



propwash

www.auburnaviationassociation.org
Dedicated to aviation, safety, friendship, community
involvement and education since 1984.

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April 2005

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NTSB

Next Meeting Date:

April 6th 2005 at 6pm

Meetings and potluck
dinners begin at 6pm on
the first Wednesday of
every month at the Auburn
Airport.

Important Dates

Board of Directors
meeting March 30th at
6pm @ Barnstormers
Restaurant

AAA-AC meeting March
29th at 6:30pm @ CAP
Headquarters

Youth Auxiliary meeting
is April 23rd at 10:30am @
Barnstormers Restaurant

PROPWASH is the
newsletter of the Auburn
Aviation Association, a
non-profit organization. It
is published monthly and
is also available online.

March Meeting was a Hit!

We had another wonderful turn out at the March meeting with a great potluck, lots of new faces and an outstanding presentation by Don Anderson! It is wonderful to see so many members becoming regular guests at our monthly meetings and we hope to see more of you every month!



Daniel Fluke, a new guest at the meeting and 2005 AAA scholarship candidate, and his flight instructor and AAA member, Beau Perry

Business covered at the meetings went smoothly. After a big potluck dinner Milt Ciarlariello, our Treasurer, discussed the 2005 budget with the association and it passed with flying colors. Susan Wozniak, co-chair for the 2005 Air Fair also gave an update on the current situation. It's now official that our

2005 Thunder in the Sky theme is "Guardians of the Blue" which applies to everyone who flies for a purpose like the CDF, CalStar, the Coast Guard Auxiliary, etc. It will be a wonderful way to honor all the men and women who protect and serve in the air! Remember, if you are interested in helping out with the Air Fair, please contact Susan at susanflies@aol.com!

Chelsea Engberg, editor of Propwash, also addressed the Association regarding the new Youth Auxiliary she is putting together with Susan Wozniak for young adults between the ages of 13-18 years old. For more information on this group please see the article on page 2.

The big event of the evening was the terrific presentation Don Anderson gave regarding the construction of the Foresthill Bridge for which he was head engineer for. An 80-slide presentation with humorous and educational dialog from Don was quite entertaining for everyone involved and proved to be an outstanding addition to the night. He also donated a large projection screen to the group for future presentations. So, for everything Don, a big thank you! It was wonderful!

The next meeting will be the **Scholarship Award's Dinner** on April 6th at 6pm!! We hope to see you there!

AAA's New Youth Auxiliary!

Chelsea Engberg and Susan Wozniak, both board members for the AAA, have undertaken the task of starting a new Youth Auxiliary for local students between the ages of 13-18 years old. They are hoping to open the door for the next generation to experience the joys and wonders of aviation. "I was always interested in flying, but when I was in high school I had no idea how to get involved," Engberg said, "so we are hoping that this organization will allow students to become involved even if they don't have any connections to general aviation." Wozniak, who runs the AAA's youth scholarship program every year, is also very excited to get this group up and running, hoping to allow more kids to learn about the scholarships offered and a way to get involved in aviation at an early age.

The Youth Auxiliary's mission statement mirrors the AAA's with a little something added at the end: Dedicated to aviation, safety, friendship, community involvement and education *for the next generation*. The group is planning to allow members the opportunity to hold leadership positions, take part in community service projects including being part of *Thunder in the Sky* and will put together outings to places like towers, flight service stations and other airports in the area. As well, the Youth Auxiliary is hoping to work hand-in-hand with other youth organizations at the airport in order to provide the most indepth involvement in aviation for the kids.

The Youth Auxiliary's first meeting will be at Barnstormers on Saturday April 23rd, 2005 at 10:30am and all interested youth and parents are welcome to attend. There is already a website up which you can view by going to the AAA's website, www.auburnaviationassociation.org, and clicking on the Youth Auxiliary link. Membership forms are available there and dues are \$10 for the year. If you have any thoughts regarding the group, or are interested in becoming involved in the Youth Auxiliary please contact Susan Wozniak at susanflies@aol.com or Chelsea Engberg at cseengberg@earthlink.net for more information. We hope that the Auxiliary will turn out to be an outstanding addition to the AAA's dedication to making general aviation and our airport as wonderful as possible!

AAA Members & Their Weekend Trips!



Looking for a fun trip to make with friends or family for a day? Head down to Monterey Bay Aquarium like John Klunker, Chelsea Engberg and Mike Duncan did a few Saturday's ago! Fly into Watsonville Airport and drive if you can get a car (rentals are available at the airport) for the 30 minute trip down Highway 1, or fly into Monterey Airport and grab a taxi or rental car to get to the Aquarium that is less than 6 miles away! Discount tickets are available for seniors, students and children under 17 and it is a great way to spend the day. But, remember to check the weather and don't forget the approach plates as you never know when you might have a thin layer of clouds to break through in the morning along the coast! Have you have taken a trip recently that you would like to share with the Association? Have you flown in to a great restaurant or found a fun weekend get-away that you think others would enjoy? Let us know by emailing the editor of *Propwash*, at:

cseengberg@earthlink.net

Thunder in the Sky Online!

Auburn Aviation Association's 2005 "Thunder in the Sky" Air Fair website is up and running! Check in often for constant updates at www.thunderinthesky.org to find out who our sponsors are, what the Air Fair schedule will be and other information on the exciting events to take place on August 12th & 13th, 2005! Also, let us know if you are interested in volunteering at the event by contacting Susan Wozniak using the contact information provided on the website! Hope to see you all there!

AAA's Treasurer's Report for March 2005

- Current balance is \$25,213.49,
- The Feb '05 register posted some \$268.88 gain deposited from membership dues, minus expenses.
- Budget '05 was ratified. You have budgeted \$25K for the '05 Air Fair and increased your philanthropic efforts based on '04 successes, to \$16,000 for flight scholarships, and \$16,340 yet to be assigned
- Members of the Air Fair committee have been requested to submit their estimates of their expenses.
- The Audit of 2004 income vs. expenses has been compiled for supporting detail. It shows a total gain of \$2028 in the monetary assets of the corporation for 2004 (up from \$1634 in 2003).
- The audit is being used as the basis for the annual IRS report that is due by 15 May. The CA (tax) FTB form 199 was submitted 3/24/04.
- The annual report to the Secretary of State was mailed 4/01/04 with the annual \$20 payment, and due again next month.
- The treasurer wanted to negotiate a free checking account with a local Bank, so we no longer pay monthly bookkeeping charges. Thank you Auburn Community Bank for all the help!

Respectfully submitted 3/02/05,
Milt Ciarlariello
2005 AAA Treasurer

A Trip to the Altitude Chamber?

Mike Duncan has been in touch with Ms. Rhonda Smith of Lincoln, California. About a month ago she was able to put together a group to head to Beale Air Force Base and try out their altitude chamber. It sounds as though she is interested in helping Auburn Aviation Association put a trip together for sometime in June. We are hoping that she will be able to attend our upcoming meeting, so if you see her at Barnstormers, say hello!

We will keep you posted on the developments of this. Remember, a trip to the altitude chamber is a

great way to learn your body's reaction to high altitudes, hypoxia, as well as seeing the signs and symptoms in others. It is a great learning experience to stay safe in the air!

April Fly-Out Information

As some of you know, the March Fly-Out ended up in Willows due to weather. So, we are going to try again for Napa this month as our primary airport. If Napa is not reachable due to weather, the secondary destination will be Pine Mountain Lake. The flight is planned for April 16th, 2005 in order to give time for people to arrange their schedules after our April 6th meeting. Destination arrival time is set for 12:20pm, so plan your flight to get you there on time! If you are interested in taking part please let O.C. Taylor know in advance by calling him at (530) 823-7734. He is in charge of arranging the planes that are going, seats that are available, etc. This is a great way to meet other members, enjoy a nice Saturday flight, and have fun! We hope to see you all there!

Emergency Airworthiness Directive

Wondering what exactly caused some newly built Cessna 172's and 182's to be grounded by the emergency AD that was issued this month? Here is the FAA's summary of the reasons (available on the FAA's website, www.faa.gov):

The FAA has been notified that inadequate or incorrect flight controls rigging may exist on recently produced Cessna Models 172R, 172S, 182T, and T182T airplanes. The following issues were identified through Cessna's inspection of airplanes still at their production facility:

- Two airplanes with ailerons not engaging the upper stops and one with a flap push/pull rod missing the nut on the bolt.
- Elevator cables chafing fuel lines near the fuel selector, which caused damage to the fuel lines.
- Elevator trim cables routed outside the cotter pins in the horizontal stabilizer.
- Elevator trim cables crossed twice (trim functioned correctly in flight).
- Control cables rubbing structures such as bulkheads and center consoles.
- Aileron bell crank adjustment screw interference with stringer.
- Barrels on control cables not safety pinned or incorrectly pinned.
- Control cables routed outside of pulleys.
- A bent flap bell crank.

Upcoming Aviation Events

FAA Posted Events/Seminars

“Little Known FAR’s That Can Ruin Your Day”

March 23rd, 2005
7:00pm
Hayward Airport
21015 Skywest Drive
Hayward, CA 94541

“Weather Theory for Pilots”

April 25th, 2005
7:30 pm
Civil Air Patrol Headquarters@DVO
551 Airport Road
Novato, CA 94945

“Flying Companion Seminar”

April 30th, 2005
8:30am
Conference Room @ Sacramento Executive
Sacramento, CA 95822

**For more information on these and other FAA
listed events visit:
<http://www.faasafety.gov/SPANS/events.aspx>**

Other Upcoming Aviation Events

Schellville Display Day

April 9th & 10th 2005
12:00pm – 4:00pm
Schellville Airport
Sonoma, California

Pacific Coast Dream Machines

April 24th 2005
10:00am-4:00pm
Half Moon Bay Airport
<http://www.miramarevents.com/dreammachines/index.html>

Great Valley Fly-in & Duck Pluck

April 30th – May 1st
Watts-Woodland Airport
Woodland CA
<http://www.woodland-sunriserotary.org/Flyinpage/GVFlyIn.html>

Andy Robinson’s Outstanding Photo



One of the AAA’s newest members, Andy Robinson, took a trip around the San Francisco Bay a few weekends back and got some great shots of the Golden Gate Bridge! A worthwhile trip for anyone looking for a nice Sunday flight!

Auburn Aviation Association

Officers 2005

President	Evan Wolfe	637-5107	wolfeshark@cwnet.com
Vice President	Tom Palmer	885-6635	ravon40@infostations.com
Treasurer	Milt Ciarlariello	268-6636	ateam@skyq.com
Secretary	Carryn Perry	878-6730	bcdperry@earthlink.net

Board Members 2005

Membership	Susan Wozniak	863-3497	susanflies@aol.com
Newsletter	Chelsea Engberg	269-0711	csengberg@earthlink.net
5AC	Don Gwinn	878-9469	dgwinnconst.com
5AC Liason	Don Anderson	888-6710	
Past President	Tom Brady	888-0769	barflyldr@mindspring.com
Emeritus	Dick Kiger	885-4364	dolores1@jps.net
At Large	Tony Wright	885-0242	stinson2@juno.com

Profile of the Month

John Kluenker



Flying to me has always been sacred. It has always felt like a God-given privilege to seemingly break the very laws of physics that have been imposed upon our flightless species since the dawn of time.

While growing up I was always captivated by airplanes. Although my dad was a pilot, he let his certificate expire before I was born in order to afford the cost of raising a family. Although he couldn't actually take me flying, he never failed to convey his passion for airplanes and aviation. I would always cut pictures out of his *Sport Aviation* magazines and make mobiles out of them. I'll never forget the many days spent out at the local airports kicking tires and watching airplanes with my dad.

It was during one of those days up at Auburn in January of 1994 that he asked me if I wanted to start taking flying lessons. At the age of 14, I could only afford about one lesson per month on lawn mowing and baby-sitting money, but I had a great time learning to fly. Later that year, my dad renewed his certificate and got back into flying. He purchased a 1958 Cessna 175 Skylark (Emma), which he owns to this day. I ended up soloing on my 16th birthday and got my Private at 17. A lot of high school and college vacations were spent cruising around in Emma with my younger brother, Jeff, who is also a pilot and flight instructor at UND. Our favorite pastime was our "fly-in/hike-out" trips in the 175.

When I finally admitted to myself that I no longer had fighter pilot eyesight, I started looking beyond the military for college. I remember paging through a *Flying* magazine back in 1996 and seeing an ad for the University of North Dakota which

highlighted the UND Flying Team and their 10th National Championship in the past 12 years. It was then that I decided where I was going to go to college, and what I was going to do when I got there.



I had an incredible experience at UND and earned the rest of my ratings up through CFII. During my time in college I was involved in many different organizations and had the amazing opportunity to be a competitor, captain and coach of the UND Flying Team. I had many incredible life-changing experiences with that team and made a lot of friendships that are certain to last forever. In 2001 I participated in UND's scholarship program and ended up winning a scholarship for BeechJet training at FlightSafety. After a couple of weeks of "drinking through a fire hose", I received a type rating in the BE-400 and the MU-300.

After graduating, I stayed at UND to work as a flight instructor for the school and an assistant coach for the Flying Team. About a year later, I got hired by a Part 135 charter company and started flying a BeechJet out of Mather Field. It was a bit of a shock to go from the right seat of a Piper Warrior to the right seat of a BeechJet, but it all worked out. I was on "cloud nine" flying a jet all over the country out of my hometown. I really enjoyed the job and the guys I was flying with, but it didn't keep me busy enough. Now I fly a BeechJet for a wealthy restaurant owner out of Santa Rosa. I've been doing a lot of flying from the left seat and am hoping to be a captain by the end of this year.

I always jump at the chance to head up to Auburn and do some "real flying" in the old Cessna. I am very eager to get more involved at the airport and am still having a great time learning to fly.

Prez Says

The March fly-out adventure was set for Napa Airport for lunch at the famous Jonesy's Restaurant. I remember eating lunch there for the first time in 1968 when Lorri and I flew up from Southern California in our beloved Cessna 170A to visit her parents in San Rafael. Jonesy was in his white "T" shirt and apron and was personally doing the cooking. Over the years, we went there many more times. It was a short hop from Santa Rosa or from Petaluma where we ended up living during the years of 1969 through 1982. It was a very popular place and we saw a number of celebrities eating there. John Wayne was there in his later years and while I didn't speak with him, I could overhear his conversation with his party next to us. He seemed like a real regular guy. Sadly, time takes its toll and John Wayne and Jonesy have long since passed on to the next stage of eternity. But the tradition of Jonesy's and the memories live on. Saturday the 12th of March dawned clear and calm but a call to the F.S.S. revealed a nasty layer of coastal stratus clouds over Napa. As the morning went on, the weather did not burn off in time, so our fearless flight leader, O.C. Taylor, made a last minute command decision to divert the mission to Willows, with a short hike across the freeway to the Casa Ramos Mexican restaurant. The food was great and the company even better. We had six planes, ranging from two T-28's to a motor glider. The oldest pilot attending was Lucien Mather at the spry age of 91. He shared the flying chores with Tony Wright.

Our monthly outings are not really about the hamburgers we get but are about a lot more. It is the adventure of the trip and the comradery with our fellow members of the family of the A.A.A. that is the invaluable prize of the endeavor. The memory of that shared adventure will endure long after the elevated cost of the hamburgers has been forgotten. Many of our members are not able, for one reason or another, to fly themselves out on such a mission, so we who are entrusted with the sacred gift of flight, should show our gratefulness for that gift by sharing it with those who do not possess it. Your Secretary of Transportation, O.C. Taylor, works hard to promote and organize our monthly adventures. I hope that you will all do your best to participate, whether as pilots or passengers, to enjoy and share the fun. Sign up with him and get involved. We are an aviation association.

Our Airport manager has re-locked and keyed our meetinghouse (the pilot's lounge) so we should have better security now. Yes, he gave us some keys. The contract has been signed for the new heating and air conditioning system. Dick Kiger and Joe Williams and a number of other members are working on some remodeling to make other improvements. Please be on the lookout for pictures for our historical wall murals. We will start posting them in April, and thereafter, on 4' x 8' boards which we will affix to the walls. Don Anderson donated a large projector screen which we can also mount for use in future visual presentations. He presented a very interesting insight into the construction of the Foresthill Bridge which he helped to supervise and he saw our need for a screen, so he donated one of his. If you get the chance, let him know how much we appreciate his presentation and his generosity.

We have many great things in the works for 2005. The Air Fair group is working hard and if we all pull together, this will be the best one yet. Please get involved and share in the fun. I look forward to seeing you all at the April meeting.

Evan Wolfe

Youth Corner

Are you a high school student interested in aviation and looking for possible colleges to attend? There are many more schools out there that offer aviation degrees than you think. For more information check out these websites:

<http://www.faa.gov/education/schools.cfm>

<http://www.avhome.com/fschools.html>

Propwash Says Thank You!

Propwash wants to say a big thank you to Don Gwinn for allowing us to use his copy machine and paper to put together the newsletter every month. Also, a huge thanks to Dick Kiger who helps staple, label and mail all of the newsletters every month. Without you the newsletter would not be possible. Everyone in the Association appreciates all your help!

Local NTSB Reports

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

Tail numbers and names have been removed for confidentiality purposes.

On February 6, 2005, about 1820 Pacific Standard Time, a Cirrus Design Corporation SR22 G2 impacted mountainous terrain after encountering icing conditions near Norden, California. The owner/pilot was operating the airplane under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, sustained fatal injuries; the airplane was destroyed. The personal cross-country flight departed Reno/Tahoe International Airport (RNO), Reno, Nevada, at 1753, en route to Oakland, California. Instrument meteorological conditions prevailed at the airplane's cruise altitude and an instrument flight rules (IFR) flight plan had been filed. The primary wreckage was at 39 degrees 17 minutes north latitude and 120 degrees 20 minutes west longitude.

The National Transportation Safety Board investigator-in-charge (IIC) reviewed recorded radar data and noted a secondary 4271 discreet beacon code (assigned by air traffic control (ATC) to the accident aircraft) at a mode C reported altitude of 4,600 feet msl (mean sea level). Recorded radar data indicated that the target took off from RNO southbound, and while climbing, executed a 270-degree left turn. It continued climbing on a westerly course for about 18 minutes 30 seconds, and obtained a mode C reported altitude of 16,100 feet msl. The target leveled off and maintained 16,100 feet msl for about 3 minutes 40 seconds. Radar data showed that the target initiated a climb and obtained a mode C reported altitude of 16,700 feet msl. The last 12 seconds of recorded radar data indicated that the target was in a descent. Radar contact was lost at 18:17:29, at a mode C reported altitude of 15,700 feet msl.

During the flight the pilot reported to air traffic controllers that he was in icing conditions and was not able to maintain altitude.

The first identified wreckage was the parachute canopy, miscellaneous interior panels, pieces of Plexiglas, and a pilot's flight guide. An employee of Sugar Bowl Ski Resort who was grooming the ski runs found the debris at 0140, on February 7, 2005. The parts were scattered across the north slope of Mount Lincoln at the Sugar Bowl Ski Resort. The emergency locator transmitter (ELT) separated and fragmented.

At 1137, on February 7, 2005, Placer County Search and Rescue (SAR) found the main wreckage on the south-facing slope of Mount Lincoln at an altitude on 7,690 msl.

An examination of the pilot's logbook indicated an

estimated total flight time of 473.2 hours. The pilot logged 100.4 hours in the last 90 days, and 38.9 in the last 30 days. He had an estimated 69 hours in this make and model. He completed a biennial flight review on December 29, 2004. Prior to the accident flight the pilot had logged a total of 75.1 hours of instrument time, with 11.9 hours of that in actual IFR conditions.

The pilot had bought the airplane new from Cirrus Design and had taken delivery of it on December 23, 2004. The airplane had 6.7 total hours since new when the pilot took delivery. The last entry in the pilot's records indicated that the airplane had 98.7 hours total time since new on the date of the accident.

The closest official weather observation station was Truckee-Tahoe Airport, Truckee, California, (TRK), which was 9.3 nautical miles (nm) northeast of the accident site. The elevation of the weather observation station was 5,900 feet msl. An aviation routine weather report (METAR) for TRK was issued at 1810. It stated: winds from 240 degrees at 6 knots; visibility 10 miles; skies 3,400 feet broken, 10,000 feet overcast; temperature 37 degrees Fahrenheit; dew point 27 degrees Fahrenheit; altimeter 29.87 In/Hg.

Investigators from the Federal Aviation Administration (FAA), Cirrus Design, Ballistic Recovery Systems (BRS), and Teledyne Continental Motors (TCM) were parties to the investigation. The Safety Board IIC and the parties examined the wreckage on site and at Plain Parts, Sacramento, California, on February 10, 2005, following recovery of the wreckage.

Factory representatives from Cirrus Design and Ballistic Recovery Systems examined the recovered components of the Cirrus Airframe Parachute System (CAPS). The factory representatives said the damage to the CAPS components indicated that the system was activated well above the design limits, and at a very high airspeed.

The emergency procedures (section 3, Page 3-22) of the Cirrus Design SR22 pilot operating handbook states:

"Once the decision is made to deploy CAPS, the following actions should be taken:

1. Airspeed. MINIMUM POSSIBLE

The maximum demonstrated deployment speed is 133 KIAS. Reducing airspeed allows minimum parachute loads and prevents structural overload and possible parachute failure."

The airplane wreckage was retained for further investigation.

- *This NTSB report was obtained from www.nts.gov which is open to the public for viewing accident investigation reports. We have published these articles to allow pilots to read and learn from other people's experiences, and sometimes, their mistakes. Remember, the more you learn on the ground, the more educated your actions will be in the air! Fly safe and have fun!*



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Permit No. 110

March Meeting!

April 6th, 2005 at 6pm

Program:

2005 Scholarship Awards Ceremony,
University of North Dakota Aeronautics Presentation
& brush up on your aircraft recognition!!

Potluck Dinner Info by Last Name

(please bring enough for 10-15 people)

A-N : Main Dish

O-T : Side Dish/Salad

U-Z : Dessert