



Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

October 2026



SAVE THE DATE!

Club Christmas Party – December 5th



As requested, we are getting the word out early to make it easier for members to save the date! Joan and Vern have graciously agreed to host the party, starting at 6:00 PM on Saturday, December 5th. It will be our usual amazing potluck where members bring a side dish or dessert and the club provides the meat and some fixings. We'll also do a gift exchange. 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.

Quarterly Member Meeting – Nov 17th Guest Speaker: Neal White

The Quarterly Member Meeting will be hosted at Garmin at 7:00 PM on November 17th. We'll discuss the status of the club, planes, progress on this year's goals, and answer any questions members have.

We'll also have a special guest speaker. Member Neal White serves on the board for the [Oregon Disaster Airlift Response Team \(ODART\)](#). Neal will present about the logistical planning and response to a Cascadia subduction zone earthquake and the impact that Valley Flyers can have in such an event.

- A Cascadia subduction zone earthquake has been occurring at regular intervals for the last 10,000 years.
- There could be as many as 32 C-17s loaded with disaster relief supplies landing at the Salem airport every day.
- These supplies will need to be distributed to surrounding communities ... daily.
- Railroad tracks will be unserviceable. Bridges will be down. Roads will be torn up.
- That leaves aircraft to deliver critical disaster relief supplies.
- Valley Flyers can deliver over 10 tons of food every 8 hours.
- During the Quarterly Meeting, you will learn how YOU can be a valuable asset. Valley Flyers are in a unique position to save lives.

Volunteers needed!

Thank you to Neal White for spraying the weeds in the parking areas and around the hangars!

And many thanks to Alan Lasneski for repairing N5174E's hangar doors so that the door sheet metal is no longer catching as the doors pass by each other.

We still need volunteers to lead the following hangar maintenance tasks:

- Finding or fabricating small ramps to help get the aircraft over the door rails more easily.
- Coordinating filling the low spots in the asphalt inside the hangars with concrete patches.

If you are able to help with either of these tasks, please contact Isaac or any Board member. Thank you!

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Gate W-14 construction

Gate W-14 is scheduled for a 14-day outage beginning the week of September 28, 2026. This work is part of the federally funded Security Fencing Project, which aims to increase the safety of vehicles while entering and exiting the airfield through that gate.

The gate will be moved east to allow more room for vehicles to wait for the gate to close when leaving the airport. The gate will also be changed so that it opens to the south, which will increase the usable gravel parking area for Valley Flyers members.

During the closure period, please use alternate Gate S-3 for access.



Club flyouts - October-December

Simon Hayes



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

Date	Destination	Airport				
10/24/2026	Night currency	TBD				
11/21/2026	Chehalis, WA	KCLS				
12/19/2026	Cresswell	77S				

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

New member intro: David Hadley

David Hadley

Hello! I'm David Hadley and excited to be a member of Valley Flyers! For a bit of background, I grew up in the greater Seattle area and have loved aviation for as long as I can remember. My video game of choice as a kid was Microsoft Flight Simulator X and the rest is history. I went to an aviation focused high school in Seattle and Embry-Riddle Aeronautical University, where I studied Mechanical Engineering. Over the last 6 years, I've continued my flying, mostly as a personal hobby that I'd like to expand further one day. I also love doing aviation photography at air shows and setting up photo shoots with military jets.



I moved 2 years ago to Salem and joined Garmin as a Flight Test Engineer. At work, I've been heavily involved in both the GTN Xi product line and AXIS Flight Displays. Those experiences make me super

excited to utilize the club airplanes for adventures in and around the Pacific Northwest. Particularly, I'd like to spend more time exploring the San Juan Islands and continue getting my ratings and fly to new places. I'm excited to meet more of the people in the club in the coming months!

New member intro: Kai Wetlesen

Kai Wetlesen

Hi everyone! I'm Kai and I was born and raised here in Oregon, spent a good decade down in California around San Jose. Aviation has been in my life in some way, shape, or form for my whole life with my mom taking me on an introductory flight at just 8 years old. I come from a family of sailors and aviators. My grandfather flew for the Allies in WWII, and two of my uncles being both air force and ATP pilots. I hope to join their ranks!



I work for Garmin AT, currently assigned to the GTN Xi project, having a great time with it and I'm really jazzed to use the equipment I help build out in the field! I also have two kids currently aged 3 and 4 years old, both of them are plane crazy. (See what I did there?) I am personally looking forward to lots of family plane trips plus our small family growing up with all of you guys.

Wishing you all clear skies!

New member intro: Monya Amallia

Monya Amallia

I was born in communist Romania in the mid-70s. I feel lucky to be one of few who managed to escape

due in no small part to my dad and granddad, who risked their lives for our freedom. We immigrated to the US as political refugees in 1977. One day when I was 16 years old, I overheard my dad talking to a family friend about what they had done for the weekend. Our friend casually mentioned he had rented an airplane and flew to Washington to visit family. I jumped in the conversation, "You can rent an airplane the way you rent a car for the weekend?!" He told me I could solo at 16 and get my license at 17. Intrigued by the idea I could do something no one I knew was doing, I told my parents I wanted to look into it. Dad and I popped into Salem Air Center with questions. We took a "discovery flight"...\$20 for 20 minutes...and we were both hooked. We started taking lessons separately in a 152 and both got rated within weeks of each other. The following summer Dad insisted we get our instrument rating since we were so limited in VFR only. We rented a 172 and took every lesson together. The instructor would hold the controls as I hopped in back and dad crawled up front for his turn. We learned from each other's mistakes and studied together at home. Dad would even pull on the back of my seat when I was dipping below my altitude to help me out. I don't think the instructor ever knew. We took our checkride on the same day, back-to-back with the same examiner, and both got licensed.

The following year I was off to Walla Walla University to start a degree in Aviation. I immediately went to work on my Commercial License and after I acquired my CFI, I kept dad current for a while. Shortly after graduating I found my first corporate job flying a Malibu in southern California. Then charter flying in a Baron for a couple years. Then 9/11 happened and I lost my job. I thought it was the end of my career but after a few months I managed to find a King Air job near Columbus, Ohio. They also had a Citation Excel and I was quickly typed in my first jet. I passed that checkride by the hairs of my chinny chin chin because transitioning directly out of the steam gauges, piston-powered Baron into a glass cockpit took every brain cell I had. I built my jet time until I was finally qualified to interview for my dream position (and the last job) I'll ever have...NetJets. I'm presently in my 19th year with NetJets and currently in the Challenger 350 fleet. There isn't a week that goes by that I don't think about how

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lucky I am. My parents had to fight for their rights to basic life necessities and I fly the most successful people in the world in their private jets to exclusive destinations as part of my morning commute. My life is a stunning reality.



This is a compilation of two photos taken 25 years apart. The top is dad and I in the early years and the bottom is us in the cockpit of a Falcon I happened to fly through Salem.

That being said, I came up in aviation during a time when most pilots started at 19K/year. Things were so slow and jobs that paid were scarce, for decades. It just never seemed possible to make enough to join a flying club and have access to airplanes so I can take friends sight-seeing at the coast or something equally as marvelous. I’ve recently moved back to Salem after 25 years away, to be near my family again. I got on the list to join Valley Flyers from the first day I learned they existed. Two weeks ago, I flew my parents and my brother to Sunriver for burgers! That’s how bougie and sophisticated my life has become. Being a part of this club is more than just access to do fun things. It’s part of my “coming home” experience after all these years. It’s funny, when you first start out in aviation you count the days when you can get out of the single-engine pistons into a “real” airplane. But after almost 25 years in high-flying jets, I’ve become the nerd who can’t wait to jump into a 172 and see what other parts of Oregon I can explore. I’m pretty new around here and still can’t land a 172 worth a

hoot (how do you “hold it off”, this thing is so jumpy!) but I’m having a blast going slow and eating burgers all over the state. See you guys out there!



This is a recent photo of my sim partner and I having just finished our Challenger 350 check ride.

PIREP: Oregon International Air Show 2026

Mikel Wynn

It was a remarkable two days at McMinnville as the United States Navy Blue Angels headlined the air show for the first time since 2023! The year 2026 also marks the 80th anniversary for the Blue Angels, the second-oldest formal aerobatic team in the world! The 142nd Wing of the Oregon Air National Guard sent their F-15EX Eagle IIs for some spectacular fly-by passes and the United States Air Force F-35A Lightning II Demo Team returned to Oregon for the second time this year after their appearance at Hillsboro, which included a USAF Heritage Flight with the P-51D Mustang. The United States Marine Corps MV-22B Osprey Demo Team returned to the Oregon International Air Show for the first time since 2016; this was the first time a V-22 appeared over McMinnville since the air show started being held there. Both the Saturday and Sunday shows actually ended up being sold out as the Blue Angels apparently drew a record-breaking crowd since the air show started being held at McMinnville!

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Fuel surcharge update

Avgas at Salem is still at \$6.90/gallon, just above the \$6.78/gallon mark at which the club applies a fuel surcharge. The surcharge is still 12c/gallon:

Aircraft	Fuel burn	Surcharge/hr
C182	13gph	\$1.56
C172, PA28	8.5gph	\$1.02

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!

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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