

Auburn Aviation Association

PROPWASH



February 2018

President's Message

MEETINGS

Wednesday, Feb 7th **General Membership Meeting & Potluck**

Socializing at 5:30 p.m.

Meeting at 6:00 p.m.

Military historian Ken Nielsen will present the story of aircraft production in California during WWII.

March 7 - Vietnam fighter pilot Larry Snow will tell us of flying the F-101 in combat and other tales from his aviation career.

April 4 - United Airlines pilot Jim Bell was once a Navy fighter pilot and was assigned to the West Coast F-18 Super Hornet airshow team. He'll present to us at the April meeting.

Our airport is a vibrant resource to the City of Auburn and Placer County. This was very evident a short time ago when I attended the January 17th meeting of the AABPA (Auburn Airport Business Park Association) and was impressed by the supportive energy this group exudes. It was their Officers and Directors election night and **Margery Cook** will serve as their incoming President for a one year term. Two guest speakers, plus a lot of interactions from a strong group of shakers and movers, were a great start to a promising year.

The 5AC Meeting convened about 1700 hrs last Wednesday, (the 24th) with a great turnout of airport supporters and advocates (20 in total). The nasty weather did not seem to deter the ones who want to have some input and glean information about the future of our airport. **Bernie Schroeder**, Planning and Public Works Director for the City of Auburn, was the headliner, sharing a wealth of knowledge as well as answers to most of the questions presented from the attendees. Runway LED lighting, ramp tie-down and slurry paving were some of the topics discussed. Additionally, airport signage (like the one at Bell and New Airport Roads) to be erected sometime this spring at Hwy 49 and Locksley Lane, was also discussed. The Agenda for the evening had 15 items plus a variety of miscellaneous questions from the floor. The minutes from the meeting will be available online in the near future.

At the AAA Pot Luck Meeting coming up (Wednesday, February 7th) we will vote on accepting the Association's Bylaws as updated by last year's Board. Our guest speaker, **Kenneth Nielsen**, has an interesting and informative presentation planned for us about WWII airplanes built in California.

I'm looking forward to seeing you there - rain or not!

Regards,
Wayne Mooneyham

FEB POTLUCK

Please bring a dish to share:

A-K: Main Dish

L-P: Dessert

Q-Z: Side Dish/Salad



February 2018 is upon us and Valentine's Day is not far away. Time for hearts, flowers, and chocolate candies for the love of your life. For that second great love of your life, there is flying. **Kelly Richards** passed his Commercial Knowledge Test and is scheduled for his check ride soon. **Aaron Burn**'s new love in his life is a C-172 he recently purchased. He soloed it this past month with **Mike Duncan** as his instructor. **Ken Pinkston** soloed Jan. 29, 2018 in a Cessna 172 at KAUN. Ken's Instructor is **Mike Poteet**. Well done, Ken.

George Har-
din's new love is
a tri-cycle gear
Kit Fox and
Scott Holland
soloed him in it.
It is actually
George's second
solo because his
first solo was in
the Evektor
SportStar.

Tammy Mere-
dith earned her
Private Pilot Certificate with **Ashley Snider** as her
DPE and **Michael Poteet** as her instructor. Tammy
has gone through many trials and tribulations over
the last four years, but she has persevered. She has
written a short story about her adventure which is in
this edition of the newsletter. **Jeremy Larsen** has
just recently completed his BE-300 type rating. He
did this in addition to flying as a flight instructor and
squeezing in some time flying corporate aircraft. You
may recognize Jeremy because of his many other ac-
complishments this past year with his students.

We are about half way through winter and it is
time to start thinking about spring and spring time
flying. come out of hibernation and brush up on your
skills. Now where did I put that flight bag? Is the
chart current? Where did I put my headset, plotter
and E6B? For the new age pilot, it is time to make
sure all the batteries are charged up or replaced for
the noise cancelling headset, iPad, laptop, flash light,
cell phones, etc. Are the data bases up to date and
paid for in all the aforementioned devices? Now to
get on the scheduling website and see if an airplane
and instructor are available for my flight. Good for
2:00p.m., time to go. Finally, at the airport, clipboard

in hand, off to the airplane. Preflight is the normal
walk around. Now to hook all the portable equip-
ment make sure they are working. Cell phone at-
tached to the left side window, yolk mount hooked to
yolk for iPad and plugged in, Wi-Fi box mounted on
the glare shield and hooked up, spare batteries in the
flight bag that is in the backseat. Everything A-OK.
A little preflight briefing from the instructor as we
outline our flight. "Use the check list" the instructor
says "and you will do fine". The plan is to take-off
and climb to 3500' between Auburn and Lincoln.
Level off and we do some steep turns left and right,
minimum controllable airspeed, stalls, emergency
procedures, basic navigation for pilotage and dead
reckoning.

Additionally, as an instructor, I might request a
demonstration of radio navigation using GPS, VOR,
and ADF and we then finish up with some pattern
work. The look that I often get from a student is that
of "What is pilotage, dead reckoning, VOR, and ADF
navigation? I have my GPS with my G-1000, iPad,
cell phone, and my
laptop along with
several other back-
ups." After "the
look" I let him
know that this is a
refresher. Perfec-
tion is not required.
The plan is to re-
view everything and
give some sugges-
tions on what the
student needs to
work on and let
him (or her) go out
and practice or at
least know their
personal limitations. Here comes the look of relief.

The flight goes pretty much as planned. The steep
should have been a little bit steeper than 30°, the
stalls should have been done a little bit slower than
stall plus 10kts, the heading and altitude could be a
little better than + or - 20° and + or - 200', but that is
something to work on. As we head back to the air-
port from over Newcastle my student dials up the
GPS to get heading and distance to the airport. The
pattern work proves to be satisfactory after several
go-arounds and we are able to touchdown pretty



My Checkride Story by Tammy Meredith

I've sat behind the desk at Sunshine Flyers for 2 1/2 years listening & watching as many students walked through those golden doors. The two days prior to my big day ended up being more stressful than I thought. There were ground sessions designed to squeeze just a little bit more knowledge into my head. I also made a training flight the morning of the ride due to bad weather the day before. I had always heard how stressful the oral was compared to the actual flight. My Examiner, **Ashley Snider**, was great. She's very calm & understands that students get nervous. Before I knew it, I was chatting about my cross-country flight not even realizing we had begun. When she announced the oral portion was over, I was shocked more than relieved. We checked the weather & discussed the winds that had picked up in the valley. I had a good feeling & told her our flight was a "go."

Feeling good about my soft field take off, my cross country to Monterey had begun. I remember telling myself it was just another training flight with a different person. Once we hit my first check point at Folsom, the fun began. Later, I told my Instructor I heard his voice the entire flight! My diversion back to Auburn went well. Although a bit tired, I felt good at that point. I finished out the test & was told to take it in. Once we parked, she congratulated me on passing. I was so excited; I gave her a hug.

As I reflect back on my journey, I am so appreciative of all the wonderful encouragement & support from my Instructor, **Mike Poteet**, and to all the Instructors at Sunshine who helped me along the way. No matter what I needed, they were there to help. My family & friends are my biggest fans! I must have spent a good 20 minutes emailing everyone waiting for the news. To everyone else I met along the way, thank you. I am now a member of an elite club. My adventures have just begun.



Tammy Meredith, **Private Pilot**

Photo: Tammy is pictured on the right, with her CFI Mike Poteet.

Lesson Learned

By Doug Fee

As a young guy--many years ago--I scrounged flying time almost anyway I could. I flight instructed, I flew charters, and I ferried new Cessnas from the factory in Wichita out to the FBO where I worked in Southern California. The ferrying gig was just an occasional one, and I'd fit it around my flying schedule and my college classes as best as I could. I'd wind up making the trip probably four or five times a year. But it was great; I could put a whole lot of flying time into my logbook over a short period of days, and it was a welcome break from the routines of teaching students and picking up charters here and there.

More than that, it was an *adventure*! For a twenty year-old kid to be given an airplane, and told to bring it home however I wanted to, was pretty exciting and gave me a tremendous sense of freedom. Of course the fact that the airplane that I most commonly ferried was the relatively pedestrian Cessna 150 deflated some of the excitement. But I'd also periodically pick up a 172, 182 or 210. And on one memorable occasion, I was lucky enough to stumble into an opportunity to ferry a twin-engine Cessna 310 back. Desperately wanting to build more multi-engine flying time, I flew that one all the way home at about 50% power so that I would be able to add a few extra hours of twin time to my logbook. The boss never figured out why that trip took me so long.

But the trip in question was one that I flew in a 110 mph Cessna 150. Typically, that would be about a 16 hour trip, and I'd split it into two days. But on this occasion there had been some last minute squawks on the airplane at the Delivery Center in Wichita, so I got off to a late start on the first day. Meanwhile, I was in a hurry to get back to Southern California. That sense of urgency . . . might . . . have had something to do with a girlfriend. With the delayed launch out of Wichita, I made it through Oklahoma, the Texas panhandle, and to about the New Mexico state line before I ran out of daylight. I suppose I could have continued on after nightfall, but Northern New

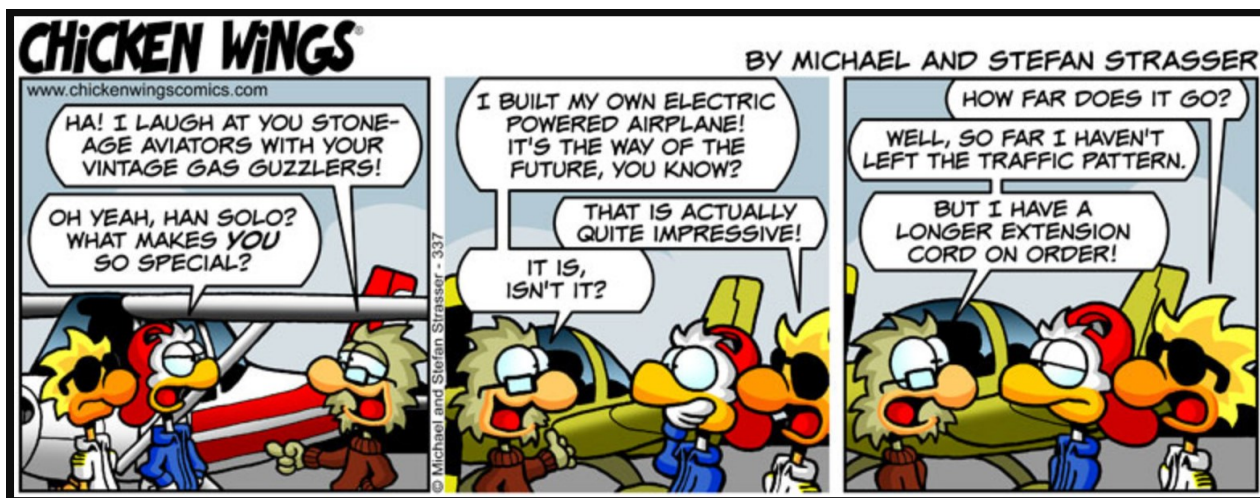
Mexico and Arizona have some pretty rough and mountainous terrain, and I didn't relish the idea of being out there on a dark night in a single-engine airplane. So I stopped for the night in a small town in northeastern New Mexico.

Wanting to get a very early start the next morning, I carefully fueled the airplane before leaving the airport for a short overnight at a cheap motel in town. My plan was to be back airborne again at first light the next morning, with the hope of making it all the way home that day. However, the next morning, a delay with the small town taxi service set me behind schedule, so now I was really rushed. But, after a very quick pre-flight inspection, I jumped in, fired up, and was on my way. I was really impressed with how well the little 150 climbed in the cool morning air. Impressed that was, until I happened to notice the fuel gauges, and saw that they were both pointing close to the big "E" . . . as in "Empty".

My first thought was denial--*I knew* that I had filled the tanks the night before. And fuel gauges in light airplanes are notoriously inaccurate and unreliable. So the tanks must have been full, and the fuel gauges were just wrong. After all, we often had oddball squawks on the airplanes that were fresh from the factory. But that little voice in the back of my head said, "No, the tanks are not full. And that's why the airplane is climbing better than you'd expect it to".

I was still only a few miles from my departure airport, so I did a 180, and returned for a quick landing. Shutting down on the ramp, I climbed up on the wing and visually checked the fuel. Both tanks were nearly dry. Apparently, during the night, someone had helped themselves to the fuel in my tanks. And in my morning hurry, knowing that I'd filled the tanks myself the night before, I didn't bother to check them.

To this day--four and a half decades later--I still won't take off in my little airplane without *visually* checking my fuel. Lesson learned.



Mach 5 Musings

by Julia Roberts

2018 is moving right along! January has zoomed past us; our students and staff have been diligently working towards the big things that are to come this year at the Auburn Airport. The sense of community that our charming airport holds is abundant, and we can't wait to be a part of the many events that are planned for this year, including the Hangar Movie Nights, Friday Fly Days, and the Auburn Air Fair!

The weather here has been splendid going into February, with absolutely perfect conditions for both IFR training and VFR. Our students and instructors alike have truly taken to the skies with check rides and solos! **Joe Gartrell** accomplished his very first solo under the watch of our CFI **Dr. Davis**. We now have two students who are Certified Flight Instructors (CFI), Mr. **Chris Greeley** and Mr. **Tony Pollizzi**. **Bill Jeffryes** also soloed for the first time thanks to his hard work

and trusty CFI **Chester Gault**. **Mike Harbison** earned his Instrument Rating under the direction of **Chester Gault** as well. And last but certainly not least, our student **Ethan Spotts** is now a pilot and his CFI **Josh Landry** couldn't be more proud of him!

Our staff is looking forward to teaching another round of the Private Pilot Ground School with our winter/spring session beginning February 6th and running through March 13th. It will be held every Tuesday and Thursday night from 6-8pm at the Auburn Municipal Airport Terminal Building. This February has shaped up to be a lovely time for learning! Don't forget about our BBQ's every Friday at noon, free food and a great time to swap stories with other pilots and like minded students. Until next time, we'll see you around KUAN!

Blue Skies,
Julia Roberts



More Achievements



The Prop Turner, cont.

close to where he wants to once we get the speed and aircraft configuration stabilized. A debrief after landing and the newly refreshed pilot is ready to go. The pilot is feeling relieved and promises to do a few solo flights before taking passengers and to review his flight planning to help his confidence. Sound familiar?

Friday Flydays and Movie Night are coming back for this year. Check with Julia Roberts at Mach 5 for the movie nights and Diane Hammer or Ben Foss for the Friday Flydays fundraising event if you wish to volunteer to help. These events will begin in May.

On a final note, there will be a ceremony at the ter-

minal build Sunday February 4th at 11:00am for Dr. Mike Cowan. About two years ago the process was started to present him the Wright Brothers Award for his achievements for fifty years in aviation. Dr. Cowan died before that could happen. Sunday that award will be presented posthumously. Honey Cowan would appreciate anyone one who would attend.

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

The Prop Turner
Mike Duncan

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.



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: <u> 4" x 8" bricks @ \$500 = \$ </u>	
Contact Information Name: _____ Phone: _____ Email: _____	<p style="text-align: center;"><i>Make check payable to:</i></p> <p style="text-align: center;">Auburn Aviation Association</p> <p style="text-align: center;">501 (c) 3 Tax ID# EIN 68-0083066</p>

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 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

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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