

Auburn Aviation Association

HAPPY NEW YEAR

PROPWASH



January 2017

President's Message



MEETINGS

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

NASA Solar System Ambassador Tim Pinkney will give a talk about NASA's Cassini spacecraft mission exploring Saturn for the last 13 years.

The probe's data and imagery reshaped scientists' understanding of the ringed planet and its 60-plus moons. Cassini discovered liquid water nearly a billion miles from the Sun with potentially habitable oceans.

Wednesday, Jan 20th
5AC Meeting
Meeting at 5:00 p.m.

JAN POTLUCK

Please bring a dish to share:

A-E, R-Z: Main Dish

F-J: Dessert

K-Q: Side Dish

Welcome, fellow members, to a New Year that, politics aside, looks like an upbeat and entertaining time for all of us.

I'll take this opportunity to thank our Officers and Directors who have stepped up for this coming year to keep our Association running smoothly. Under the stewardship of our outgoing officers and those who have elected to serve another term I, We, "Thank You" for all your efforts and contributions. It's a "job well done"!

Our Youth Scholarship Program has been a huge success to date and plans are to refine, and possibly expand, the way we disperse the Association's contributions toward the recipients' future in the field of aviation.

Plans are underway to establish a Mentoring Program for our young applicants. The program, chaired by **Don Wolfe**, will include guidelines for interviewing, application submission, appropriate interview attire, etc. The program is intended to be offered in advance of any interviews and hopefully will prepare them for any future endeavors for employment.

Another goal for 2018 is publishing revised bylaws. The 2017 Board has reviewed and updated them to reflect our current status. The new bylaws will be presented in an upcoming Propwash for member's review and voted upon at a subsequent meeting.

There will be a 5AC meeting on Wednesday, January 20th, at 1700 hours in our regular meeting room. If you have an interest or issue you'd like to discuss, plan to attend.

Best wishes for a very Happy New Year. Keep the shiny side up,

Wayne Mooneyham
President



A new year has arrived and I hope everyone has had a Joyous and Merry Christmas. It is fun to watch all of the kids looking forward to having a visit from Santa and the smiles on their faces in anticipation of what gifts he will bring. That feeling is often repeated by those pursuing the gift of flight. Those that have been given that gift are **Brandon Brown, Steven Romo, Rob Horvath, and Darren Nishimura**. Their respective instructors at Sunshine Flyers are **Greg Pellerin, Michael Poteet, and Mike Duncan**.

Brandon Brown is a former Sunshine Flyers student and AAA scholarship recipient who was recently nominated as a candidate to the Air Force Academy by **Ami Bera**, his Congressman in the 7th district. Brandon has been committed to

flying since he was a young boy, soloing at the minimum age of 16, getting his private pilot's license at the minimum age of 17

and has achieved instrument and commercial ratings along with endorsements for complex and high performance aircraft. Now at the ripe old age of 19, Brandon is a Physics major at Folsom Lake College. We wish him well in his endeavor to get into the Academy. Brandon is an excellent example of how our scholarship money can advance young pilots in their career goals.

On the subject of scholarships, the [2018 application and guidelines](#) are posted on the AAA website. The application deadline for this year is March 30th.

Rob Horvath has an interesting story to tell. He started learning to fly a long time ago, back in the 90's in southern California. Life got in the way and so he had to give it up for a while. After moving to northern California and keeping his job in the Paso Robles area, he needed a much more efficient way to get back and forth. Voila, flying. Although he has had to basically start over; he is doing it in his own airplane. He has purchased an early model Mooney and has just recently soloed his airplane under Michael Poteet instruction.



Darren Nishimura, has a similar story, except that that Darren is doing it purely for the love of flying. Darren would like to share the flying adventure with his family.

Andrew Portello earned his commercial Pilot Certificate this past month with Mike Duncan as his instructor. Andrew started elsewhere, but came here to finish up. His check ride was with **Orin Breedlove** out of Sacramento. Andrew passed with flying colors.

Michael Polit has finally achieved his flying dream of crop dusting. When I first met Mike he had a private pilot certificate in his hand and a dream to be a crop duster. With a promise of a forthcoming job, I help him get his Commercial Rating last year (2016). That job fell through, but this Christmas he got there by being hired by Jones Flying Service in Biggs, CA. Congratulations to all on a job well and giving yourselves a gift of a life time.

Aviation ground school classes will start in early February at Sierra College through their [Community Education](#) program. AAA board member Don Wolfe is working on getting accreditation so that the class can count toward elective credits for future students.

Whether you are a new pilot or one with many thousands of hours, weather flying is almost upon us and it's time to get proficient. See Capt. Coho's story on page 4 to illustrate how quickly the weather can change.

Writing about the people getting their rating and starting their adventure in aviation has made me reflect on all of the good we have done as AAA over the past year. This is a time of reflection on the past year and thinking about our hopes for the next year (you know those pesky "New Year's Resolutions"). These past few days I have been down with the flu and about all you have to do is think about such things while you try and rest and recuperate. The past year has been very good to me. Much of this you realize as you just lie in bed and are too tired to do anything else. Thank you all for being there for others, both last year and for the year to come.

On behalf of the board of the Auburn Aviation Association, I want to thank the generous people who have purchased a brick and have been patiently waiting to have their brick installed at the veterans memorial statue of Bud Anderson at Wings restaurant. We now have the bricks in our possession and are working on getting a date from the contractor to lay the bricks.

Well, that is about it for this year and **HAPPY NEW YEAR TO ALL**. Good night, Miss Daisy.

THE PROP TURNER
Mike Duncan



Photos



Top left—Young singers from **The Professional Voice** in Rocklin provided entertainment at the holiday party. Top right—Outgoing President **Tim Pinkney** (in the holiday Aloha shirt) made special presentations to all of the 2017 AAA board. Tim accomplished his goals over the last two years. 1. Make meetings lively/fun, 2. Engage monthly speakers interesting about aviation/flying related while patriotically themed. 3. Increase membership size with a focus on young (and those young at heart). 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. Thank you for your service, Tim! Bottom right—That's AAA member and local Wreaths event organizer **Paula Celick** in red at the Auburn Wreaths Across America event in December honoring veterans at holiday time. Bottom left—wreath deliveries.

“How Did You Know?”

By Capt. M. V. Coho

One winter evening, in around 2000 or so, my crew and I were scheduled to fly a red-eye from Honolulu to LAX in a DC-10. Our destination was forecast to be VFR on our arrival, our alternate was Ontario, and we had the normal amount of reserve fuel, plus about twenty minutes of holding fuel. After a routine four-and-a-half hour flight, we "coasted-in" (made landfall) about dawn, a little bit south of Santa Barbara. The Second Officer listened to the LAX ATIS (current weather info), wrote it down, and tossed it up to us: Sky partially obscured, visibility four miles, landing runways 24R and 25L.

I considered the ATIS, and looked around at the peaceful morning coming into view in the dim purple light. Inland, the city lights were slightly diffused through the haze. Just off the coastline, I could see a pretty, almost snow-like, stratus cloud layer that lay very low on the water. It was time to do our approach briefing, and I told the guys that I was planning on a Category II ILS to 24R.

"A Cat II?", questioned the co-pilot. "Why a Cat II? We've got four miles visibility--its VFR".

A Category II ILS is a relatively complex, autopilot-coupled approach procedure that we utilized when the weather was below regular ILS minimums. We didn't use it very often because it required a big long list of various pieces of airborne and ground-based equipment to all be working. If any single one of those components were to fail, then we'd have to miss the approach. But in this case I thought we might need the lower approach minimums. However we didn't really have the time to delve into a long, technical discussion. So I simply said, "I think the weather might go down."

He just sort of looked at me like I was nuts, and said, "Well OK."

I went through the somewhat lengthy Cat II briefing, asked if they had any questions, and then the Second Officer read Approach Checklist--to which, we responded.

We were cleared for the SADDE arrival, which took us roughly along the Malibu coastline, downwind over Santa Monica, and then we would get radar vectors for the ILS for 24R. About the time we crossed over Santa Monica, Approach Control announced "LAX information Victor is now current, sky partially obscured, visibility two miles."

A few minutes later, on about a seven mile base leg, Approach Control reported "Runway 24R RVR now 5000" (1 mile visibility). We were cleared for the approach, intercepted the ILS course and started inbound to the airport. When we changed over to the Control Tower frequency, they reported "Runway 24R RVR now 1400" (about 1/4 mile visibility). Suddenly it was below regular ILS minimums, although still slightly above minimums for the Cat II approach we had briefed and were now flying. So, if we had been flying anything less than a Cat II approach, we would have had to do an immediate missed approach.

As it was, we flew the Cat II approach, broke out of the clouds about 150 feet above the ground, picked up the approach lights, landed and rolled out. We taxied clear of the runway, contacted Ground Control and got a clearance to our assigned gate. Then the co-pilot turned to me, kind of shook his head, and said, "How did you know? How did you know the weather was going to go down like that?"

I shrugged and said, "It was easy. Winter time at LAX, the temperature/dewpoint spread was only a couple of degrees, the Sun was just coming up, and there was a low stratus marine layer just off the west side of the airport. I've seen it all before."

The point of this story is not how brilliant an aviator M. V. Coho is (because he's not). The point of the story is the value of experience. I'd been there before, I'd seen it before. Had we been flying a regular ILS, we would have missed the approach, and would have had to get back in line with Approach Control for another try. If there had been much of a traffic delay, we would have burned up the last of our holding fuel, and would have had to divert to Ontario. The fact that I'd seen that same scenario before certainly saved us from a missed approach and, perhaps, from a diversion to our alternate. Whether you're flying a DC-10 or a Cessna 150, experience is a valuable thing. Its worth your time to go out and expose yourself to the world of flying, and to get some of that experience.

Mach 5 Musings

by Julia Roberts

The holidays have assuredly come to a close and the New Year is finally here. 2017 has been an incredible year and we can't thank our family, friends and customers enough for making it one to remember. We've added new additions to our Mach 5 crew in both staff and aircraft, and even added to our Friday BBQ menu! Our year has been wonderful, and the students have been even better.

Speaking of students, we've had a few finish their year incredibly strong with their accomplishments. Our private pilot student and former AAA scholarship recipient, **Michelle Hanson** has gone on to study at the University of North Dakota and has just recently finished up her commercial ratings for both multi-engine and IFR. We've also had three of our pilots take off in their aviation careers as certified flight instructors (CFI): **Mike Callaham**, **George**

Thompson, and **Alex Erdman**. Our CFI **Chad Schutze** has yet again successfully soloed another student, **David McCready**. And last, but certainly not least, **Luke Baird** is a student pilot no more! Under the watchful eye of his CFI **Chester Gault**, Luke earned his private pilot's license and is now enjoying his newfound independence with friends and family.

Moving onward and upward in this New Year, our team has planned another Cirrus training day that will fulfill the ground requirements and give each person a ½ hour flight towards their full check out. The class will be held on January 20th and speaking of classes, our next private pilot course is set to begin February 6th and will be held each Tuesday and Thursday from 6 to 8pm. 2017 has been a great year and we are looking forward to a high flying and incredible 2018!



More Achievements



Memorialize Your Support

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. The bricks cost \$500 each. The proceeds, after costs, go to fund the "Col. Bud Anderson Scholarship Fund". See the attached form for ordering.

Any 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.)

4" x 8" brick	\$ 5 0 0
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		Payment: __ 4"x8" bricks @ \$500 = \$_____
Contact Information Name: _____ Phone: _____ Email: _____		<i>Make check payable to:</i> Auburn Aviation Association 501 (c) 3 Tax ID# EIN 68-0083066

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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