



# propwash

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involvement and education since 1984.

## SEPTEMBER 2006

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## President's Message

It is hard to believe, but THUNDER IN THE SKY 2006 has come and gone. We worked on it for most of 2006 to date and I am extremely proud of the work done by the Air Fair Directors and the many volunteers who pulled together to make this wonderful community event happen. The City of Auburn was most gracious in joining with us to make the show possible. We will republish a list of our sponsors and I ask that you try to support them and let them know how much we appreciate their contributions. I would rate the event as a roaring success. Many were entertained and educated and from the post event returns, it looks like we pleased about 99.9% of those affected by the event. One local ramp resident was very displeased that we moved his airplane and a couple of neighbors who had recently moved to the area were unhappy with the noise, but it is impossible to please everyone. I only wish that the attendance had been higher at the show and at the dinner-dance. I was surprised at how few of our regular membership attended the dinner-dance, which was very good as far as both the food and the entertainment.

For me, the past two weeks have been a blur. Immediately after the show, on the evening of the 12th, Lorri and I left for a ten day vacation via the Jet Blue "red eye" flight to JFK in New York City and then on to Syracuse for a ten day stay at our cabin of a thousand places. We keep our boat at Alexandria Bay, NY, and use it to explore Canada every chance that we get in the summer boating season.

Even being gone for the ten days following the show, I did get a lot of feedback about how much the show was enjoyed by participants and spectators. The next regular meeting will be the September meeting on September 6th at 6:00 p.m. I'll see you there.

Evan Wolfe  
AAA President  
2005-2006



## This Month in Aviation in 1932

Do you ever wonder what happened this time X amount of years ago? Well the year picked for September's aviation history is 1932.



(Photo found on [www.wikipedia.com](http://www.wikipedia.com))

On September 3<sup>rd</sup> 1932, Jimmy Doolittle set a new landplane airspeed record of 296mph in the Gee Bee R-1.

On September 7<sup>th</sup>, 1932 Thomas Settle and Winfield Bushnell set a new balloon distance record between Basale, Switzerland and Vilna, Poland of 963 miles.



Photo found at :

<http://1000aircraftphotos.com/Contributions/Braas/4039.htm>

On September 16<sup>th</sup>, 1932, Cyril Uwins set a new heavier-than-air altitude record of 43,976 feet. He flew a Vickers Vespa.



Photo found at:

[http://www.eaa.org/communications/eaanews/050908\\_missions\\_champion.html](http://www.eaa.org/communications/eaanews/050908_missions_champion.html)

On September 25<sup>th</sup>, 1932, Lewis Yancey set a new autogyro altitude record of 21,500 feet. He flew a Pitcairn PCA-2.

## OLD "INDIAN TRICKS" FOR PILOTS #8

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

The last installment of "Old Indian Tricks" dealt with a compilation of tricks to get better acquainted with your propeller and how to manage the constant speed props. This month, I would like to talk about another of the aircraft systems that are often not utilized to their potential. That system would be the flaps. A few of the older and simple aircraft do not have flaps but modern aircraft almost universally come equipped with them. Due to time constraints as a result of my vacation and the Air Fair cutting into my writing time, this will be one of the shorter "TRICKS".

About a year ago, I was having lunch at Wings on the patio and I saw a Cessna 182 come in a little bit high for landing, and instead of being at 70 to 75 knots, he looked to be doing about 100, with no flaps being utilized. He came down and first touched on his nose wheel at about the midway point at an estimated 90 knots speed. After the nose wheel touched down, the mains then touched down and the angle of attack of the wing increased and it went abruptly up again. The pilot pushed the nose back down to force it on again and the classic pilot induced oscillation

cycle began. After about five or six touch and bounces, the pilot was beginning to run short of remaining runway. By the time he finally got the mains to stay down, he only had about 500 to 600 feet left and he started skidding his tires. He finally skidded to a stop at the end of the 250 foot overrun at the end of runway 25. He then turned around and taxied back to the taxiway intersection and came down and parked near the restaurant. As luck would have it, the pilot and his hapless passenger chose the table next to mine. The passenger made a remark about the shortage of runway to which the pilot replied that "these short little mountain strips are tough to get into". I restrained my urge to laugh out loud and then asked why he didn't use flaps for landing. His reply was that his instructor had told him that flaps on a Cessna could get you into trouble so he never used them.

I have seen many similar approaches and landings at Auburn Airport over the years and when I teach someone to fly, I make my students use flaps on almost all landings and on most takeoffs. Flaps are a pilot's friend and he should be very comfortable using them. They are put on the plane for good reasons. Airliners could not do their jobs at all without using flaps. A flapless landing on most airliners is a serious emergency. Light planes operate with a much greater reserve of their capacity, but they too can do a much better job with proper use of the flaps.

Primarily, flaps do two things. They reduce the stall speed of the aircraft by creating more lift at the lower airspeeds, allowing the plane to use a slower approach to landing speed and to lift off shorter on takeoff. Secondly, they increase drag, which helps the aircraft approach steeper without over speeding. Most aircraft with flaps allow the incremental deployment in various degrees. Partial deployment can be used for speed braking purposes on some aircraft. A few are the all-on/all-off type, but that is rare.

I almost always use flaps on takeoff. It gives a quicker lift-off and reduces wear and tear on the tires and landing gear. It also provides more lift at the lower speeds during the transition from lift-off speed to climb speed. I use one-fourth to one-half of the available flaps. At the low airspeed between lift-off and climb, the increased drag is more than compensated for by

the extra lift generated. On a retractable gear aircraft, I first retract the gear and then secondly bleed the flaps slowly off. If you dump the flaps suddenly, you may experience a momentary drop in altitude which is not particularly comforting but does give some indication of how much extra lift those flaps were giving. On a fixed gear aircraft, I generally bleed off the flaps as I approach my initial climb speed, being careful not to exceed the maximum flap deployment speed.

Flaps should almost always be used for landing. They make more lift at the lower angle for more clearance over obstacles. The only time that I do not use full flaps for landing is for certain aircraft which are recommended not to use full flaps for crosswind situations. In those cases, I will still use one-half flaps. In the event of a go-around from a full flap approach, you should reduce the flaps to a one-half or one-fourth immediately after getting full throttle in, and then bleed them off as you would in a normal takeoff situation. You can make the reduction to partial flaps as quickly as possible, since the application of the second half of the flaps primarily provides drag. The majority of the extra lift provided by the flaps comes in the first half of deployment, so a rapid reduction to one-half will not usually cause any appreciable settling.

Flaps can also be useful in keeping the plane on the ground after landing in a gusty wind. I like to dump the flaps as quickly as possible after touchdown which increases the minimum flight speed and makes it less likely that a gust will lift you off again. Just make sure that you have the flap handle and not the gear handle, if the plane is retractable.

In the event of an engine failure on approach, the flaps should be retracted as soon as possible to extend the glide range. They can be put back down as needed once reaching the field is assured. Flaps are a very useful tool and the mastery of them will make you a better pilot. I always teach flap usage over and over in the hope that none of my students will think that Auburn is a tricky little mountain airstrip.

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

## Name That Plane



Do you know what plane this is? Make your best guess and look for the answer in next month's *Propwash*!

## Last Month's Aircraft



The Fairchild Dornier 328

## 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.*

### *Winter is Approaching...Time to Brush Up on Instrument Flying*

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.

On August 15, 2006, approximately 2230 mountain daylight time, a Cirrus Design Corporation SR20 single-engine airplane, N8127J, was destroyed when it impacted mountainous terrain while maneuvering near Mc Elroy Airfield (20V), Kremmling, Colorado. The commercial pilot sustained serious injuries and the passenger sustained minor injuries. The airplane was operated by West Valley Flying Club, Palo Alto, California, and registered to NIV Aviation, Los Alto Hills, California. Dark night visual meteorological conditions prevailed, and an instrument flight rules flight plan was filed for the Code of Federal Regulations Part 91 personal flight. The flight departed Cedar City Regional Airport, Cedar City, Utah, approximately 1830, with a planned destination to Jeffco Airport, Denver, Colorado.

According to the pilot and preliminary air traffic control communications, prior to departure from Cedar City, he obtained a standard weather briefing via telephone. While en route at 16,000 feet mean sea level (msl), the airplane encountered rain and moderate turbulence. While in communication with Denver Air Route Traffic Control Center (ARTCC), the pilot requested to "reroute around the weather." Due to the continued rain and turbulence, the pilot requested to divert to an alternate airport. Denver ARTCC informed the pilot that 20V had an instrument approach. Subsequently, the pilot elected to attempt to land at Mc Elroy Airfield (20V), Kremmling, Colorado. During the approach, the pilot stated the airplane "broke out near the decision height altitude;" however, he could not see the runway and elected to initiate a missed approach. During the missed approach, the airplane impacted mountainous terrain approximately 4 miles west of 20V. Search and rescue operations located the airplane approximately 0615 on August 16, 2006.

The airplane impacted rock and sagebrush covered terrain and came to rest upright at an elevation of 8,350 feet msl. The wreckage debris path measured approximately 150 feet in length on a measured magnetic heading of 250 degrees. Examination of the airplane revealed the underside of the fuselage was crushed and the fiberglass was fragmented. The nose and main landing gears were separated. The leading edges of the left and right wings were partially delaminated

and punctured. The engine was partially separated from the firewall and remained attached via engine control cables. The two propeller blades displayed leading edge gouging, forward bending, and both blade tips were separated. The Cirrus Airplane Parachute System (CAPS) was not deployed.

At 2231, the 20V automated surface observing system (ASOS) reported the wind from 290 degrees at 7 knots, 10 statute miles visibility, rain, sky scattered at 3,300 feet above ground level (agl), broken at 5,000 feet agl and overcast at 8,000 feet agl, temperature 15 degrees Celsius, dew point 9 degrees Celsius, and an altimeter setting of 30.34 inches of Mercury.

**Pilot makes it to transient parking after loss of brakes...just not quite as expected.**

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.

On August 20, 2006, at 1258 Pacific daylight time, a Cessna TR182, N2526S, impacted a runway sign during the takeoff roll on runway 30, following an aborted landing, at San Carlos Airport (SQL), San Carlos, California. The private pilot/owner was operating the airplane under the provisions of 14 CFR Part 91 as a personal flight. The airplane sustained substantial damage. The pilot and one passenger were not injured. Visual meteorological conditions prevailed for the cross-country flight that departed the Jackpot Airport/Hayden Field (06U), Jackpot, Nevada, at 1030 mountain daylight time. No flight plan had been filed.

The National Transportation Safety Board investigator interviewed the pilot. The pilot reported that several days before the accident he had flown the

airplane from SQL to 06U and on to Kalispell, Montana. He then made the return trip from Kalispell to 06U, and was returning to his home airport when the accident occurred. There were no discrepancies noted with the airplane during any of the flights or landings.

The pilot stated that on short final approach he noted a slight left crosswind. After a normal landing on the runway's centerline, the airplane started to swerve towards the left, the way the wind would have pushed it. He input right rudder to correct back to the runway, but the airplane continued to the left. He noted that there was enough airspeed, so he added full throttle and aborted the landing. During the takeoff, the horizontal stabilizer hit a runway sign. The pilot stated that he flew the airplane around the pattern, and did a low approach in view of the tower so that tower personnel could verify that the landing gear was down. Once he received confirmation that the landing gear appeared down, he set up for another landing.

According to the pilot, after the airplane landed, he did not immediately activate the brakes. He waited until the airplane had slowed down of its own accord. About 3/4 of the way down the runway he activated the brakes, but he received no response. The airplane continued off to the right side of the runway. It traversed through the infield and across the taxiway before coming to a stop in the transient parking area.

- *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!*

**Auburn Aviation Association  
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## **September Meeting**

Wednesday September 6<sup>th</sup>, 2006  
6:00pm

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

A-E & T-Z: Salad/Side Dish  
F-L: Dessert  
M-S: Main Dish