



# propwash

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

Page 1

June 2005

## Inside this Issue

1  
*May Meeting Review*

2  
*Prez Says & NTSB Report*

3  
*Kids' Day & 1st Youth Auxiliary Meeting*

4  
*Up-coming Events*

5  
*Featured Destination*

### Next Meeting Date:

June 1<sup>st</sup> 2005 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 May 25<sup>th</sup> at 6pm  
@ Barnstormers

**AAA-AC meeting** May  
24<sup>th</sup> at 6:30pm @ CAP  
Headquarters

**Youth Auxiliary meeting**  
is May 26<sup>th</sup> at 6pm @  
Barnstormers Restaurant

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

## May's Meeting in Review!

May's meeting was, as always, a great time for everyone involved. Of course, a great big thank you to everyone who helped to prepare and clean-up Barnstormers as well as everyone who participated in the potluck, making it a great meal for all! Along with some new faces we were also happy to see members who have not been at the meetings for some time. It is always wonderful to see people joining in on the activities of the AAA, be they long-time members or new friends!

Multiple things were discussed at the meeting including the possibility of shade-hangars being installed at the airport. This idea is currently being discussed by the AAA-AC and members will be kept current as discussions progress. Also at the meeting, O.C. Taylor discussed future fly-outs for the AAA. For the month of May it was decided to fly to Columbia Airport and Lodi for June. No new news was provided regarding the Air Fair as things are just starting to roll full-force but updates will be provided to the Association as progress is made. Remember to visit the Air Fair website often for

the latest updates at  
[www.thunderinthesky.org](http://www.thunderinthesky.org).

Captain Dave Keyes of the Placer County Sheriff's Department was the speaker for the night. He provided the members with a wonderful overview of the Sheriff's fixed-wing aviation program discussing the uses for their aircraft. Of course this sparked much interest and inspired quite a few questions regarding their "con-air" flights. Of course the group quickly discovered that the flights are all incredibly safe and well planned. Also, they save the Department a lot of time and money when it comes to transporting long distances. A big thank you to Captain Keyes for giving such an interesting presentation that was enjoyed by all.

Next month's meeting will be our first 2005 Summer BBQ. I hope that you will all be able to attend and bring your family and friends! As the weather gets to be more enjoyable the airport will become the center of many activities and I hope to see you all there!

- Chelsea Engberg  
Newsletter Editor

## Prez Says

The turnout for the May meeting was very encouraging. I counted over ninety in attendance. The food was quite good and we had plenty of it. Thanks to all who participated. For June, we will have a barbeque and there will be no formal presentations. It should be a good time to socialize and maybe get to know some of the members that you have not had a chance to visit with before.

I have invited one of my T-28 buddies, Dan Dugan, to attend the July meeting and tell us about his career as a U.S. Army pilot and then as a NASA test pilot. Dan is in his early seventies and is still working for NASA. In addition to being an extremely nice guy, he is a great pilot and has a lot of very interesting experiences to share. One of his most unusual assignments was serving as a test pilot for the Osprey tilt rotor project and the predecessor experimental planes.

We will not have a dinner meeting in August to allow everyone time to work on the Air Fair. It will be our August meeting. The dinner dance is Friday, August 12th and the show is on Saturday the 13th. I hope to see all of you there. Don't miss the opportunity to be a part of that great adventure.

I'll see you at the barbeque on June 1st.

'Evan A. Wolfe

## NTSB Report

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.*

### ALWAYS check your fuel...

On April 2, 2005, about 1040 Pacific standard time, a Beech D50C, struck a hangar and impacted terrain after experiencing a loss of power during takeoff at Montague Airport-Yreka Rohrer Field, Montague, California. The owner/pilot was operating the airplane under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, sustained minor injuries; the airplane sustained substantial damage. The local personal flight departed at 1040. Visual meteorological conditions prevailed, and no flight plan had been filed. The approximate global positioning system (GPS) coordinates of the primary wreckage were 41 degrees 43.49 minutes north latitude and 122 degrees 32.44 minutes west longitude.

The pilot stated that the airplane and engine had no

mechanical failures or malfunctions during the flight.

The pilot/owner submitted a Pilot/Operator Aircraft Accident Report (NTSB Form 6120.1/2).

The pilot reported that he had flown the accident airplane from Aurora, California, on March 25, 2005, after an extensive avionics upgrade, which included the installation of a fuel management system. During the flight to Montague, he could smell fuel and noticed that there were streaks on the engine cowling. After landing at Montague he taxied to his hangar, and noticed a puddle of fuel on the ground. He removed the right engine cowling and found a fuel line that was loose and had been leaking. He tightened the fitting, and found no other leaks. He then secured the airplane back in the hangar.

On the day of the accident, the pilot conducted a normal preflight. The preflight included looking in the main fuel tanks; the pilot expected the fuel level in each main tank to be about 20 gallons (less than 1/2 tank) based on his amount of flying time. He said that a pilot was not able to visually verify how much fuel was actually present in each tank of this model airplane when the tanks were less than 1/2 full. The pilot stated that he had not considered that the leak during the last flight was enough to have depleted the 20 gallons he thought to be in the right main fuel tank.

The engine start, taxiing for takeoff, and engine run-ups were normal. The pilot said that the takeoff was normal. After rotation, the airplane veered to the right. He thought that the new autopilot might have engaged. He had the left rudder pedal fully down. He was 40 feet in the air and still going to the right, off the runway, toward his hangar. He applied full left rudder and left aileron. He thought that the airplane was about to stall, so he lowered the nose. The right wing tip impacted a hangar door, and the airplane spun around on its vertical axes.

The National Transportation Safety Board investigator in-charge (IIC) had the airplane's fuel system inspected. The fuel system was intact, and had not been breached during the accident sequence. No fuel was found in the right main tank or in fuel lines for the right engine. The right auxiliary fuel tank was full to its capacity of 46 gallons.

The IIC released the wreckage to the owner's representative on April 6, 2005.

- *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!*

## **Kid's Day was a hit!**

I would like to personally express my gratitude to the individuals whom so kindly donated their time and aircraft to give introductory flights to families with young children, from the local nonprofit Mountain Moms & Little Folks organization, on Saturday, April 30<sup>th</sup> 2005. We were able to get more than 100 people in the air in just over two hours!

Milt Ciarlariello, Ron Dundas, Pete Scott, Dan Gibson, Walt Caton, Evan Wolfe, Vic Uhouse, Mike Duncan, Beau Perry, and David "Dusty" Slane were the star pilots of the day. Glen Hartliep, Tom Murray, Don Burghardt, Tom Brady & Mark Gilbert all assisted in organizing and ground crew duties. I would also like to thank Jerry Martin, Airport Manager, for providing tours of the airport, Dan Flom and Andy Danovaro for having a open house at Power Aviation and answering questions from curious kids and parents, the folks at CHP who brought over a helicopter and some goodies for the kids, and all the wonderful folks at the Auburn Airport for allowing the families to browse around and look at the wonderful assortment of aircraft we have on field.

The smiles on the faces of those exiting aircraft was priceless and reminded me of why I learned to fly in the first place. Below is just a small portion of the comments emailed to me after the event:

*"Gosh, what a great event!!! We had such a blast, my husband too, which is rare (previously non-existent)"*

*"...just wanted to thank you for organizing the flights today. My daughter had a fantastic time and was still talking about it when she went to bed tonight. I also was amazed at how much I enjoyed it. I had been a little unsure about going up, but I now cannot believe I nearly missed the opportunity - it was awesome!"*

*"...just wanted to thank you SO much for fitting us in on the plane rides this morning. we had a fabulous time. My husband and five-year-old daughter could not stop talking about their ride all day--and I was able to capture really good photos. Thank you VERY much!"*

*"I just want to say thank you! My daughter and I had a wonderful time yesterday! Now, I completely understand your love of flying..."*

*"Thank you so much for a wonderful day on Saturday. We had a great time, and everyone was so nice to the kids. Wow."*

Thanks again gentlemen, you are truly some of the best folks around this wonderful town.

Respectfully,  
Susan K. Wozniak

## **1<sup>st</sup> AAA Youth Auxiliary Meeting was a Great Start!**

Last month was the Auburn Aviation Association Youth Auxiliary's first official meeting and it was a great start for the group. Although the group was fairly small, the kids that showed up were all very excited about aviation and ready to learn about all aspects of flying.

With donuts and a quick DVD of local pilots flying formation for air-to-air photography the meeting started off without a hitch. Chuck Kluenker and Andy Robinson brought up their Cessna 175 and Cherokee-6 to have on display for the students to get a hands-on look at the important parts of the aircraft.

The meeting ended after a power-point presentation on basic aircraft recognition and a fun quiz of the planes. We hope that our next meeting, Thursday May 26<sup>th</sup> at 6pm will be even more fun and have even more students in attendance. If you know anyone between the ages of 13-18, please invite them to our next meeting. This proves to be a great addition to the Auburn Aviation Association! For questions feel free to contact Chelsea Engberg at [csengberg@earthlink.net](mailto:csengberg@earthlink.net). The adults involved in this group are Chelsea Engberg, Susan Wozniak, Andy Robinson, John Kluenker and Amber Ordway, so feel free to talk with any of them if you are interested in learning more about this group. With a little help from everyone the Youth Auxiliary proves to be an outstanding addition to the AAA and a great way to help the next generation of pilots enter into the world of aviation!

**Upcoming Aviation Events**

**41<sup>st</sup> Annual Watsonville Fly-in & Air Show**

May 27<sup>th</sup> & 29<sup>th</sup> 2005  
 www.watsonvilleflyin.org  
 Watsonville Airport  
 Watsonville, California

**11<sup>th</sup> Annual World's Smallest Air Show**

May 28<sup>th</sup>  
 Brian Ranch Airport  
 Llano, CA  
 www.brianranch.com

**Visit Wings of Freedom Aircraft**

June 2<sup>nd</sup>  
 McClellan Airfield  
 Sacramento, CA  
 www.collingsfoundation.org

**Golden West EAA Fly-in**

June 3<sup>rd</sup>-5<sup>th</sup>  
 Yuba County Airport  
 Marysville, CA  
 www.goldenwestflyin.org

**48<sup>th</sup> Annual Antique Fly-in**

June 3<sup>rd</sup> – June 5<sup>th</sup> Merced Airport  
 Merced, CA  
 (209) 384 2791

**Hemet-Ryan Air Show**

June 11<sup>th</sup> 9am-4pm  
 Hemet-Ryan Airport  
 Hemet, CA  
 www.hemet-ryanairshow.org

**Vertical Challenge Helicopter Air Show**

June 18<sup>th</sup> 2005  
 San Carlos Airport  
 San Carlos, CA  
 www.hiller.org

**Other Major Aviation Events**

**EAA Oshkosh Airventure 2005**

July 25<sup>th</sup> – 31<sup>st</sup>  
 Whittman Regional Airport  
 Oshkosh, Wisconsin  
 www.airventure.org

**National Championship Air Races**

September 14<sup>th</sup> – 18<sup>th</sup>  
 Reno Stead Field  
 Reno, NV  
 www.airrace.org

**Get Involved!**

Our Association is becoming better each day thanks to all the effort put forth by all the wonderful volunteers. If you are interested in getting involved in any aspect of the AAA please let us know! From the Thunder in the Sky Air Fair to fly-outs and everything in between, there is sure to be something you'd like to get involved in. If that's the case, don't hesitate! We'd love to have you! Talk to the people involved at any of the meetings and let them know of your interests! With such a great group of members our Association has the ability to become one of California's top aviation groups! Also, remember to say hello to any new faces you see around the airport, it has been said by many visitors that Auburn is the friendliest airport they've been too! Let's keep up the good work!

**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

## June's Featured Destination: Mammoth Lakes, CA (MMH)

I have always been captivated by the majestic beauty of the Mammoth Lakes area. Every time I fly down there I find myself awe-stricken by the peaks rise sharply from the Owens Valley as if thrust upward by the very hand of God. The many deep lakes and serene rivers provide a peaceful contrast to the powerful rugged panorama that surrounds them.

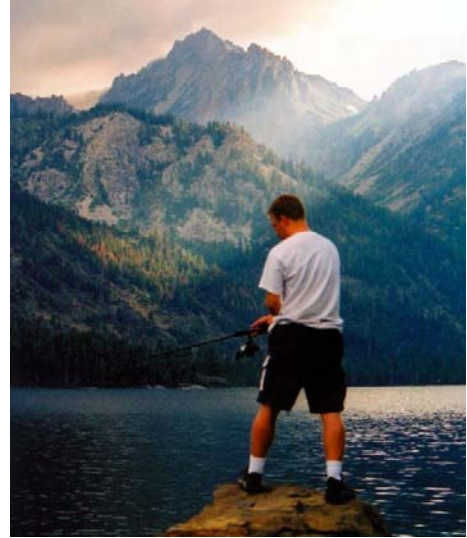
From high mountain peaks to deep canyons, from raging waterfalls to peaceful rivers, from frigid mountain lakes to hot springs, Mammoth Lakes offers anything that an adventurous soul could ask for. The first time that my brother and I flew in to MMH, we brought sleeping bags along with us just in case we decided to hike out and camp overnight. As we got closer to the airport, we knew we were going to stay.

Across Hwy 395 and about 2 miles south of the airport is Convict Lake, a lake formed in an old volcano caldera which is surrounded by peaks that rise to over 12,000 feet. The road to Convict Lake is easy to find on the other side of 395 near the runway's midpoint.



There are many incredible hiking, fishing and backpacking adventures to be made, and most of them can be started right from the airport. If you're in the mood to relax instead, there are many hot springs and creeks within a few miles north of the airport.

Many taxi and shuttle services serve the FBO at Mammoth Lakes. Whether you want to visit the quaint mountain town, go to Convict Lake or the famous Mammoth Mountain ski resort, the transportation services make it very easy to get to wherever you want to go.



### FLYING THERE

*When you consider the elevation (7,128 ft) and the rugged terrain of the area, Mammoth Lakes is relatively easy to get to. It's about 130 nautical miles straight-line distance to MMH, but the safest route of flight is to head east over Lake Tahoe to get on the Nevada side of the Sierra Nevadas where the peaks are relatively low. Once on the eastern side of the Sierras, just follow Highway 395 south and it will literally take you directly to the airport.*

*Even though there are many high rugged peaks in the area, the airport is situated in a broad and flat valley. Even though the valley provides a "way out", remember that it is at a very high elevation and density altitude is always a consideration. Pilots must also be very vigilant in anticipation of the turbulence and downdrafts created by the terrain. Mountain wave conditions are very prominent in the area. All pilots should receive a mountain flying checkout before flying into Mammoth Lakes airport.*

*Out of all the airports I have flown into, Mammoth Lakes is my favorite. I don't know of any airport that exists that offers so many opportunities for adventure, and it's right in our own backyard. If you have never been to Mammoth, I highly recommend planning a flight soon. If you have any questions, feel free to contact me.*

### MAMMOTH LAKES AIRPORT INFORMATION

CTAF: 122.8

AWOS: 118.05 (760-934-6020)

ELEV: 7128 ft MSL

RUNWAY: 9/27 PAVED 7000' X 100'  
27: Right Traffic

Submitted by: John Kluenker



2399 Rickenbacker Way  
Auburn, CA 95602

Nonprofit Org.

U.S. Postage Paid

Auburn, CA 95603

Permit No. 110

---

## **June Meeting!**

June 1<sup>st</sup>, 2005 at 6pm

### **Program:**

Auburn Aviation Association's first 2005 summer BBQ! Come join the celebration of the start of summer flying with us at the Auburn Airport! It will be great food, great people and a fun atmosphere for family and friends!

### **Potluck Dinner Info by Last Name**

**(please bring enough for your family plus 4)**

A-M: Side Dish/Salad

N-Z : Dessert