



# propwash

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

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January 2006

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### Next Meeting Date:

January 4<sup>th</sup> at 6pm

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

If you are interested in  
providing articles for  
*Propwash* please email  
them to

csengberg@earthlink.net

### Important Dates

#### Board of Directors

meeting December 28<sup>th</sup> at  
6pm @ Barnstormers

#### AAA-AC meeting

December 27<sup>th</sup> at 6:30pm  
@ CAP Headquarters

#### Youth Auxiliary – We

are hoping to start  
meetings again January or  
February...stay tuned to  
the website for more  
information!

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

## Prez Says

### ***THE END IS HERE***

Just as I was beginning to accept that it is 2005, already, it is about gone and I have to recondition myself to writing 2006. It is a real wake up call about how fast this life slips by. I have resolved to work a little harder and faster because it is apparent that I am going to run out of time before I run out of things that should be done. I am thankful for all of the work that the association members have done during this past year for the benefit of the airport and for all of us. More and more, I hear visitors to our airport remarking what a friendly place it is. We are really making a difference.

The December meeting was well attended with about 80 members and guests participating. A lot of food and toys were donated and the food and fellowship was great. We got another song out of Bunny Crites. He is a local treasure and we sure appreciate his faithful participation. He was not up to his usual form because of a bad

fall that he took in his front yard. I accused him of waiting too long to open his parachute.

I was proud of the improvements to our meeting room as a result of the efforts of our volunteer painters and the generous donations of the base molding by Homewood Lumber of Loomis and Bowe Jenner, finish carpenter extra-ordinaire, who installed it. The total cost to the Association for all of the improvements was well under \$100.00. We are going to start redecorating the walls with interesting aviation photos and maps, etc. If any of you have any good pictures, classic posters or other aviation art that you would like to contribute, we would love to have them. I'll see you next year.

*By: Evan Wolfe*  
*Auburn Aviation Association*  
*President*

### **Happy New Year** **From the AAA**

From everyone at the Auburn Aviation Association, we wish you all a happy new year as we begin 2006!

## OLD "INDIAN TRICKS" FOR PILOTS

By: *Evan A. Wolfe, C.F.I.*

A friend of mine was a very crafty heating and air conditioning repairman. He always amazed me by coming up with unique fixes for problems that someone of lesser experience would not have thought of. He called them "old Indian tricks". As pilots, we also develop some "old Indian tricks" as a result of our experience. I would like to share a few of them.

### **Old Indian Trick #1:**

If a carbureted airplane engine has been allowed to accumulate carburetor ice to the point that it stops running, the primer can often restore it to power. Carb heat alone may not do the job since the exhaust from a windmilling engine usually will not make enough heat to melt out the carb ice. Ice forms in cold moist air just beyond the fuel jet because the evaporating fuel super-cools the air. The accumulation starts to choke off the venturi and power starts declining until the jet itself ices over and the remaining power is abruptly lost. If you are slow getting the carb heat on, the engine may not restart. Air is still getting through the carburetor but it no longer has a fuel supply because of the iced-over jet.

The proper procedure is to try carb heat as soon as you detect a power reduction, or preemptively, whenever you are using a very low power setting. If you missed that step and lost all power, don't despair. Put the carb heat on full and open the throttle and operate the primer to provide an alternate source of fuel until the carb heat melts the ice off the jet. In most cases, you will have to prime as fast as you can to make maximum available power from your temporary fuel source. Keep priming until the jet comes back "on-line" and supplies enough fuel.

Generally speaking, the Continental engines are much more prone to carb ice than the Lycomings. The Lycomings locate the carburetor so that the inlet system picks up more heat from the crankcase and oil sump. Many of the radial engines are real ice makers too. Know your engine and be aware of the weather conditions that are conducive to ice making. I have gotten carb ice on a cold clear day in cruise at 7,500 feet on my old Cessna 195. Be especially careful on landing approaches while using low power. Old Indian Trick #1 may not have

enough time to work if your engine quits on short final. Use carb heat preemptively. If you have a carb temp gauge, keep the temp above 40 degrees F.

*Look for more "old Indian tricks" in subsequent issues.*

## Remembering James Flanagan

A well-known face and friend to many at the Auburn Airport was lost this month. James, or as many of us knew him, Jimmy, was a regular at the Auburn Airport for many years, working away for hours on Critical Mass amongst other things. He was always there with a story to be told and heart of gold.

Although I have only been around the Auburn Airport for a few years, I was lucky enough to have had an opportunity to get to know Jimmy, and although there are plenty of people who knew him better than I, I must say that he is a man I will never forget. Mike Duncan first introduced me to Jimmy as he was reinstalling the cowling on Critical Mass. During this first meeting I was entertained with stories and laughter from him as he worked away. He had an all-encompassing persona of the radial-engine generation; truly an unforgettable personality.

I learned much from Jimmy in the passing encounters we had, and because in college I was a student of military history, I found him to be a wealth of knowledge. It was an honor for me to have Jimmy and his wife at my college graduation party at the airport a few years back. He arrived in full uniform...ribbons, medals and all. But this is not the Jimmy that I will always remember. The Jimmy I will remember is the Jimmy that came hours before the party to bring me pictures and maps and other things from his past as he shared his stories with me. I will remember the man who knew airplanes like I can only someday hope to, and a man that although I did not know well, is one I will never forget.

We here at the airport are blessed to have had James Flanagan as a member of our community! Let us always remember him and the things that he did for our country, our local community, and the world of aviation. Each and every person that touches the life of a new pilot helps keep the passion for aviation alive; Jimmy was someone who did this.

-Chelsea Engberg  
AAA Newsletter Editor

**Pilot Proficiency Award Program (Wings)**

Article available online at [www.faa.gov/safety](http://www.faa.gov/safety)

**About the Pilot Proficiency Award Program**

Our Pilot Proficiency Award Program (Wings) encourages general aviation pilots to continue training and provides an opportunity to practice selected maneuvers in a minimum of instruction time. After you've logged three hours of dual instruction under the program and attended at least one FAA-sanctioned safety seminar, you'll be eligible to receive a distinctive set of wings. You'll also earn a certificate of completion. If you successfully complete a phase of the Wings Program within the period specified by Section 61.56(e) of the Federal Aviation Regulations, you don't need to accomplish the flight review for that time period.

**More Wings to Work For**

The program has twenty phases and offers you a twenty-year recurrent training opportunity. You'll be eligible for more wings every year after earning your first set, each added set marking your progress.

Seaplane pilots who specify "seawings" on the proficiency award application get a distinctive set of seawings. It's a great reason to go out and fly with a Flight Instructor!

**Wings: The Sign of a Safe Pilot**

It's a fact: recurrent training makes a difference. Statistics show that pilots who take part in recurrent training programs have a much better safety record. Earning your wings could have a positive impact on your

aviation insurance costs. Be sure to tell your insurance agent of your commitment to the Pilot Proficiency Award Program .

View <http://www.faasafety.gov/about/AC61-91H.pdf> (PDF) for more information.

**Eligibility**

To be eligible for the program, you must:

- Hold an ultralight/recreational certificate or higher
- Hold a current medical certificate if required
- Log three hours of dual instruction under the program and attend at least one FAA-sanctioned safety seminar

**To Apply**

To apply for the Pilot Proficiency Award Program, send your application to your local FAA Flight Standards District Office (FSDO).

Work for your wings. They're worth a lot more than the time it takes to get them!

For more safety information, visit <http://www.faasafety.gov/> (the home of SPANS!).

\*\*\* Getting involved in aviation safety makes the world of aviation safer for yourself and others. The FAA makes the process of safety and recurrent training enjoyable and rewarding!

**Auburn Aviation Association**

**Officers 2005**

President	Evan Wolfe	637-5107	wolfeshark@cwnet.com
Vice President	Andy Robinson		andy@bigandy.com
Treasurer	David Slane		
Secretary	Carryn Perry	878-6730	bcdperry@earthlink.net

**Board Members 2005**

Membership	Peggy Dwelle		
Newsletter	Chelsea Engberg	269-0711	csengberg@earthlink.net
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5AC Liason	Don Anderson	888-6710	
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Emeritus	Dick Kiger	885-4364	dolores1@jps.net
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## 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 may have been removed for confidentiality purposes.*

### Pilot Walks Away From Crash in Lincoln, CA

On November 15, 2005 at 1540 Pacific standard time, a Ryan Aeronautical ST3KR (Ryan PT22) airplane impacted terrain following a loss of control while maneuvering near Lincoln, California. The airline transport pilot/owner operated the airplane under the auspices of 14 CFR Part 91 as a personal flight. The pilot, who was the sole occupant, received serious injuries, and the airplane sustained substantial damage. Visual meteorological conditions prevailed, and a flight plan was not filed for the local area flight that originated from the Lincoln Regional Airport around 1520.

The airplane was a training aircraft built in 1941 for the U.S. Army. The National Transportation Safety Board investigator-in-charge interviewed another pilot who was flying his own PT22 airplane with the accident pilot when the accident transpired. The other pilot was flying above and behind the accident airplane when he observed the airplane make a left turn. He wasn't sure why the accident pilot was turning to the left, but followed and observed the left wing bobble and the nose drop in a stall. The accident pilot recovered, but the left wing bobbed and dropped again in what appeared to be another stall. The airplane was heading toward a rice field, but the pilot pulled out and impacted the ground hard in a near wings level attitude.

According to the other pilot, he spoke to the accident pilot at the hospital. The accident pilot reported he was having trouble maintaining airspeed.

The airplane came to rest inverted in the field. The engine was separated from the engine mount and the two wooden propeller blades were shattered outboard of their roots. The left wing was folded aft, adjacent to the side of the airplane's fuselage. According to the Federal Aviation Administrator inspector who responded to the accident site, he was able to verify flight control continuity, and

continuity from the cockpit to the engine carburetor. The wreckage was transported to Plain Parts, Sacramento, California, where it will be examined in more detail.

### Downside of Turbine Engines

The 16,500-hour commercial pilot was repositioning the tailwheel equipped agricultural airplane to another airstrip located approximately 10 minutes away from his home base. Prior to his departure from home base the pilot reported the winds were from the north at 5 to 6 mph. As the pilot entered the traffic pattern for the landing airstrip on a southbound downwind leg, he noticed that the winds were still from the north; however, they were now gusting from 10 to 15 knots. The pilot, who was very familiar with the airstrip, reported that when landing to the north, he prefers making a long final approach to avoid all obstacles while making a short field landing to avoid rolling over a gravel covered portion of the airstrip. The pilot stated that he lined-up and touched down slightly west of the centerline, and as the aircraft crossed over the south bank of a 30 to 40 foot wide ditch running short of runway, the aircraft encountered a "large wind gust." The pilot attempted to add power to compensate; however, the turbine engine took too long to spool up. The airplane impacted the north bank of the ditch and both main landing gears separated from the airframe. The airplane came to stop on a northwesterly heading after sliding for 30 to 40 feet. The pilot reported having accumulated a total of 385 hours in the same make and model, with about 285 hours in the preceding 90 days.

### Tail Wheel Training Mishap

The student pilot at the controls of the tailwheel-equipped airplane lost control of the vintage airplane during the takeoff roll from Runway 32. The 1,278-hour flight instructor reported that a gust of wind caused the airplane to veer to the right, and the student pilot corrected by applying left rudder, but when the gust of wind dissipated there was excessive left rudder input. The flight instructor reported that he took control of the airplane as the airplane was departing the left side of the runway to attempt to recover the airplane; however, the student pilot closed the throttle, which decreased the airplane's rudder authority. The airplane then impacted a 3-foot berm just short of the PAPI for runway 32. Wind conditions at an airport 6-

## Local NTSB Reports Cont'd

nautical miles to the east of the accident site reported winds from 030 degrees at 15 knots at the approximate time of the accident. The flight instructor reported winds from 8 to 15 knots at the time of the mishap. Runway 32 was reported to be 3,740-foot long, by 60-foot wide. The flight instructor reported having accumulated 520 hours in the same make and model airplane.

### Watch Those Tail Feathers!

On November 19, 2005, at 2218 eastern standard time, a Boeing 737-800, N734MA, operated by Miami Air International as flight 622, was substantially damaged while landing at University Park Airport (UNV), State College, Pennsylvania. The 2 certificated pilots, 1 flight mechanic, 4 flight attendants and 120 passengers were not injured. Night visual meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan was filed for the flight that departed the Capital City Airport (LAN), Lansing, Michigan. The nonscheduled passenger flight was conducted under 14 CFR 121.

According to the flight crew, no problems occurred en route. During a visual approach to runway 24, with the flaps set to 40 degrees, the captain noticed that after the autopilot was disconnected, the airplane appeared to be a "little low on the glideslope." Then after correcting, the airplane appeared to "go a little high" in reference to the precision approach path indicator, as it crossed the runway threshold. Approximately 30 feet above ground level, the captain began the landing flare and the airplane touched down "a little firm." The airplane then became airborne again, floated, the spoilers deployed, and touched down for a second time.

During the postflight inspection it was determined that the tail skid and the lower portion of the aft fuselage had contacted the ground.

The airplane was subsequently ferried to Miami, Florida, where after examination by maintenance, it was determined that the airplane had been substantially damaged.

The captain held an airline transport pilot certificate with multiple ratings including airplane multi-engine land, and a type rating for the Boeing 737. According to records provided by Miami Air International, he reported a total flight time of 8,141 hours, with 4,954 hours in multi-engine airplanes and 1,258 hours in the Boeing 737. His last FAA first-class medical certificate was issued on October 28, 2005.

The first officer held a commercial pilot certificate with

ratings for airplane single and multi-engine land. According to records provided by Miami Air International he reported a total flight time of 3,072 hours, with 2,281 hours in multi-engine airplanes. His last FAA first-class medical certificate was issued on June 16, 2005.

The cockpit voice recorder and the flight data recorder were retained by the Safety Board for readout.

A weather observation taken at the airport about 2 minutes after the accident, included winds from 260 degrees at 4 knots, 10 miles visibility, clear skies, temperature 37 degrees Fahrenheit, dew point 21 degrees Fahrenheit, and an altimeter setting of 30.24 inches of mercury.

### Emergency Landing after Pitch Problem

On December 8, 2005, at 1244 eastern standard time, a Piper PA-34, N997BW, registered to Bellefonte Incorporated, and operated by Package Express conducted an emergency landing following a un-commanded pitch-up during take-off, and collided with the ground at Columbia Metro Airport, Columbia, South Carolina. The cargo flight was conducted under the provisions of Title 14 CFR Part 135 with a flight plan filed. The airplane was substantially damaged. The pilot did not report any injuries. The flight was departing from Columbia Metro Airport, South Carolina on December 8, 2005 at 1225.

According to the pilot, prior to departure a walk-around inspection of the airplane was conducted. The pilot taxied the airplane to runway 29 for departure. During the take-off roll the pilot rotated the airplane for lift off, and it pitched up violently. The airplane climbed to approximately 200 feet, and the pilot nosed over the airplane and conducted an emergency landing. The airplane landed hard on runway 29, and veered off of the right side of the runway 1,000 feet from the departure end of runway 29.

Post-accident examination of the airplane by an FAA inspector revealed that the nose gear strut punctured through the firewall, cockpit, and cockpit dash. Additionally, the bolt connecting the stabilator trim tab to the stabilator control arm was missing.

- *This NTSB report was obtained from [www.nts.gov](http://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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## **January Meeting!**

*January 4<sup>th</sup>, 2006 at 6pm*

Meeting's Program:  
To Be Announced

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

A-H : Dessert  
I-Q : Main Dish  
R-Z : Side Dish/Salad

Please bring enough for your family plus four