



# propwash

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

## April 2006

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## President's Message

The March meeting was well attended and the food was good. We are getting our balance a little better on the pot luck selections. I really appreciated how everyone pitched in to get the room ready and to put on the meeting and then clean up afterward. We sure have a lot of good people in our group. It was nice to meet this year's scholarship winners and their families. That sure reinforces my determination to produce the annual Air Fair. I remember how excited I was at age sixteen when I started taking flying lessons. I wish that there had been a scholarship program then, I might have amounted to something as a pilot.

Member and local mechanic/I.A., Gary Vogt, gave a nice presentation about his Grumman American repair and modification business. I had no idea what an interesting background he had, rocket scientist, jet propulsion engineer, and now a Grumman American specialist at our airport.

*(Ed's note: For more information on Gary's work, checkout his website at <http://www.aucountry.com/> )*

Thunder in the Sky 2006 is now officially in the preparation stages. It should be a great event. We will need a lot of workers to put it on but many hands will make light work. It has evolved into one of the very best small town air shows on the circuit. I have heard a lot of praise about Thunder in the Sky 2005 from the community and from the participants. We can be proud. Contact me to volunteer. I'll see you at the April meeting on Wednesday the 5th.

Evan Wolfe  
AAA President



## OLD "INDIAN TRICKS" FOR PILOTS

by Evan A. Wolfe, C.F.I.

In the last issue, Old Indian Tricks #3, dealt with how to handle some of the challenges of takeoffs in tail wheel type aircraft. As promised, Old Indian Tricks #4 will deal with some of the aspects of landing that are unique to tail draggers along with a few general tips for landing that type. If you have been in a holding pattern since last month, waiting for landing instructions, well now we can safely get you down.

The universal and unrelenting enemy of the airman is Gravity. Gravity never sleeps, never blinks, never takes a vacation. It relentlessly waits for some hapless airman to let down his guard, if only for the briefest of moments. Whenever that happens, Gravity grabs the airman and throws him on the ground and kills him. Anytime you are flying over 20 m.p.h. and/or over 20 feet up, you are vulnerable to gravity's evil plans and your life may be the price for inattention or lack of judgment. A cute illustration of this principle is the old saying about Piper Cubs, "The Piper Cub is about the safest plane ever built. It can just barely kill you." Remember the 20 m.p.h. and 20 feet rule. Flying is serious business, and only understanding how incredibly dangerous it is will allow it to be acceptably safe. Well, now that you know the enemy, as a tail dragger pilot, you also have to be aware of Gravity's evil little toady assistant. The Directional Demon. The Directional Demon, second only to Gravity, is the arch enemy of the tail dragger pilot. Like Gravity, he also is very intent on seizing the opportunity of any lapse of skill or attention to provide him with the opportunity to ruin your day and your airplane. The tail dragger is inherently unstable in directional control. Some are a lot worse than others, but the range is generally from poor to much worse. The Demon's favorite past time is causing ground loops. A ground loop is somewhat like spinning a car out. The tail swings around the nose and the plane usually tips over or runs off the runway and the best that you can hope for is embarrassment only, but the consequences can be much worse.

### Old Indian Tricks #4:

#### A - Angle of Attack

The first step in landing the tail dragger is to understand that the angle of attack at touchdown is critical. For a nose wheel plane, it can be acceptably landed with the mains touching down and the nose wheel just off the pavement, all the way to having the nose wheel quite high. The main gear is well aft of the center of gravity so the tendency will be for the nose to lower after the mains touch down, causing the wing angle of attack to lessen,

decreasing lift, and the plane will tend to stay down. On the tail dragger, the main gear is a bit ahead of the c.o.g., so if the main gear contacts the ground first, the tendency will be for the tail to then drop, causing an increase in the angle of attack of the wing, increasing left, and the plane will try to fly off the runway again. The secret is to select a plan that does not cause the angle of attack to increase (momentary lift) after touchdown. There are two basic types of tail wheel aircraft landings. One is the three point or "full stall" landing and the other is the "wheel" landing.

#### B - The full stall landing.

The full stall landing is when you work the angle of attack up to minimum flying speed at the point of touchdown so that the tail wheel and the mains touch at the same time, or the tail wheel touches just slightly before the mains do. Absent an aberrant gust of wind, that will result in no increase of angle of attack or lift, after touchdown, and the plane will obediently stay on the runway. The advantages of the full stall technique are a generally slower touchdown speed, less chance of a bounce, and less chance of nosing over on rougher terrain. The disadvantage is that the nose will be high at touchdown and forward visibility will be reduced on most aircraft. The technique for accomplishing the full stall landing is to approach so that you round out your flare just above the runway surface as you would in a nose gear plane, but instead of waiting for the mains to settle on, you have to keep taking up the slack in the elevator control so that you work the plane up to a nose high attitude just as you run out of flying speed, so that the plane will gently touch down on the mains and the tail wheel simultaneously. The key is to judge your flare or round out so that the mains are just barely above the runway surface and then with as light a touch as possible, slightly pump the elevator control so that you can ease the nose up and up into the full stall position just as you run out of flying speed and you touch down. The light touch and slight pumping technique on the elevator control is the critical part. If you pull back too hard or prematurely, your flight path will go back up and you will tend to drop in hard once you run out of flying speed, too far above the runway. If you are too timid on the elevator during the round out, the mains will touch prematurely, while you still have some flying speed, and the tail will then drop onto the runway, causing the angle of attack to increase and you will go back up again. Once the plane is on the runway with tail wheel down, the elevator control should be held firmly against the up stop until you are ready to pull off the runway. It takes a light touch and the development of judgment that only comes with an understanding of the goal and a lot of practice. No aviators that I know of were born with that ability. At least none that were born without feathers.

**C - The wheel landing.**

The wheel landing is where you land with the tail wheel still up in the air when the mains are on the runway. That is usually done in gusty wind conditions, where you need more control response or on planes with very poor forward visibility when the tail is down. It is also preferable for some heavier, high performance planes, where there is plenty of runway length available, or for any combination of the foregoing. Typically, you will use a slightly higher power setting than minimum idle so that your deceleration rate will be slower and the flare profile will be flattened out, allowing you to feel for the runway to touch the mains down. Once they touch, you have to close the throttle and resist the urge to pull back on the elevator control to put the tail down. If you were just flying at that airspeed when the mains touched, a sudden increase in angle of attack will cause the plane to fly up again and you will start bouncing like Gerald McBoing Boing. In order not to do that, it is helpful to keep some forward elevator trim in during the landing approach so that you will be encouraged to push the elevator control slightly forward after touchdown so that the tail will stay up until some of your speed bleeds off. This will feel quite unnatural at first, since you have just diligently developed the habit of holding the elevator firmly back at touchdown on the full stall (three point) landings. Once you are down to well below the stall speed, you can then lower the tail wheel. If you lower it prematurely, the increase of angle of attack will induce an unwanted liftoff. It is helpful to hold the tail up in a level position until elevator effectiveness requires increasing forward pressure to maintain the tail up attitude, at which point the tail can be allowed to be lowered. One of the most difficult things in accomplishing the wheel landing is having to overcome the habit of holding the elevator back as you do in the three point landings. It actually takes a mild forward pressure immediately upon touchdown.

Whichever type landing you choose, it is most important that you choose decisively and then fly your choice. If you end up with Mr. In-between, you will look like Gerald McBoing Boing, at which time you will either have to go around or add a little bit of power and convert to the full stall three point option as a recovery. Remember, you can only log one landing, no matter how many times you bounce. At the same time that you are concentrating on the touch down, you have to be constantly vigilant to guard against the evil plans of the Directional Demon. You have to keep your head up and your eyes on the nose against the horizon. You have to judge your flare height out of your peripheral vision. It is often said about tail draggers, you have to fly them until they are tied down. That is not quite true, but your job is not over until you are down to slow taxiing speed and are off the runway. Save your "cleanup" to takeoff configuration until you are off the runway and directional control is no longer at issue. Also, don't forget your "S" turns. Now that you know what to do, all it takes is a lot of practice. At first it may seem impossible, but like most things in life,

if you work at it, it won't get easier, but your skill will increase until it is easy for you to do it. Most of us are operating at way below our potential. All it takes is the desire to do better and a lot of practice. Also, you need a good instructor with nerves of steel and lightning fast reflexes to keep you out of trouble until you get the knack of it. Once you succeed, your overall landing skills will be greatly increased and you can have pride in knowing that you can do something that the majority of today's pilots cannot do.

Look for more "Old Indian Tricks" in future issues.

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**5AC Update**

*Meeting Date: February 28th, 2006*

Some highlights from the past meeting:

**The Civil Air Patrol Lease Extension**

A committee from the CAP and the 5AC met and agreed to forward to the Airport Manager an extension of the present lease for 5 years. They also identified a site for future facility at the airport.

**The City Of Auburn's Proposed Lease Agreements**

The proposed leases were discussed in detail and it was agreed to forward marked up copies of the leases and written comments to the Airport Manager by March 10, 2006. The Airport Manager will respond to the comments for possible inclusion into the proposed leases.

**Airport Maintenance**

A request was made to the Airport Manager to repair and paint the airport Tetrahedron and the Airport Manager agreed to repair same.

**Airport Specific Planning Meeting**

Bob Richardson, Auburn City Manager, announced the first of a series of public meeting to get the public's input into what types of facilities, amenities and activities they would like to see at the airport.

The first "Brainstorming" meeting will be held at the airport on March 21, 2006 at the Terminal Operations building.

*Submitted by: Donald C. Anderson, 5AC Liason*

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**New VFR Sectional Chart**

The latest edition of the San Francisco VFR Sectional Chart was published on March 16<sup>th</sup> 2006. Remember to always fly with an up-to-date aviation chart.

Further information on FAA charts: <http://naco.faa.gov/>

## Auburn Aviation Association Student Scholarship Winners

Congratulations to the 2006 Student Scholarship Winners.

During the last meeting, Beau Perry introduced the Student Scholarship winners. Each of the Students then introduced themselves and their families to the meeting.



Marc Ferrara and his parents



Gabriel Bryan with his father



Cameron Pope with some of his family!



Brian Smith with his parents.



Jonathan Cushman with his mother and sister.

The recipients of the scholarship will be commencing their ground school study shortly. They have all been enrolled in an 8 week course being run at Sierra College. Once they have completed this ground school they will progress to the flight training portion.

Thanks again to all of the AAA members who helped with the organization of the Student Scholarship.

## Auburn Aviation Association

### Officers 2006

President	Evan Wolfe	(530) 637-5107	wolfeshark@cwnet.com
Vice President	Andy Robinson	(916) 529-4519	andy@bigandy.com
Treasurer	Don Gwinn	(530) 878-9469	don@gwinconst.com
Secretary	Carryn Perry	(530) 878-6730	bcdperry@earthlink.net

### Board Members 2006

Membership	Peggy Dwelle		peggy@nellaoil.com
5AC	Don Gwinn	(530) 878-9469	don@gwinconst.com
5AC Liason	Don Anderson	(530) 888-6710	
Past President	Tom Brady	(530) 888-0769	barflyldr@mindspring.com
Emeritus	Dick Kiger	(530) 885-4364	dolores1@jps.net
At Large	Tony Wright	(530) 885-0242	stinson2@juno.com

## Auburn Aviation Association Youth Auxiliary

1<sup>st</sup> Meeting in 2006

March 12<sup>th</sup> 2006

The first monthly meeting was held at the old Barnstormers room/Terminal building. Chelsea Engberg, John Klunker and Andy Robinson got the meeting off to a fresh start. Several students attended and were keen to indulge in aviation related activities at Auburn Airport.

After some brief introductions, several ideas on what sort of activities that the group will be undertaking were discussed. Some aviation related visits are to be organized, as well as some educational activities. In the past John has presented some very informative seminars on aircraft recognition. As in past years, several members of the Youth Auxiliary have helped out at the Thunder In The Sky air fair.



<http://www.onesixright.com/>

Aerial photos and also some videos were shown. Snippets of the film **One Six Right** were also shown. If you have not sent this movie – it is well worth a viewing. The film is about the history of Van Nuys airport (KVNy). It also goes to show what can happen to airports when they get neglected. A full showing of this film is planned for in the next few months.

This video has some influence on the following project:

### History of Auburn Airport Video

Chelsea is starting up a project with the Youth Auxiliary to make a short video to highlight some of the history of the Auburn Airport. In the upcoming months, the members of the Youth Auxiliary will be interviewing people about the airport, as well as compiling information about the airport and its history. Please help them and provide them with any assistance and historical information as possible.

Submitted by Andy Robinson

### Editor stand-in...

The usual compilation and production of this newsletter, **Propwash**, is undertaken by Chelsea Engberg. This month (and maybe the next) I, Andy Robinson, was cornered to stand in for Chelsea and compile the newsletter. Chelsea had a good reason to ask to take a brief absence from the editorship.....The reason is that Chelsea Engberg and John Klunker are due to get married in April!

**CONGRATULATIONS!**

Ironically John and Chelsea met at a AAA meeting early in 2005.

### As seen flying around Folsom Lake

Although the weather has been rainy of late, there have been some breaks in the weather for some photography.



The Perry's Piper Arrow PA-28R-180 as seen from the back of Andy's Cherokee Six (flown by Mike Duncan) earlier this month.

## Aviation In The News

### California Capital Airshow

Mather Airfield, Rancho Cordova, CA  
March 18<sup>th</sup> and 19<sup>th</sup>

This was the second time that an air show has been held at the Mather airfield in recent years.

Although there was quite a bit of disorganization with respect to opening the gates at the advertised time, which in turn caused significant traffic issues on I-50, the air show was a good event. (Thunder in the Sky is better organized!)

A nice collection of aircraft were displayed at Mather for the public to get up close to.



**C-5 Galaxy – both front and rear doors open**

Some good aerobatic displays were put on: Tim Decker flew an impressive routine in a Pitts S2-C. The flying was then even more impressive with some very low flying by Chuck Lisher in his F-260. The helicopters were out in force too – displays from the Coast Guard and the Army were good. Local pilot, Julie Clarke, flew a precise display in her T-34, however, I feel she was upstaged by the A-10 display. The A-10 can fly some impressive maneuvers, though, just as the crowd were getting a bit relaxed with the flying routine – the crowd line was lit up with some explosive pyrotechnics. The handy work of Rich Gibson (Rich's Incredible Pyro) managed to grab everyone's attention. After several explosions, the finale of the A-10's display was an amazing wall of fire – you could feel the heat in your face from the flames – amazing!

Auburn airport was represented by several airport residents, including the Sheriff's department, the CHP helicopters and Ken Dwelle's Harvard Mk II (T-6) Kitchen Pass were on display.

The air show was closed by spectacular precision flying from the Blue Angels.

The tradition of all air shows then followed – the slow drive out of the parking lot!

*Submitted by Andy Robinson*

## Upcoming Aviation Events

### **Wednesday 5<sup>th</sup> April 6pm**

AAA Meeting at Auburn Airport, CA

### **April 4<sup>th</sup>-10<sup>th</sup>**

Sun 'N Fun Fly-In

Lakeland, FL

<http://sun-n-fun.org/content/>

### **June 3<sup>rd</sup> – 4<sup>th</sup>**

Beale Air Force Base, Beale, CA

9am – 5pm – FREE Admission

<http://www.beale.af.mil/airshow/default.asp>

### **July 24<sup>th</sup> – 30<sup>th</sup>**

EAA AirVenture Oshkosh 2006

Whittman Field, Oshkosh, WI

<http://www.airventure.org/>

### **Friday August 11<sup>th</sup>**

Thunder In The Sky Hangar Dinner Dance

Auburn Airport, Auburn, CA

### **Saturday August 12<sup>th</sup>**

Thunder In The Sky 2006

Auburn Airport, Auburn, CA

<http://www.thunderinthesky.org/>

### **November 9<sup>th</sup> – 11<sup>th</sup>**

AOPA Expo

Palm Springs, CA

<http://www.aopa.org/expo/>



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## **April Meeting!**

*April 5<sup>th</sup>, 2006 at 6pm*

Auburn Aviation Association

### **Potluck Dinner Information (By Last Name)**

A-F & V-Z: Main Dish

L-U: Dessert

G-K: Side Dish/Salad

Please bring enough for your family plus four