

# Auburn Aviation Association

# PROPWASH



**April 2018**

## President's Message

### MEETINGS

**Wednesday, April 4th**  
**General Membership**  
**Meeting & Potluck**  
Socializing at 5:30 p.m.  
Meeting at 6:00 p.m.

United Airlines pilot Jim Bell was a career Navy fighter pilot, serving anti-terrorism, rescue, and strategic military missions all over the world. Bell was a member of the inaugural West Coast F-18 Super Hornet Demonstration Team. Two of his children are AAA scholarship recipients planning to pursue careers in aviation. Jim Bell will present to us at the April meeting.

### ANNOUNCEMENTS

When you pay for your membership using the AAA website with a credit card, starting in April, you can select your membership to automatically renew every year.

#### **FEB POTLUCK**

Please bring a dish to share:

**A-D, S-Z: Main Dish**  
**E-J: Dessert**  
**K-R: Side Dish/Salad**

Recently I was chatting with a couple of pilots while standing in the taxiway between rows Bravo and Charlie critiquing the excellent takeoff and landing skills of a young pilot in a tailwheel aircraft. Turns out this young man, let's call him "Lance," has just recently acquired his instrument rating and we were watching him now fly his solo flights in a tailwheel aircraft on his way to an endorsement in same.

While this was transpiring, a pair of airplanes taxied into the runup area and positioned themselves with the tails pointed toward the open hangars where we were standing. The result was all the debris from the area was blown into the hangars. Right away our conversation changed from Lance's speed control and flight profiles to their lack of situational awareness and courtesy when operating aircraft in the vicinity of other aircraft and buildings. I recently read an AOPA article where it was called "hangar blasting." Additionally, be aware of aircraft behind you and keep propwash from blasting them, too. I have touched on this subject before, but it is worth reiterating - watch where you aim all that wind. Speaking of young pilots, our organization will soon interview applicants for our flight scholarships. Additionally, Don Wolfe is putting together a program to mentor our youth regarding "how to prepare for an interview." More information on these activities will be forthcoming soon. Safety is key when flying is involved and radio communication is a big part of flying safely. Our application for a frequency change at our airport is in the pipeline. The application must be filed by the City of Auburn. Walt Wilson and I met with the City representative last week and the first step of the application process is now underway. Our goal is to have an exclusive frequency for our busy destination airport. As most of you are aware - we share our frequency with several other airports and our transmissions are often "stepped on" resulting in a loud squeal rather than a radio call. This can be a very real safety hazard. Safety is the main reason for requesting the frequency change.

On the subject of things in progress, our Airport Layout Plan Update/Narrative Report (ALP) is in the final stages of County, City and FAA acceptance. This Plan by Jacobs Engineering of Colorado has been a lengthy process but will serve us through 2035. Thought for the month - Be aware when flying and driving.

Regards,  
Wayne Mooneyham



April showers bring May flowers, and lighting, and thunder, and tornados, and snow. We have had it all these past weeks. For anyone wanting to study the weather it has been a great month. I am almost afraid to tell anyone to come out and fly because the weather has been changing so fast. One minute it is clear and the next I cannot see across the runway.

While weather has slowed some of the student activity, some of our former students have made major advancement in their career goals. Michael Kennedy, who just a few month ago earned his Commercial rating is now flying for Aer Lingus out of Ireland. He is currently flying a PC-12 but will be moving up to an A-319 Airbus shortly after completing his probationary period. He says that the flying in Ireland is all IFR rules and very procedural, not the much more liberal flight rules that we enjoy here. The flying is interesting and enjoyable which is all part of that adventure of flying. Sunshine Flyers' own Jeremy Larsen is moving on to Access Jet out of McClelland flying a King Air. Jeremy has been paying his dues as a flight instructor and is now moving on to higher goals. Congratulations to all on your accomplishments.

This past month an elderly gentleman, Richard Black, called and asked me if we could take his great grandson, Owen Everett, for a ride in an airplane. It seems that that Owen's brother and sister were able to take a ride with the EAA's Young Eagles, but Owen was unable to go. He was feeling pretty bad about that, hence Richard's request. On March 18th Owen shows up with his parents and great grandfather for his ride. We get the headset and keys and head out to preflight. Walking thru the preflight, Owen sees all the things we have to do before we can fly. I think Owen just wants to go fly. We load up, get buckled in and start the engine, get the weather, and off we go to the run-up area. Owen does pretty good taxing

considering he can barely reach the rudder pedals and see out the windshield at the same time, but there is a big smile on his face. Run-up is complete. No one is in the pattern and off we go down the runway and up into the air. With a little bit of help from me, Owen is flying. We turn out to the south of the airport to go look for his house and school. Things look a different from the air, and at first we have a hard time finding his house but we do find his school; Bowman Elementary. From there Owen takes us over the Forest Hill Bridge and then back over Old town Auburn and the Court House. When it is time to head back to the airport, I work the radio and Owen gets the plane ready for landing with a little help. Downwind, slow to 70kts, 10' flaps, power back to descend to the runway. Turn to base, 20' flaps. Turn final, full flaps, 60kts, flare and make a gentle touchdown. After we park the plane, we get his logbook filled out. Owen is happy. As a follow on to his flight, Richard Black came by the office to give us a picture of Owen sitting in the airplane. As we talked about the flight Richard tells me about his flying and show

me his licences which is still a paper certificate and has type ratings in a B-25 and DC-6. Richard originally received his ticket in 1950 with the Air Force. Owen represents the fourth generation in flying. I told him he is welcome back anytime to share his flying experience with us. Perhaps he could speak at one of our meetings.

Fly Fridays are quickly approaching. May, June, July, Aug, are the months and remember it is the third Friday of the month. The first event will be to raise money for the Col. Clarence "Bud" Anderson scholarship fund.

A last-minute reminder that the vintage aircraft display days are the first and third Friday, Saturday, and Sundays of April. Dates are April 6, 7, 8 and 27, 28, and 29.

Well that is about all for this month, so Good Night Miss Daisy

The Prop Turner  
Mike Duncan





# Photos



Top Left: Wreaths Across America representative Paula Celick presented the Auburn Aviation Association with Certificate of Appreciation from the national Wreaths organization. Ours was one of a select few groups chosen to receive this award due to high participation from our membership. That's President Wayne Mooneyham in the photo. At left: Our guest speaker from the March meeting was Larry Snow, pictured here with his wife, daughter, son-in-law, and granddaughter.



## Been Standing Our Ground for Decades

At left: Before future "Wolfman" was hunting down Commies in his F-100, a younger Don Wolfe takes a shot at some cattle rustlers from his trusty steed, "Old Broom". (Note sophisticated knot)

At right: Current "Top Gun" Tim" was only 'Pistol Packin' Pinkney protecting his parents Southern California property (note little development) 24 years before he flew with the Navy's Top Gun squadron.

## Engraved Bricks for Veterans

Commemorative Bricks are available for sale to be installed around the Monument at Auburn Airport. As many of you know, our Association has taken on the task of ordering the bricks for the amazing Doug Van Howd monument honoring WWII veterans. For those of you who haven't seen it, stop by the grassy area at Wings Restaurant - you'll be awed and amazed. Bricks cost \$500 each. Proceeds, after costs, go to fund the "Col. Bud Anderson Scholarship Fund." See form on the next page for ordering. Questions? See Secretary, Joanie Mooneyham, 530-878-0434.



# **“But Captain, We Don't Think That's Going to Happen.”**

by Capt. M. V. Coho

The company where I spent most of my career operated a hub at Tokyo's Narita International Airport (NRT). While the schedules changed and evolved over the years, in general we had about eight or ten flights a day that left various cities in the U.S. and all converged on Narita. The length of those flights depended on where they were coming from. The flight from New York City was nearly fourteen hours while the flight from Honolulu was only a little over eight hours. But their departure times were planned such that they would all simultaneously arrive at Narita around 4:30 PM, Japan time. On arrival in Japan all the flight crews had exhausted their legal duty time for the day, and they headed for the layover hotel.

But the airplanes were cleaned, serviced, re-catered, re-fueled, and re-staffed with new crews who had just come from a long layover. This whole process took around two hours on the ground, and then the fresh crews and their airplanes all launched to about a dozen destinations to the west and the south of Tokyo: Beijing, Shanghai, Seoul, Pusan, Guam, Saipan, Manila, Hong Kong, Taipei, Singapore, Bangkok, Palau, etc. These were the places we flew. Some of those destinations like Seoul and Shanghai were fairly close--only a couple of hours away. Others like Bangkok and Singapore were a much longer distance.

On one particular evening, my crew and I were scheduled to fly the Tokyo to Singapore leg. Singapore sits only one degree north of the equator, and is a fairly long haul from Narita. Depending on the seasonal winds, it was a good seven or seven-and-a-half hours of flying time. It has a tropical climate and, generally, the only significant weather problem that we had there was thunderstorms. But thunderstorms it had. They could be huge, and they could be nasty. As I was perusing the flight release and the weather package that dispatch had provided us that evening, I saw that, around our scheduled arrival time, the terminal forecast at Singapore called for a 40% probability of thunderstorms. No big surprise there.

Our dispatcher had filed us with an IFR alternate airport of Paya Lebar. Singapore is a small island nation, and has only two airports that are large enough to handle a 747. The main Singapore Changi International (pronounced CHANG jee), and Paya Lebar, which is a military field located six miles away from Changi. After Paya Lebar, the next closest good alternate airport for us was Sepang International in Kuala Lumpur, Malaysia--located 165 nm away. So Paya Lebar was the desired alternate. But the problem this evening was that if, on our arrival, Changi was down because of thunderstorms, then it was almost a guarantee that Paya Lebar would be down too. Fortunately, the dispatcher had given us 20 minutes of holding fuel (over and above our usual reserve fuel). Doing some quick thumbnail calculations in my head, I figured that I could use that 20 minutes of holding fuel to divert to Kuala Lumpur if I needed to. Of course, that really meant that I was going to have zero holding fuel because, what the dispatcher called my holding fuel was, in reality, going to be my diversion fuel for Kuala Lumpur.

However, all of that was OK with me. Because I had enough fuel to fly safely from Narita to Singapore, and then divert to Kuala Lumpur if I had to. My minimum "safety of flight" concerns were met. And Paya Lebar did meet the legal requirements for our alternate. But from an economic standpoint, I felt like it was a questionable idea. Why? Because if I arrived in Singapore and, due to thunderstorms, couldn't land immediately, then I was going to have to make an immediate--and very expensive--

diversion to Kuala Lumpur. I wasn't going to have any fuel to wait around Singapore and hope that the Changi weather got better. So I called the dispatcher back in the U.S. Our conversation went something like this:

"Gordon, I want to preface all this by saying right up front that I'm not going to demand more fuel. I'll accept the fuel load that you gave me. But, are you SURE that you want to dispatch me that way?\*" Because if Changi is down with thunderstorms, then Paya Lebar most likely will be down too."

"Well, we don't think that's going to happen Captain."

"I don't either Gordon. But if it does, then I'm going to have zero holding fuel, and I'm going to have to make an immediate diversion to Kuala Lumpur."

"But Captain, I gave you twenty minutes of holding fuel."

"Yes Gordon, but that twenty minutes is actually my diversion fuel to get to Kuala Lumpur if both Changi and Paya Lebar are down."

"But, we don't think that's going to happen Captain."

"I don't either Gordon. But if it does, then I'm going to have to go to Kuala Lumpur."

"But Captain, your alternate is Paya Lebar."

"Yes Gordon, Paya Lebar is my alternate. But if Changi is down with thunderstorms, then Paya Lebar will probably be down too, and I'll have to go to Kuala Lumpur."

"But Captain, we don't think that's going to happen."

"I don't either Gordon. But IF it does, then I want to make sure you understand that I'm going to start an IMMEDIATE diversion to Kuala Lumpur."

"Kuala Lumpur? But Captain, Paya Lebar is your alternate."

"But Gordon, if I can't get into Changi, I probably won't be able to get into Paya Lebar either. They're only six miles from each other."

"But Captain, we don't think that's going to happen."

"OK Gordon, we're not getting anywhere here. I'll take the fuel load as it is. But I just want to make sure you understand that, IF both Changi and Paya Lebar are down, then I AM going to start an IMMEDIATE diversion to Kuala Lumpur."

"But Captain, we don't think that is going to happen, and your alternate is Paya Lebar . . . . ."

Well, we pushed back from the gate in Narita right on schedule and had a routine seven-hour flight to Singapore. On our arrival, there were thunderstorms. But they were nothing that we couldn't pick our way around, so we landed and set the parking brake at the gate at Changi right on schedule too. The passengers were happy to be there on time. My crew and I were happy that we were not in Kuala Lumpur. And back in the U.S., assumedly, Gordon was happily tucked into his bed at home after the end of his shift.

To this day I don't know if he was being intentionally obtuse because he didn't want to give me more fuel, or if he really just did not get the big picture.

\*\*Why not just put more fuel on all flights? The simple answer is that it costs fuel to carry fuel. Twenty-five minutes of additional holding fuel would weigh around 10,000 pounds. But, because of the additional weight, we would probably burn 2,000 additional pounds of fuel during our 7-plus hour flight to Singapore.



# Mach 5 Musings

by Julia Roberts

Spring is finally here! The skies are beginning to clear up and man, has there been so much weather! We are looking forward to Easter bunnies, spring flowers, and most of all: blue skies and favorable conditions for maximum flight time. Our students and instructors have certainly made use of the recent foul weather by completing the latest private pilot round school classes.

We are pleased to announce our recent Instrument Rated Pilots who have earned their ratings with their hard work and persistence. Our student Christine Potje earned her IFR rating on March 7<sup>th</sup>, and our very own AMP Lance Bickford earned his IFR as well on March 9<sup>th</sup> (and praised the Aviation Gods for it)! Great work to those two very accomplished pilots; it is not an easy feat!

This last month has been perfect timing for our Citabria wing re-fabric project. We are excited for it's progress and can't wait to have our friends at Kracon complete the makeover with a new paint job. We were able to participate in Lincoln High Schools Career Fair day, introducing the world of

aviation to nearly 600 juniors and seniors. And speaking of introducing aviation to the next generation, we are looking forward to volunteering at the California Capital Airshow's annual event, Positive Altitude. The pictures are from last years event, and it was a blast! This event takes place at Mather Field each year and aims to introduce aviation related careers, and the magic of flight to inner city disadvantaged youth.

We are also looking forward to our upcoming ultimate fly out to Alaska! Mach 5 friends and family will be joining our friends at Alaska Floats & Skis in June in order to fly wild Alaska in bush planes and earn a seaplane rating! Also, June kicks off our Hangar Movie Night on Saturday June 16<sup>th</sup> and we will be playing the Pixar film "Planes." We are excited and humbled to be a part of the Auburn Airport and to be providing education, aircraft servicing and spreading the joy of aviation to our community, and can't wait to see what's next at KUAN!





# Photos and Events



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*California Capital Airshow's annual Positive Altitude event is coming up soon. These two photos show some of the fun at the 2017 event.*



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Lincoln Regional Aviation Association presents FAAS Team events on Saturday, April 21st.

8:00 a.m.—Aircraft Display

10:00 a.m. — LRAA Annual Meeting

11:30 a.m. — FAASafety Seminar

12:30 p.m. — Aviators Lunch

Hangar 1886 D-2 [www.LRAA.aero](http://www.LRAA.aero)

**MACH 5**  
AVIATION

JOIN MACH 5 AVIATION ON AN  
ADVENTURE OF A LIFETIME

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**ALASKA**

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2018

Package deals for  
Seaplane Rating or Bush  
Pilot training  
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Pick a few days during  
June 25-July 3 to go on an  
amazing adventure & expand  
your flying skills!

SPACE IS LIMITED

Go to: [www.alaskafloats.com](http://www.alaskafloats.com) to sign up | Use Code word: Mach 5

# Col. C.E. 'Bud' Anderson Fundraiser BRICK ORDER FORM

*Bronze monument of Col. Bud Anderson and his P-51 Mustang "Old Crow" created by Douglas Van Howd and installed at the Auburn Airport*

## Create an engraved brick!

***Honor a loved one – Advertise a business – Share another message***

Your inscription must fit into the white boxes below, 1 character per box. Each brick can have a maximum of 16 characters per line. A character is defined as a letter or number, a space or punctuation mark. Please do not use special characters. Text will automatically be centered.

### Brick 1

4" x 8" brick	\$ 5 0 0
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## Brick 2

*(If you would like to  
order a second brick.)*

[illegible]

		Payment: __ 4"x8" bricks @ \$500 = \$_____
Contact Information		
Name:	_____	<p><b><i>Make check payable to:</i></b></p> <p><b>Auburn Aviation Association</b></p> <p>501 (c) 3      Tax ID# EIN 68-0083066</p>
Phone:	_____	
Email:	_____	

Please mail your check payable to **"Auburn Aviation Association"** to:

**Auburn Aviation Association**

**P.O. Box 6454  
Auburn, CA 95604**

Contact Joanie Mooneyham: (530) 878-0434 or joaniemoon05@gmail.com

# Membership and/or Scholarship Donation Form

## Auburn Aviation Association—Membership and Donation Form

Fill out and return the form payment or log on to [www.auburnaviationassociation.org](http://www.auburnaviationassociation.org) to use PayPal or credit card to join or to pay your annual renewal. Scholarship donations are welcome at any time.

Date: \_\_\_\_\_

Member Name:(Please PRINT) \_\_\_\_\_ Spouse: \_\_\_\_\_

Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

eMail: \_\_\_\_\_

Phone Number(s): \_\_\_\_\_

Type of License (Circle One or More): Student Glider Rotorcraft Other \_\_\_\_\_

Ratings: Private Commercial CFI Instrument Other \_\_\_\_\_

Aircraft: \_\_\_\_\_

Annual Family Membership: \$30.00 Dues: \_\_\_\_\_

Name Badge: \$13.00 each Name to be printed: \_\_\_\_\_ Amount: \_\_\_\_\_

Scholarship Fund Donation (optional): \_\_ \$20 \_\_ \$70 \_\_ \$120 Amount: \_\_\_\_\_

**Grand Total:** \_\_\_\_\_

### Mail form plus check payable to:

**Auburn Aviation Association**

**PO Box 6454**

**Auburn CA 95604-6454**

Contact:

Tammy Meredith

530-613-2963

kittycaver@icloud.com

[www.auburnaviationassociation.org](http://www.auburnaviationassociation.org)

AAA is a 501(c)3 Corporation. Donations to the Scholarship Fund are deductible using Tax Exempt ID number: 68-0083066

### AAA 2018 Board Members

Membership	Tammy Meredith—530-613-2963—kittycaver@icloud.com
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**Send us your news, events, and photos!**

### AAA 2018 Officers

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