



AUBURN AVIATION ASSOCIATION

PROPWASH

Tom Brady, President

www.auburnaviationassociation.org

September, 2003

The Prez Speaks

We had a sensational Air Fair! ! It really all got started with the arrival of the Ford Tri Motor on Thursday evening. All the way from the tri-tip roasts on Friday night, which came complete with some neat ultra-light flying to the early aircraft arrivals on Saturday morning - the preparations were smooth! Just ahead of the opening ceremony we had a fly-by of an F-100 Super Sabre piloted by none other than Lee Holcomb who used to keep his Bonanza right here in Auburn. Hanging on Lee's wing - an F-86F Sabre jet. Okay, it was a Mark VI Sabre which is the Canadian version of the F-86.

Really neat opening ceremony with the para-flag jump accompanied by the Colfax High School choir. It all started to roll pretty fast after that - Radio Controlled demonstration interrupted by the arrival of a second P-51 Mustang fighter, fly-byes and more fly-byes. Sort of toward the end a C-130 Hercules by the Coast Guard with the rear ramp open and a couple of " Coasties" waving at the crowd. You can't buy that at many places. Departure saw the four T-28's making multiple passes on the airport, the P-51's and Hawker Sea Fury's zinging on by and the old Tri Motor out there juggling around at 90 mph all the while and of course our very own Stearman bi-plane out there flying the entire day. Airplane rides, good food, interesting venues, static displays of automobiles and airplanes - all for a good cause (the pilot training scholarship fund). It doesn't get much better than that at anybody's airport.

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I can't overlook the folks that did the volunteer work. Evan Wolfe was the number one man. I won't name all the others because there were so many directors and workers that this would be a page long.

To all who contributed: Congratulations on a Job Well Done! We all had a great time! Thank You All!

On a lighter note: The wall in the pilots lounge has been repaired! As soon as the contractor comes back and cleans up his mess, we should be able to get some use out of the lounge. The computer Duats link is no longer functional as the computer has seen much better days. I really don't envision AAA buying a new computer for the airport, not with the amount of money that is being thrown around on other projects, but, if someone has a good used one hanging around let the Board of Directors know about it - we will be glad to relieve you of it and put it to good use.

See you Sept 4th at our regular meeting - bring your appetites!

Tom Brady

CAP recognized for post 9/11 work

For its work in the aftermath of the Sept. 11, 2001, terrorist attacks, Civil Air Patrol has been selected to receive the Associations Advance America Summit Award. CAP is one of only six associations chosen for this award, the highest honor bestowed by the American Society of Association Executives upon organizations that implement new and innovative community-based programs. CAP was chosen from nearly 300 entries in this year's award program.

After the Sept. 11 attacks, CAP aircrews were requested to fly reconnaissance and damage-assessment missions over the World Trade Center in New York City. During those flights, CAP members took some of the first aerial photos used by emergency management agencies for assessment. CAP members manned critical positions in emergency operations centers and also transported thousands of pints of blood all over the country that otherwise would have spoiled and become unusable.

The Summit Award recognizes outstanding work in public education and information, business and social innovation, citizenship, and civic and community volunteerism. CAP officials will receive the award Sept. 30 at the 4th Annual Summit Awards Dinner at the National Building Museum in Washington.

Pieces & Parts

The Auburn Aviation Association Classifieds

Placer Gold 99s are selling:

- **Anti-Theft aircraft throttle locks** – vernier & non-vernier, works on push/pull and twist type throttles.
Retail \$70, AAA price \$55
- **Hook-N-Pull tie-downs** – low-wing and high-wing set of two retail ~ \$40, AAA price \$33. (1 = \$16.50)
- **Engraved Chocks** – aluminum, can engrave N# or letters up to 9 characters.
Set of two \$24, one is \$15. Plus \$5 shipping.

Please contact Susan Wozniak if interested in purchasing – will only have a supply until October.

Susanflies@aol.com; 530-613-3597VM

A GARAGE FULL OF AIRCRAFT INSTRUMENTS AND PARTS FOR A WIDOW.....If anyone is interested in the

parts please call Frank Fox.

The number is: 707-965-3048.

Calendar of Events:

General Meeting

Wednesday September 3

18:00 Brady Hangar #116

PotLuck: Members to bring:

A-J Main Dish

L-R Side Dish

S-Z Dessert

Guest Speaker: Wayne Manning

Local AOPA representative

Subject: Airport Watch (tape)

Board of Directors Meeting

Tom Brady – President

Last Wednesday of Every Month

Gyro House 6:30p.m.

(Until further notice)

Advisory Comm. Meetings:

Gerald Brentnall- Chairman

Last Tuesday Every Month

6:30 p.m. CAP Complex

Auburn Air Museum Committee Meeting:

Mike Duncan - Chairman

Second Tuesday Every Month

6:30p.m. CAP Complex

AIRPORT MANAGER'S REPORT

I pass along a salute to all who volunteered of their time and energy for Thunder in the Sky 2003. Again, an exceptionally well organized and executed event. And the best of all there were no accidents! The challenge for the future will be to grow the event yet keep it safe.

Now, I'd like to address something from last month's issue. This is the last time I'll take up newsletter space to reply to accusations and inaccuracies. I don't feel any of that belongs in the Propwash. After I read the article by Tom Brady, "The Prez Speaks", in the July issue of this newsletter, I double checked the AAA motto. I found it to be the same as I understood it, "Dedicated to Aviation, Safety, Friendship & Community Involvement". By the tone of Tom's article I thought maybe it had changed. If Tom had bothered to check, I could have told him the contract for cleaning of the public restrooms by the fuel personnel goes back to the days of Gary Mourning in the 1990's. I didn't insist the new fuel vendor maintain the pilots lounge and restrooms. It was already a part of the contract assumed by Gold Country. This is fact and open to public inspection.

An important thing to remember is Propwash is read by many in the community who are not AAA members including City Council members, local businesses and airport users. How will the AAA be perceived when it comes time for the Council to approve the air fair or the \$2500 City contribution? How will local businesses view the AAA when asked to become an air fair sponsor and how will potential new members view the organization when asked if they want to join? Is the AAA creating and promoting the image we want? In my opinion, the AAA is at a crossroads in its history and membership. It's up to the members of AAA to step up and decide what they want for the organization.

Now for an update on what's happening at the Airport.

1. East Hangar Project. The City did not receive any bids for Phase II of the project. The public works department and engineer consultants are reviewing the plans and specifications and plan to go back out to bid as soon as possible.
2. Land Acquisition (Denham Property): No change.
3. CHP Air Unit. I'm meeting with an assistant commissioner on August 19th to discuss the issues behind the possible move. Councilmember Dowdin will accompany me to the meeting. The latest information is that Mather is out and they're looking at McClellan. I spoke with the California Department of General Services real estate people and they say it's exploratory at this time. With the State budget crisis it will all come down to numbers. The CHP occupies privately owned buildings at Auburn so there's little the City can offer in incentives to stay. The Airport receives approximately \$500 a month in revenues from the CHP from fuel fees and leases for the helicopter pads.

Again, to contact me my phone # is 888-8174 or e-mail me at jmartin@auburn.ca.gov., or just stop by my office.

Jerry

Yet another reminder of why the airfair is so important to the community!!!

Dreams and aspirations of a budding pilot...

Dreaming comes easy, but making those dreams come true takes work. I have always had a dream to become a pilot and make aviation my career. After winning a \$1,500.00 scholarship sponsored by the Auburn Aviation Association, I felt that my dream was coming true. Little did I know I was to become a waiter for an Italian restaurant first.

Upon starting my solo certificate program, I learned many things. It was confusing as I was deep in learning about ground operations, basic flight maneuvers, airport operations, emergency landing procedures, ground reference maneuvers, performance takeoffs and landings, and special flight operations. Luckily, I had a good instructor. Things really got rough when I was hit with airport flight space. Was I in "A," "B," "C," or "D," flight space. I thought the sky was alphabet soup for awhile. Eventually everything settled down as I began to think of myself as a pilot.

On 5/18/03, I received my solo certificate. Wow! was I really a pilot. What this experience has taught me was that dreaming comes easy. Learning the basics of flying, mastering the rules set down by FAA, and flying in a safe manner, takes skill and work. I know now that I can still hold on to my dreams, but I must get to work to achieve my aspirations.

My next goal is to continue training to achieve the status of private pilot. First, I must sell a truck so that we can afford the cost. I will also gain knowledge about aviation by rubbing shoulders with other pilots, working odd jobs in and around the airport, and volunteering to work at the Auburn airfare.

Shaun Eichman

My Flight Training

Cody B. Roesener

2/August/2003

I would like to start off by expressing how thankful I am to the Auburn Aviation Association for giving me the opportunity and the means to experience the thrill of flight. I have enjoyed every minute of my flight training from my first lesson on May 10th. I recently made my first solo flight in July and it was one of the greatest experiences I have ever had. I loved being in the airplane by myself and flying the landing pattern at Auburn Airport. It seemed hard for me to believe that in two months I went from a new student who's big accomplishment was keeping the airplane coordinated in a turn to being able to safely take off and land a solo flight. The lessons and flight experience that the Free Flight Scholarship has provided me only reaffirm my love for flying. The Scholarship had helped lay the framework for me to realize my ultimate goal of being a United States Naval Aviator. I am now just starting the cross-country section of my flight training and hope to have my check ride some time in mid September. Once again, I would like to express my sincerest thank you to the Auburn Aviation Association and its members for choosing to give me the opportunity to experience the thrill of piloting an aircraft.

Take a Moment to Grin : Aviation Sayings:

- Never trade luck for skill.

- The three most common expressions in aviation are, "Why is it doing that?" "Where are we?" and "Oh shit!"

- "I count the number of engines, then divide by two. If the answer isn't an even number, I don't fly it." (EP3E pilot)

Never again in our lifetime will the Red Planet be so spectacular.

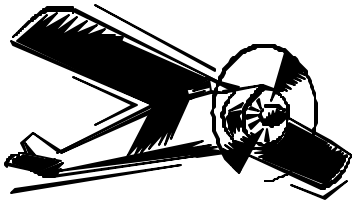
This month and next, Earth is catching up with Mars, an encounter that will culminate in the closest approach between the two planets in recorded history. The next time Mars may come this close is in 2287. Due to the way Jupiter's gravity tugs on Mars and perturbs its orbit, astronomers can only be certain that Mars has not come this close to Earth in the last 5,000 years but it may be as long as 60,000 years.

The encounter will culminate on August 27th when Mars comes to within 34,649,589 miles and will be (next to the moon) the brightest object in the night sky. It will attain a magnitude of -2.9 and will appear 25.11 arc seconds wide. At a modest 75-power magnification Mars will look as large as the full moon to the naked eye. Mars will be easy to spot. At the beginning of August, Mars will rise in the east at 10 p.m. and reach its azimuth at about 3 a.m. But by the end of August when the two planets are closest, Mars will rise at nightfall and reach its highest point in the sky at 12:30 a.m.

That's pretty convenient when it comes to seeing something that no human has seen in recorded history. Mark your calendar at the beginning of August to see Mars grow progressively brighter and brighter throughout the month. Share with your children and grandchildren. No one alive today will ever see this again!

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The Auburn Aviation Association is dedicated to safety, fellowship and community involvement.

Deadline for articles or other items wishing to be submitted for October 10th publication should arrive to Susan Wozniak (editor) by September 10th.
Susanflies@aol.com
Or 530-613-3597

Wally Miners

17 July '03

Many years ago I was a partner in a 1965 260 Piper Commanche with a IO-540 Lycoming engine. When it was time for a major we had it done at a well respected shop at the San Carlos airport. One the second flight after it was returned to us, I noted a loss of power a few moments after take off. This lasted only a brief interval and then the plane climbed out normally. A few days later, my partner noted the same thing so we took the plane back for a check up – we were assured everything was okay.

Shortly after that I flew to Truckee where we remained overnight. The next morning, with two passengers aboard, I did a careful preflight and run-up. Since everything seemed normal, I started the take off. At about 50 feet in the air, the engine suddenly lost partial power and it was apparent we weren't going to fly. I brought the plane back down on the runway, but because of hard braking I blew a tire (we stopped just at the end of the runway.) The local FBO came out to fix the tire, all the while muttering about "flatlander" who couldn't handle a 6000' airport.

Later, after a long run-up and a solo flight around the airport, we returned to San Carlos and another trip to the mechanic. After consulting with the factory and every expert we could find the problem turned out to be the tolerances between valve stems and the guides. On first flight, especially after a cold night, the valve stems would heat up first and expand – sticking in the guide. Later, when everything was equally heat soaked, it worked fine. The fix was stronger valve springs – what was a concern at sea level became a real problem at 6000 feet.

Incidentally, we paid \$15,800 for the plane and had wonderful trips to Mexico, Alaska, and all around the USA.