

# *Valley Flyers*

## October, 2011



We have new member, Ramesh Balasubramanyan. Ramesh works at SAIF and is taking primary instruction with Al. Welcome Ramesh!

We have had very good weather in September, and a couple of members took long trips, which are worth reporting. Bill Mitchum and his wife took the Skylane to visit family in Illinois and other parts of the midwest. Memorable events included landing in Ontario and finding all the aprons and taxiways had been plowed up for repair, a series of alternator problems, and a fuel stop at Rock Springs WY (6764 MSL!). He didn't say how much of the 10,000' runway was needed for take off. Barges and locks on the Mississippi, winds (in Kansas, of course), some amazing mountain scenery, and dodging the fires in central Oregon on the way back home all added to the fun. Bill has written a detailed account of the trip which we will post on the ValleyFlyers web site.

Allan Hadley writes of his trip to the Redding air show: Sue and I flew to Redding, California on Friday for their air show on Saturday, September 24th. The 182 made it there in less than 2 1/2 hours (even with a 20-Knot headwind), clear skies and a straight-in approach to the Redding airport. We were delayed slightly by a practice session by the USAF Thunderbirds, but it was well worth the wait! On Saturday, several thousand people started into the airport at 10 AM, and the show started at 11 AM and went until 4 PM. It was warm (95 degrees!), but shade was available and you could set up chairs almost anywhere. Food and drinks were available at many booths. Of course, the highlight was the Thunderbirds, but all of the performances were very interesting and beautiful. There were also many "static" displays of airplanes, including a HUGE cargo plane that you could walk into!

The website for the airshow (<http://www.reddingairshow.org>) will show you many pictures and a list of all the events. Apparently they do this every other year, so mark your calendars now for 2013!

Please consider your fellow club members. Please clean wings and windcreens before you put the plane away! The bugs hurt the view as well as the performance for the next person. A good way is to use the bucket of water and long-handled scrub brush located just between the two hangers by the gas pumps. That's quick and effective for the wings, and can be followed with a bit of plex cleaner and a clean rag on the windshield.

A procedural reminder: Our insurance requires that all club members have an annual CLUB check ride. If you complete a BRF with a club instructor in a club aircraft, that also counts as your club check. But if you accomplish a BFR or its equivalent (new rating, FAA Wings credit) in some other way, with either an outside instructor or examiner, or in other than a club plane, this *does not* reset the club checkride clock. And remember that if you've not flown the Skylane in the last 90 days, you need a checkride before you fly it again. Please don't get caught out of compliance and therefore uninsured in case of an accident!

We are still looking for a few more club members who would be willing to advance-pay their monthly dues and flight time to cover the some panel changes for the planes. If you are willing to do this, contact Randy at [rireson@comcast.net](mailto:rireson@comcast.net). Thanks to those who have already stepped up!

Finally, as many members have anticipated, we must raise the aircraft hourly rates to compensate for increased fuel prices. We have held off as long as possible (and probably longer than we should have). New rates, effective November 1, will be as follows:

N1636H	\$78/hr
N515ED	\$85/hr
N70574	\$112/hour

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