Crowell, Stuart Jantze, Chad Eason, Brian Deno, and Sheldon and Alyssa Clay.

Extra kudos to Vitali for his awesome wood stacking skills who managed to make every bit of the wood fit in my trailer in an impressively large load. Also kudos to Neal for salvaging the old rollers, and to Stuart for bringing donuts and juice for the crew.

One last item of note – the doors were deconstructed on the approaches to 382, 574, and 36H’s hangars. We swept the approaches, blew them with a leaf blower, and walked them carefully looking for nails, however, old nails have a way of showing up at inopportune times. If you are flying any of these three planes, please take a few seconds and scan the approach for any stray nails.

Thanks again to everyone for helping out with this project at the club!

Club flyouts - May-July

Simon Hayes



We had perfect flying conditions for our flyout to Sunriver on April 18th, and it was great to see Stuart

making progress on his RV build. See the PIREP below for more details!

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

Date	Destination	Airport
05/16/2026	Siletz Bay	S45
06/20/2026	Westport, WA	14S
07/18/2026	Hood River	4S2

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

PIREP: Sunriver flyout

Tristan Kramer

Friday, 18 April, at approximately 0700 I departed Happy Valley OR, heading for Sunriver OR to visit the Jantze Aviation Manufacturing Facility (JAMF). The journey was quite pleasant, with some wonderful views, but it was frustrating being restricted to these pathways, apparently called “roads”, constructed from asphalt that were designed by someone with a passionate disregard for straight edges. If only there was a way to travel from point A to B in a straight line.



Shortly after arriving at JAMF, a handful of other club members arrived by air. We were treated to a wonderful lunch provided by Stuart and his father, followed by a tour of the facility. Stuart gave great insight into what is required to build an RV (nobody seemed to have the heart to tell Stuart he can get a camper for cheap on Craigslist). He described how

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the kits are assembled, but also talked about factors such as time management, ingenuity (or bankroll) to create more efficient production processes, preparation resources, and what to expect in general after you've decided you want to spend all your free time deburring and installing rivets.



A few of us with extra time were able to build a practice kit, giving us a taste of the processes and skills required to build an airplane from sheet metal. This was a very fun experience that produced a great respect for the care, patience, and attention to detail required to connect a few pieces of flat metal together with small round pieces of metal. Harder than it sounds.



After being treated to a fantastic Brazilian style steak dinner we turned in to the JAMF AirBNB (3.5/5 stars. The host was gracious enough to warn us to unplug the air compressor before going to bed, but you need to be careful rolling over in the

middle of the night so as to not collide with the horizontal stabilizer taking up space in the “bed room”). The next morning after some breakfast we continued to chat and then learned how Stuart can afford all this when he put on his Breaking Bad costume to “prime some aluminum ribs” in the “paint booth”.

After departing for home I was once again frustrated by the lack of straight line travel, but this time I had to deal with the additional irritation of other people who seemed to think they had a right to also be on this “road” and interrupt my attempts for a better average ground speed than was achieved on the way to JAMF. Again, if only there was a vehicle to avoid these problems. Perhaps another club member knows something I don't.

Big thanks to Stuart and his father Curt for hosting.

PIREP: SoCal trip April 2026

Vitali Yakavenka

The goal was to get out for a week, fly the airplane (N12382), see new places, and learn something along the way. Practicing in challenging airspace was definitely on the list.

Fortuna

The original plan for the first day was to take off around 2 PM on Friday and stop at Shelter Cove (OQ5) for the night. However, the late arrival time, no weather reporting, fog warnings in the Chart Supplement, and high lodging prices pushed me to look for an alternative. Fortuna (KFOT) turned out to be a good option. One surprise: landing fees through Vector were an unwelcome find. Either way, landing at a sad-looking airport and riding my electric unicycle to the hotel were both uneventful. The rest of the evening was spent planning the next day.

The Bay Tour

Morning fog was expected to clear by 9 AM, but just as I was getting ready to depart, it rolled back over the airport. IFR departure to the rescue. I stopped at Little River (KLLR) for cheap fuel, though it wasn't strictly necessary.

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The next leg was the San Francisco Bay Tour. I studied the VFR Terminal Area Chart and the transition routes. My plan was to fly over the Golden Gate Bridge, stay on the northwest side of the Bay Bridge, and join V107 southbound from the OAK VOR. There are plenty of Bay Tour reports out there, so I'll skip the basics. The tricky part came at the Bay Bridge toll plaza on the east side, where I requested direct OAK to join V107. That wasn't possible — I would have interfered with Oakland traffic. Instead, I was told to follow I-880 and then descend to 1,400' or below. That was exciting. A few tense minutes later, I was past Hayward airport, instructed to stay outside San Jose Class C, and finally allowed to climb to cross the ridge. Leaving the Bay Area felt like a relief.

The flight to Bakersfield Municipal was smooth. Fuel, a quick snack, and a few minutes daydreaming next to a Cirrus SF50 that fired up right beside me.

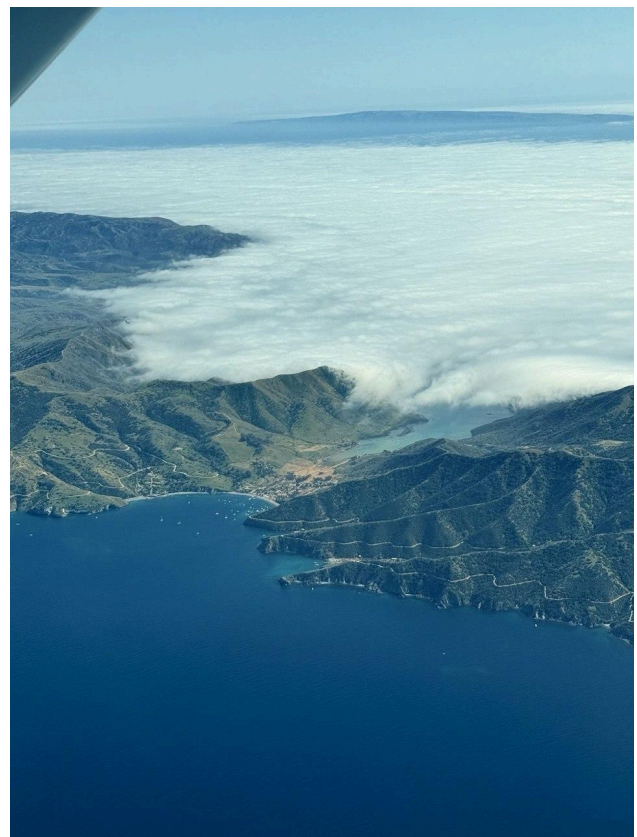
San Diego and IFR Convenience

After all the stress of preparing for the Bay Tour the night before, I didn't have the energy to study the VFR TAC for both the LA and San Diego Class B areas. An IFR flight plan was the easy choice. The clearance came with an amendment to my last waypoint, which gave me the longest readback of my life. The vectors around Miramar Air Force Base were very convenient though. Loading the visual approach in the 650 helped me line up with the right runway at Montgomery-Gibbs. Very nice airport — highly recommend.

Catalina Island

While planning the Catalina trip, I learned that controllers generally prefer to keep VFR traffic out of the Class B. That explained the altitude restrictions in the Bay Area too. The San Diego TAC has clear transition sections that keep you out of the Bravo. After reading all the notes on both pages, I had a solid idea of how to get out — and maybe back in.

The plan was to follow the coast north and cross the channel from Dana Point at 10,500', where it is about 30 NM wide. SoCal Approach was very helpful on the way out. With the traffic volume there, radar contact felt like a must for safe flying. The flight to Catalina is easy to look up, so I'll skip the details. We decided to skip the shuttle to Avalon and stayed at the airport instead. There is a trail around the airport, but my passengers passed on that too — they were still a bit rattled by the departure, so the San Diego Bay tour was cancelled. Next time.



On the way back, Approach gave an unexpected instruction to fly direct Mount Soledad — a well-known VFR fix used to keep traffic clear of the IFR approach path. I might not have recognized

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many other VFR points in the area, but that one worked out fine after asking for a repeat.

Cloud Surfing

My flight from San Diego to visit my parents near Jackson, CA was planned for after work. With limited flexibility, IFR for both legs was an easy call. Departure was fine in VMC, but arriving at Bakersfield meant punching through a solid overcast layer between 6,000' and 8,000'. On the leg from Bakersfield to Jackson, I was weaving in and out of beautiful puffy clouds with bases around 5,000'. Instead of asking for an altitude change, I just enjoyed some relaxed practice.

The Return

For the return to Salem, I stopped at a new-to-me airport: Klamath Falls. Great place, and a solid alternative to Medford. You can also see some military airplanes there on weekdays. Make sure to check the chart supplement as there are a few restricted areas on the ground. The highlight of the leg was checking in with NorCal Approach and hearing: "November 12382, altimeter 30.07, dobryy den'" — a formal greeting in Russian. I responded with "tree zero zero seven, dobryy den'" — clearly I still need to work on my accent!



Learning Points

I want to keep this separate from the main trip report in the hope that more people will learn from this.

Tail Number Mix-up

When flying over SF Bay and approaching Hayward airport at 1,400', tower gave multiple instructions like "November 282, turn left for traffic." After the third instruction I asked if this was for 282 or 382. He meant it for me. We briefly discussed the situation and I continued my flight without a "possible pilot deviation." I found the recording later and confirmed that all three times he called me using an abbreviated and incorrect 282. I think I waited too long before asking. I should have acted after the second instruction and said: "Hayward tower, November 12382, please confirm full tail number for last instruction." After the second instruction it was already clear that the first one went without response, and I had already noticed the tail number sounded suspiciously similar.

Missed Readback

On my return flight from Santa Catalina back into San Diego Class Bravo, SoCal Approach gave a very long instruction when checking in that included an altimeter setting, an altitude restriction, and something else. I read back the parts I understood and skipped the last part I didn't catch. The controller then explained that I should read back the full instruction and follow the requested lateral guidance, which ended with "fly direct Mount Soledad." Next time, if I know I missed something, I'll just read back what I got and say "the rest is missing." That way ATC knows I didn't ignore the instruction — they just need to repeat the missing part. Easy.

Spotting Traffic Head-On

Probably the most unsettling moment during the busy SD and LA airspace was how hard it is to spot airplanes flying head-on at +/- 1,000 feet on the same airway. Out of 4 or 5 traffic reports from ATC I only saw 2, and those were maybe 3–7 seconds before they passed. Most were Cherokees and Skyhawks. A PC-12 was the largest, but blew past with only 1 second of warning. I think being on the same narrow airway with only 1,000' of vertical separation makes traffic very hard to spot — it's probably much easier on crossing paths. I don't feel comfortable assuming everyone will fly the correct altitude on those airways. I'll use radar services whenever possible, and if I'm not in radar contact I'll

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intentionally avoid flying perfectly down the center of the airway.

Altitude and Traffic Priority

On my IFR departure from San Diego I received a clearance to climb to 4,000' and shortly after got advice about traffic at 12 o'clock. When the controller asked me to verify my altitude I reported 4,350'. He reminded me of the clearance. Note to myself — when in radar contact, ATC instructions take higher priority than spotting traffic. As weird as it may sound.

Upcoming PNW air shows and aviation events

Mikel Wynn

The month of May means air show season and the bulk of fly-in season officially kicks off for the Pacific Northwest region! For those of you who are interested, here's a list of some upcoming air shows, fly-ins, and airport open house events taking place in Oregon and Washington. This year will be a good year to attend air shows both close to home and throughout the country! With the year 2026 marking the 250th anniversary since the signing of the Declaration of Independence and the birth of the United States of America, many air shows are patriotically commemorating and celebrating the occasion under the "America 250" initiative.

Please note that the following events list is not a comprehensive one, rather some of the most notable and more well-attended events as well as the ones that are closest to us here in Salem. For the most-comprehensive list of aviation events taking place in the entire region, be sure to check out the events calendar found on the Oregon Pilots Association website, as it is updated frequently.

May

- 15th-17th: Oregon International Air Show - Hillsboro, OR
- 16th: B-17 Alliance Armed Forces Day Salute - Salem, OR
- 30th: Madras Airport Day - Madras, OR

June

- 6th: Yakima Aviation Day - Yakima, WA
- 6th-7th: Fairchild AFB Skyfest - Spokane, WA
- 12th-13th: Moses Lake Air Show - Moses Lake, WA
- 20th-21st: Olympic Air Show - Olympia, WA
- 27th: Wings & Wheels Fly-in - Cottage Grove, OR

July

- 10th-11th: Wallowa County Fly-in - Joseph, OR
- 11th-12th: Bremerton Air Show - Bremerton, WA
- 16th-18: Corvallis Corkscrew - Corvallis, OR
- 24th-26th: Tri-Cities Water Follies - Kennewick/Pasco, WA

August

- 1st: Jim Wright Memorial Fly-in - Cottage Grove, OR
- 1st-2nd: Boeing Sea Fair Air Show - Seattle, WA
- 7th-9th: Abbotsford International Air Show - Abbotsford, BC (Canada)
- 14th-16th: Oregon International Air Show - McMinnville, OR
- 21st-23rd: Arlington Hometown Fly-in & Community Airport Day - Arlington, WA
- 22nd-23rd: Wings Over the Willamette/STOL Wars - Independence, OR
- 28th-29th: AirShow of the Cascades - Madras, OR

September

- 12th-13th: WAAAM/Hood River Fly-in - Hood River, OR

As always, be sure to check for any NOTAMs and TFRs related to airspace closures and restrictions associated with such events. Always fly safe and maintain good situational awareness in high traffic areas. And be mindful that some events are subject to change or have a likelihood of getting cancelled; quite a few air shows that were scheduled to take place at military bases this year have already been cancelled or got deferred/rescheduled due to certain geopolitical situations that have taken place in recent months, which of course has put a strain on certain military assets, which has affected their ability to make air show appearances.

And be mindful that some air shows are not fly-in friendly, nor do they have plans to accommodate General Aviation fly-in traffic, as I painfully learned from the 2025 air show season last year. Be sure to check any of the listed air show's respective websites for more accurate information.

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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