

Auburn Aviation Association PROPWASH



December 2017

President's Message

Below: Many thanks to retired US Navy officer Joellen Oslund, who gave a talk at the November meeting about her historic role in US Armed Forces aviation.



MEETINGS

Wednesday, Dec 6th
General Membership
Meeting & Potluck

Socializing at 5:30 p.m.
Meeting at 6:00 p.m. Singers
from The Professional Voice
in Rocklin will be on hand to
serenade us.

DECEMBER POTLUCK

AAA will provide turkey,
ham and pork. Please bring
a side dish to share:

R-Z: Potatoes/Vegetable
A-M: Dessert
K-Q: Salad/Stuffing

#24 of 24. That's what this newsletter is. The last monthly column of my two-year term as your humble president.

My goals 24 months ago were to: 1. Make meetings lively/fun, 2. Engage interesting aviation-related speakers, keeping a patriotic theme. 3. Increase membership size with a focus on young (and those young at heart), including moving to a digital membership tracking and communications program. 4. Expand community awareness of our organizational mission and 5. spark an interest in as many young lives as possible about the joys of flying, aviation and aeronautics through widely distributed scholarships. 2 years. 5 goals. 5 successes. Mission complete!

The reason AAA was able to make ALL that happen for two straight years was the focused energies of your Officers and Board. I extend my heartfelt appreciation to each individual for all their time, energy and talent for the betterment of our airport as well as our association. Our officers were: Vice President (who helped me behind the scenes) **Bryce Mitchell**; Secretary (for an impressive 5th? Year!!) **Joanie Mooneyham** and Treasurer (He kept us out of jail.) **Gary Vogt**. Our hard working Board included: Membership lead by Chair **Larry Borchert**; in two years we gave out 15 Scholarships with that group's leader being **Walt Wilson** who was ably aided by new dynamo **Don Wolfe**; and speaking of wisdom, I was SO fortunate to have Past President **Wayne Mooneyham**'s advice and counsel when needed, as well as his leadership at the 5AC Chair; our board member at large was **Peggy Dwelle**, who, made the time consuming and detail oriented Membership Directory a reality this year. Our Ad Hoc Chair **Carol Uhouse** supported us as needed. Our airport and community reputation grew this year, which then, in part, helped our membership grow. I believe THE driving factor was our impressive, always classy and informative newsletter. Co-editors were the energy-abounding **Chris Haven** along with **Mike Duncan** who was a powerhouse of ideas and thoughtful columns for our remarkable Propwash.

My goal was to make AAA a little bit better than when I took it over from Wayne. I feel that was accomplished. Now, I hand back the reigns to the immeasurably dedicated Wayne to again put his thoughtful style into making AAA even better when he takes over on January 1, 2018.

SPARE TIME? Since I'll now have a huge block of time available, I've found a way to fill the void. As of November 1, I became the Deputy Director of the Aerospace Museum at McClellan. It's like going to 'work' at Disneyland for Aviators and Astronauts. I'm loving it! I hired on because AAA member, **Ken Lux**, is their new Chairman and he asked me to be part of the Transition Team until a new salaried President/CEO can be hired. It is a VERY COOL short-term 'job'! Come on down and see me and the always changing displays and exhibits.

It's been a wonderful 24 months and I thank each of you for supporting our wonderful association and me. Together, we are stronger, better and are helping more kids find their own 'spark' for flying, aerospace and beyond.

A Final 'Fair Winds' Dear Friends, Tim, out.
Tim Pinkney

Tim takes a few minutes away from being the new Deputy Director of the Aerospace Museum of California to hop in the cockpit of their Navy A-4 Skyhawk decked out with Blue Angel's livery. He's very happy coming out of retirement to be, what he calls, a "Sky Guy."



We had a great meeting last month with an excellent speaker. Organizer **Ben Foss** from Auburn Airport Events along with **Sunshine Aviation's** own **Diane Hammer** were given an award for their fund raising efforts for the AAA scholarship fund. Ben and Diane designated one of their Flyday Fridays events specifically to benefit our scholarship fund. **Mach 5 Aviation** was also recognized for their very successful Hangar Movie Night, conceived and organized by **Julia Roberts**. "Top Gun" was the feature and about two hundred people showed up along with several food vendors. I went home early but the event went on into the late hours of the evening (that is 10:00 for me) but from what I could see everyone had a good time. Thank you Julia, Diane, and Ben for a job well done.

Speaking of a job well done. The following people have reached a milestone in their flying this last month with the help of Sunshine Flyers. **Waylon Hall** passed his Advanced Ground Instructor Knowledge Test and is on his way to getting the certificate. AAA scholarship recipient **Mikaela Sawaya** (pictured upper right with **Jeremy**) soloed a Cessna 152 with **Jeremy Larsen** as her instructor. Mikaele is currently enlisted in the AirForce and her ambition is to get into the Air Force Flight training program.

She is on her way. **Don Lindsey** passed his Private Pilot check ride with **Ashley Snider** as the pilot examiner. Don has been at it for many years and has been starting and stopping several times but finally finished.

I think all of us have done that or knows some who has. Don has written a nice article, which is included in the newsletter. In addition Ms. Snider flew with and passed **Kelly Richards** (pictured above, standing on the right, with Ashley Snider and Mike Poteet) for his Instrument Rating with **Michael Poteet** as his instructor. Kelly had to postpone his checkride on several times prior to actually taking the ride and it had really made him nervous, but he did get through it. **Michael Kennedy** passed his check ride with **Orin Breedlove** for his Commercial Rating with **Mike Duncan** as his instructor. Congratulations to all and I hope you had a Happy Thanksgiving.

An official from the Planes of Fame Museum in Chino called president Tim recently regarding his column last month as "not being factually correct." Gee, it's pretty cool POF even knows little ol' AAA exists, let alone reads our

Propwash! Their spokesman said, They "have not confirmed they are moving anywhere at this time." They have only just begun 'initial discussions' with the city of Lincoln. So, what this means is... standby to standby... to learn more. When we hear about it AND have it confirmed, you'll know about it, too.



Well there is a move afoot to change the frequency at Auburn. It seems that too many people are on the frequency. There are only six other airports on the 122.7. To help alleviate the congestion a change might be in order. A couple of things might help. One of the things, try and minimize your time on the radio. Make the calls to inform people of your location for safety, but don't try and give a long winded explanation of where you are or what you are doing. There is no reason to give two or three radio calls about what you are going to do when one call is all you need. Radio calls telling other aircraft that you are not going to talk to them are unnecessary, i.e. "Last call." Keying up the microphone and not saying anything just ties up the frequency for no reason. Carrying on a long winded conversation with your buddy in another aircraft is another thing that doesn't help. Go to another air-to-air frequency.

And be sure to listen on the radio to be sure no one else is talking. When two aircraft are trying to communicate at the same time, it only sets up a squeal on the radio and nobody hears anything useful. All of these things tie up a frequency unnecessarily. Listen up before talking. Also remember the radio is only there to complement your visual scanning for traffic, not instead of looking out the window. Take care and fly safe.

Click the header/title on the first page to link to an 8 minute video of what Christmas is all about.

Well that is about all for this month. I wish everyone a Merry Christmas and a Happy New Year. Good Night Miss Daisy.

The Prop Turner
Mike Duncan



Photos



Photos: Top left—Some of our many Auburn women pilots Julia Roberts, Tammy Meredith, Karin Camelli, Joellen Drag Oslund, Diane Hammer, and Peggy Dwelle at the November meeting. Top center—Joellen Oslund's award from the Women in Aviation Pioneers Hall of Fame. Oslund was the first woman helicopter pilot in the US Armed Forces. Ben Foss and Diane Hammer were honored for their volunteer work at the November meeting. Bottom left—Mach 5 general manager, John Herndon, has turned another year older. Julia and other team members weren't exactly sure how old John had turned, so they guessed in candles... luckily, the fire department was not dispatched. Bottom right—onward and upward, the Mach 5 Cirrus SR-20 has just undergone a new paint job, beautifully done by Kracon Aircraft in Lincoln.

Mach 5 Musings

by Julia Roberts

The thanksgiving season has been here and we at Mach 5 are so very thankful for all our students and faculty that keep us up in the air! We're too close for missiles, better switch to guns- ready or not, here it comes: Christmas! Cue the lights, Christmas trees, gift buying frenzies, cookie making... and with all the holiday bustle, don't forget to take a break and have some fun flying!

Our student's have been taking advantage of all the great fall weather before winter swings into full effect. **Matt S.** has recently completed his private pilot and instrument ratings, and has flown right into his certified flight instructor (CFI) and his CFI instrument ratings. No layovers whatsoever for Matt and his capable instructor, retired **Col Allen Davis**. We also have in our midst another multi-engine

rated pilot! **Chad Lanza** earned his rating and was trained under the watchful eyes of our instructor **Chester Gault** and our Chief Flight Instructor **Andrew Moon**. And last but not least, our student **Mike Wilson** has successfully made his very first solo under the direction of his instructor, **Joshua Landry**.

This year at the airport has been an awesome one; from Friday Fly Days, to our company fly out, Hangar Movie Night, BBQ's, and everything in between! We are looking forward to everything that next year brings us, including the upcoming Auburn Air Fair. Thank you to everyone at KUAN for a wonderful 2017, and we look forward to smooth flights and blue skies in 2018! Until then, we'll see you around KAUN!



41 Years 1 Month and 5 Days

By Don Lindsey

On October 23, 2017 at roughly 3:15 in the afternoon I finished a quest spanning 41 years 1 month and 5 days - at least according to my log book. My initial attempt started in 1976 at Sacramento City College during the final year of training for my airframe and power plant license. The final leg started the month of September 2017. At that time, even with continuous preparation and after almost a whole year of training flights it seemed every day I found out something new I needed to learn or review for the check ride.

The check ride date was scheduled and I crammed as much as I could in that period with long days and nights doing the required cross country flight planning and review of flight maneuvers. Again, I committed to the check ride which is a process more than just a ride.

The check ride process covers the review of all the questions missed on the initial written exam, almost a year prior to that

date. In addition to the question review there comes the actual oral exam of every aspect of flying - the aircraft knowledge - the conditions that an aircraft may encounter in flight.

The oral exam went well and we proceeded to the flight portion of the check ride. After completing the preflight inspection and clearing the area for the startup of the engine we continued preparing for flight. First we had to taxi to the run-up area where we went through the checklist looking for any reason to not fly. To my anticipated reaction there was only one possibility of the outcome - we were ready to take off. So, after circling the aircraft in the run-up area to ensure that there were no other unidentified aircraft flying in the area, other than the ones we already knew that were there by their radio conversations, we approached the final crossing line.

There was no going back at that point and after stopping to announce our intentions we pulled out

onto the runway and began the take off - oh, but not the normal take off. The DE had requested a soft field take off which is the process a pilot would use on a grass strip or dirt runway to ensure that the aircraft did not get stuck during takeoff.

The process requires that the nose of the aircraft be held high and light so as to allow a takeoff as soon as the aircraft can clear the ground and then accelerate to a safe angle of climb. As we cleared the runway and climbed out to pattern altitude we turned towards the south heading over Folsom Lake. At that time fires in the area made for smoky skies,

affecting our eyes as well as visibility out past the aircraft. A thick layer of smoke was apparent at 4,000 feet and the visibility at 3,500 where we were flying was not much better. I was directed to fly over Folsom Lake to accomplish the required flight maneuvers.

After a few short miles, the examiner asked

me how I would determine the minimum visibility requirement to which I responded that I was not sure at that point but if an airplane came into view in the distance we may not even see them and I was not comfortable at all continuing the exam and that I thought we should schedule for a better day. Ashley the DE agreed and we flew back to Auburn and landed.

The next open date was the following Tuesday. That meant I had Thursday through Monday to work on my maneuvers and polish them up. As luck would have it I went out the following Thursday and flew that afternoon doing my needed review of maneuvers like power on stalls and slow flight, etc. As I entered into a power on stall too fast and pulled up on the control wheel bringing it into a stall - without near enough rudder - as the nose broke over when the poor 172 was almost vertical - the nose dropped and as it began to just roll over to the left I found myself looking at the waters of Folsom Lake - I



41 Years 1 Month and 5 Days, Continued

knew I needed more lessons to get this flying stuff under control. So another attempt brought the same result of my joy riding in the sky coming to an end, I headed back to Auburn and landed.

Upon finishing the tie down of the aircraft one of the instructors approached and asked, "How was the flight?" I said, "Well it sort of scared the heck out of me!" When I explained what happened, he made me aware that I entered the maneuver too fast and as the nose fell over as it was supposed to do, I did not have near enough right rudder. The result was a roller coaster ride equal to any Disney ride only I had no rails to ride on only the air. I never did max out the aircraft but it showed me I needed more instruction.

The following weekend had an opening on Sunday for training. The three hours of instruction went well and corrected all my control error inputs with an amazing feeling of - I can do this now!

The following Tuesday for the final part of the check ride was a beautiful clear day. I showed up an hour and a half early to check all the required log book information again for Ashley, but since it was a different aircraft, I knew she would want to see the new aircraft log books. I found a couple of errors that needed to be reviewed by the staff and the rush began again. Just as Ashley arrived, the final issues were cleared up and the process was repeated again in preparation for the final flight check ride.

With only the actual flying of the aircraft part of the check ride remaining, I was required to put the aircraft in all the conditions the Cessna 172 could be put in during flight as well as takeoff and landing, with safety being the primary consideration.

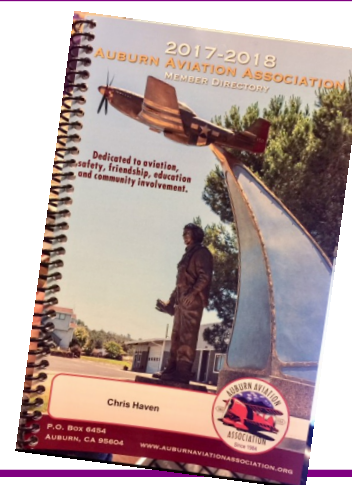
We would not go through all those possible conditions at an altitude for which a crash could be the final result. So, the maneuvers are accomplished at an altitude of about 3,500 feet for a margin of

safety. Once we reached the safety altitude over Folsom Lake I was asked to complete each of the required maneuvers one at a time - continuing one to another with all the required safety processes. As I completed a power on stall, I reacted just a bit too fast and so I repeated it with success. Then I had an entry into a power off stall in the landing configuration of which I only completed the stall portion. The maneuver was supposed to be decelerating and descending as if landing, which I did not do, and at that point I was sure I failed but we continued. I took a deep breath and continued along the process with no other issues when Ashley said to go back to the airport and do a short field landing which I completed very short but did not come to a full stop. As I was waved on to exit the air craft from the landing field, doing everything as required, I was directed to park and go inside the office and do a review.

Ashley was making some notes as I completed the exit and tie down requirements of the aircraft for which we both finished at the same time. As we started to head for the office Ashley said sort of shyly "By the way, you passed." I could hardly believe it with all the issues along the way and the last month being such a continuous day and night review of the information that would and could be part of the exam process it was done.

My story of forty one years - one month and 5 days was over - I was now going to be a licensed pilot. My next step was to take my new wife for the ride. She was apprehensive but trusting and willing to go up with me. Our next adventure is the first flight in our new **Switchblade** Multi Mode flying sports car. I can hardly wait.. I have wanted that flying car ever since first watching the Jetsons on TV. Now with Switchblade CEO Sam and company, that wish will soon be a reality.

Printed **AAA 2017-2018 Rosters** have been mailed to members. This booklet is very handy for getting to know and keeping in touch with your fellow members. Extras are available for purchase. See Peggy Dwelle at the meeting or call her at (530) 305-9101.



Honoring Our Veterans



This year—2017—marks the 26th year that Wreaths Across America will provide wreaths to honor and celebrate the lives of our fallen heroes in the battles to keep our country free. The wreaths will be placed on graves of the Army, Marine Corps, Navy, Air Force, Merchant Marines, Coast Guard and POW/MIAs on Saturday, December 16th, 2017, 9:00AM, at the New Auburn Cemetery. This will be immediately followed by a short ceremony at the Old Auburn Cemetery. All are welcome and encouraged to attend the events. AAA has purchased 74 of the more than 1200 wreaths to be laid this year.

Contact **Paula Celick** at 530-885-1428 with questions or if you would like to volunteer. Preparations start at 7:00 a.m., if you'd like to come early and help prepare the wreaths.

Parade Flyover



Dwelle family members—in this case, Tom and Tom, honor our veterans as well as those who serve by conducting fly-bys over Auburn's and other parades. This pair of photos was taken over the Auburn Veterans Day Parade, but you can see one or both of these California Texan A-T 6's over most every July 4th, Veterans or Memorial Day event in the Auburn area. Follow Tom (TJ) on Instagram at @twdwelle and @airside_ops_kaun.

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

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 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
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Contact:

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

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Send us your news, events, and photos!

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