

Valley Flyers

"Just Plane Fun!"

885 Lancaster Dr SE
Salem, OR 97317

November 2026



PLEASE RSVP!

Club Christmas Party! – December 5th



Joan and Vern have graciously agreed to host the party, starting at **6:00 PM on Saturday, December 5th**. In order 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 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.

Please RSVP to Isaac by November 30th so that we can get the meat and seating plans finalized. Also, please let Isaac know if you can volunteer to help clean up after the party. Feel free to text or email Isaac or Joan if you have questions.

PLEASE RSVP!

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

The Quarterly Member Meeting will be hosted at Garmin at **7:00 PM on Tuesday, November 17th**. We'll discuss the status of the club, the planes, progress on this year's goals, and answer any questions members have. **Please RSVP to Isaac by November 15th.**

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 is in a unique position to save lives.

[*See the August 2022 newsletter for a PIREP on a previous ODART exercise.*]

Volunteers needed!

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.

Alan Lasneski	Brian Deno	Chris Eriksson	Corey Benson	Joshua McKinney	Simon Hayes	Todd Lindley
CFI	CFII	CFII	CFII	CFI	CFII	CFII
503.866.2396	541.990.2696	847.345.5258	864.508.2605	904.535.9624	256.652.1554	425.681.9994

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

Club flyouts - November-January

Simon Hayes



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

Date	Destination	Airport
11/21/2026	Chehalis, WA	KCLS
12/19/2026	Creswell	77S
01/16/2027	Hood River	4S2

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

New member intro: Mark Espen

Mark Espen

Hi everyone! I'm Mark Espen, and I'm thrilled to be joining the Valley Flyers. I may be a relative newcomer to formal flight training, but my love for aviation goes way back. I was born and raised in Alaska, and my earliest memories are of soaring over the stunning Knik Glacier in the back of a M7 Maule. Through my teen years I took several more trips in the Maule to remote Alaskan hunting camps – truly unforgettable experiences that really ignited my passion for flying.

When I was 18 I moved to Oregon to be with a wonderful woman who became my wonderful wife. I've spent the last 15 years working in technical support. While it's a great job, it's certainly not as exciting as being up in the air!

I finally got the chance to start my own flight training about two years ago, and I've been flying around the valley in the Cessna 172 ever since, loving every minute of it. I'm so excited to learn new things and experience different aircraft.



Joining the Valley Flyers felt like the perfect next step. I'm really looking forward to sharing my passion for aviation with all of you, learning from your experiences, and, of course, flying to some new places! I'm excited to meet everyone and become a part of this fantastic community!

Member achievements



Congratulations to Nathan Powell on passing his instrument checkride with DPE Lisa Dahl! CFII Todd Lindley.

Congratulations also to Garret Duch, who passed his private checkride with DPE Joe May. CFII Holly Benson.



Gate W-14 Construction

Gate W-14 construction continues. We'll send an email once the new and improved gate is operational. Meanwhile, please continue to use alternate Gate S-3 for access.

PIREP: 2026 Olympic Air Show Recap

Mikel Wynn

The weekend after attending the 2026 Moses Lake Air Show, I flew myself in N70574 back up into a different part of Washington! This time, I flew up to attend the 2026 Olympic Air Show hosted by the Olympic Flight Museum at Olympia Regional Airport (KOLM/OLM). As always, this air show takes place on Father's Day weekend, which fell on June 20th & 21st, and I attended the Saturday air show on the 20th. Once again, my Instrument Rating paid off on this day trip because I had to file IFR to get out of Salem thanks to a morning overcast layer! It was an uneventful and fairly simple IFR flight, having filed to fly the Victor 165 (V165) airway and ending the flight by shooting the RNAV 17 approach into OLM. Again, being Instrument-rated on this trip was extremely gratifying!

After landing, I was directed to taxi over to the Safety in Motion (SIM) Flight Center FBO and parked the Skylane there with the help of ground personnel working the GA fly-in traffic. After securing the Skylane, I walked over to the air show grounds and thoroughly enjoyed the day's events! As is typical of this air show, most of the airworthy aircraft (including the Olympic Flight Museum's warbirds) were on static display before getting towed out to the hot ramp to fly as part of the air show line-up.



Unfortunately, the 2026 performer line-up for the Olympic Air Show suffered a little bit, due to previously advertised performers not being able to make it in time due to weather, maintenance, or some other unforeseen circumstances. For starters, Renny Price was slated to perform his aerobatics routine, but he was still dealing with engine issues on his Sukhoi Su-29 that's kept him grounded since the Moses Lake Air Show the week prior; however, as a friend of the Olympic Air Show, he still showed up and spent most of his time announcing for the air show performers up in the announcer stand and his knowledge about the performers and aircraft that did fly was quite enjoyable!



Ross Granley was supposed to bring his Yak-18T, but like Renny Price, he too had issues with his Russian-built Vedeneyev M14P radial engine. However, Ross Granley did still fly a few warbirds as part of the overall line-up. Anna Serbinenko and her Super Decathlon were a part of the line-up for Sunday's show only this year, so I didn't even see her on the day I attended. One other notable absence from past years was Greg Howard and his Giles G-200; still no idea as to why he was unable to make it to Olympia this year despite what was advertised on the show's website.

As for what was left of the performer line-up, things quickly became a warbirds and helicopter-heavy air show, which I was totally okay with! The air show opened with the EAA Cascade Warbirds Squadron, who brought three Navions, a Nanchang CJ-6, a Marchetti SF.260, and an IAR-823. From the Olympic Flight Museum's collection, their UH-1 Huey and AH-1 Cobra (flown by Brian Reynolds) helicopters flew together. In addition to that, their rare HH-43 Huskie (flown by Brian

Reynolds) and P-51D Mustang (flown by Ross Granley) flew separate demos. The Erickson Aircraft Collection out of Madras, Oregon, brought their B-17 Flying Fortress and TBM-3E Avenger (both flown by Mike Oliver as part of the air show line-up), which were used to take people up for rides before and after the air show TFR went into effect. The Soaring by the Sea Foundation out of Eugene, Oregon, brought their PBY-5A Catalina as well as their Curtiss P-40N Warhawk (flown by Ross Granley). Bill Shepherd brought his Yak-3 replica to go on static display, but ended up flying as a last-minute addition for a handful of fly-by passes.



The Washington State Department of Natural Resources (DNR) also did an aerial firefighting demonstration in their modified UH-1H(M) Huey helicopter with three separate water drops. Returning from previous years, the West Coast Ravens demonstrated and performed formation flying with their Van's RVs. And rounding out the aerial performers, Mark Peterson of Mustang High Flight LLC brought some jet noise with his European Dassault-Dornier Alpha Jet. In addition to all that, Bill Braack of Smoke-n-Thunder Jet Show brought his jet-powered drag car and raced it twice: first with Olympic Flight Museum president Brian Reynolds flying the AH-1 Cobra, and second with Mark Peterson in the Alpha Jet! Once again, the jet car vs. plane/helicopter races stole the show!

As previously mentioned, Ross Granley still performed in a few warbirds despite not being able to bring his Yak-18T for his aerobatics demonstration this year. He flew the Soaring by the Sea Foundation's P-40N Warhawk as well as the Olympic Flight Museum's P-51D Mustang during the show, which first started off with some formation passes with the Erickson Aircraft Collection's TBM-3E Avenger and B-17 Flying Fortress (both flown by Mike Oliver) respectively. And because of his vast experiences, having previously flown with the Royal Canadian Air Force as a CF-18 fighter pilot as well as with the Canadian Forces Snowbirds, he was well-versed in formation flying. That experience showed, as he was able to comfortably fly very close to Mike Oliver, something that was well-noted by Renny Price in his commentary in the announcer stand. This resulted in some of my all-time favorite shots from the 2026 Olympic Air Show: the first being a TBM Avenger and P-40 Warhawk in a tight formation and the second being a B-17 "escorted" by its "little friend," the P-51 Mustang!



The air show performances ended around 3 PM, much earlier than initially scheduled due to the reduction in the number of aerobatic performers from the original line-up. While most of the crowd began exiting the venue, I took my time as I had no reason to rush, so I lingered around the static display area to get a few more photos for myself.

Eventually, I made my way back over to the Safety in Motion Flight Center, where I requested fuel for N70574. Once I got fuel and settled up with the FBO, I packed up the Skylane and got back up in the air for the uneventful VFR flight back home to Salem, satisfied in having completed my fourth air show trip of the 2026 season.

We can expect the Olympic Air Show to be held again on Father's Day weekend in 2027, which will fall on June 19th and 20th next year. Keep an eye on the social media pages for both the air show as well as the Olympic Flight Museum for an official announcement, which is typically made several months in advance (likely in March).





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.

Fuel surcharge update

Avgas at Salem has increased slightly to $7.15 a gallon, above the $6.78/gallon mark at which the club applies a fuel surcharge. The surcharge is now 37¢/gallon:

Aircraft	Fuel burn	Surcharge/hr
C182	13gph	$4.81
C172, PA28	8.5gph	$3.15

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!