



AAA Events

Wednesday, January 9th

General Membership Meeting

Join us in the Barnstormer Room for our first meeting of the year as we hear from Sam Sherrod of the Placer County's Tax Assessor's Office on how they see taxable property, including aircraft and hangars.

Wednesday, February 6th

General Membership Meeting

AAA Scholarship Committee members Don Wolfe and Larry Borchert will present their interview training program to kick off scholarship season 2019.

Wednesday, March 6th

General Membership Meeting

AAA Past President and NASA Ambassador Tim Pinkney will tell us about the Mars Mission: InSight.

POTLUCK MENU

Please bring a potluck dish according to the first letter of your last name:

A-E, R-Z: Main Dish

F-J: Dessert

K-Q: Side Dish



President's Message

Wow! When I look back on **Wayne Mooneyham's** tenure as President of our association, I am awed by how much time he's put in to the AAA, and by what he's accomplished. Frankly, it's pretty intimidating to try to follow him. Upon being elected to the papacy, **Pope Francis** reputedly quipped to the cardinals, "May God forgive you for what you've done". In a similar vein folks, are you *sure* you really want me to take the reins from Wayne's capable hands?? He's going to be a tough act to follow.



In my time with the AAA, I've become acquainted with most of our members, but I'm sure that there are some of you who may be puzzled as to who I am. So, in a nutshell, this is me:

When I was an eleven-year-old, my dad learned to fly. He got his private pilot's license at Santa Monica Airport, where I would sit and watch the airplanes come and go while he took his lessons. When he finally received his license, I was his first passenger. He only flew for about six or seven years, and had a total of a little over 400 hours. However, I was with him for many of those hours. We flew from California to Texas multiple times to visit Mom's family. We flew my older brother to college in Utah. I had a lot of passenger time. Around the same time that Dad originally learned to fly, I also logged my first pilot time with a friend of his who was a CFI. Over the span of the next eight years I accumulated a grand total of 2.3 hours of dual instruction.

However, about the end of my freshman year in college, I started flying in earnest. By my junior year, I had my CFI and was flight instructing. After graduation, I continued instructing. I also flew charters and ferried airplanes--mostly new Cessnas from the factory in Wichita out to Southern California.

At the tender age of 25, with just under 4,000 hours in my logbook, I began what turned into a 35-year airline career. My airline years were

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President's Message, continued from page 1.

pretty evenly split between the flying of domestic and international routes. And, of the time I spent flying international, the majority of it was heading westbound to the Pacific Rim. It was a good life.

But that was then and this is now. As a pilot, my heart and my roots have always been in general aviation. Today, my flying is in a very fun little sports car of an airplane--an RV-6. Meanwhile, I'm looking forward to working with the city to continue to improve our airport, to helping Don Wolfe in his efforts to modernize our scholarship program, and to interacting with the membership of our organization. I think its going to be a *great* year!

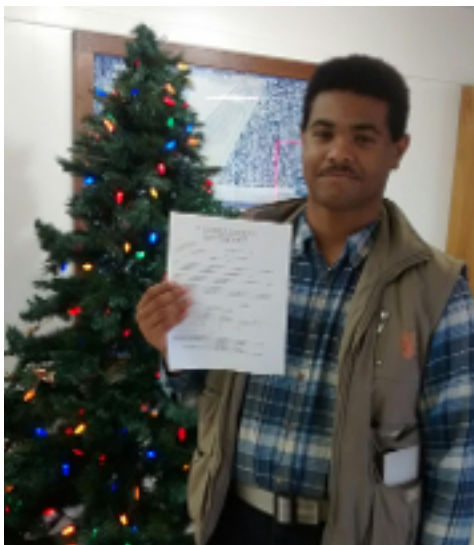
Blue skies,

Doug Fee

*The photo at top of page 1 shows
President Doug Fee with his grandson
Boston.*

Next month: Who Are We?

Photos



In December, former scholarship recipient Brandon Brown passed his FAA Certified Flight Instructor (CFI), Flight Instructor-Airplane, written examination. He will schedule his CFI checkride for March 2019, a few days before his 21st birthday. He also just received his college grades, (4) A's and (1) B. "Honors", all while earning his Commercial Pilot licenses.

That's bell choir leader Karen Kesler with President Wayne Mooneyham at the December meeting. Many thanks to AAA member Bonnie Wilson and the rest of the bell choir from Pioneer United Methodist Church who performed for us.



As the Prop Turns

by Mike Duncan

HAPPY NEW YEAR TO ALL. I hope one and all got what they wanted from Santa Clause. Now to lose all that weight we gained. And then there are those New Year's resolutions that we will be making. Hopefully one of those is to fly more and go off to some exotic place in an airplane.

The following people managed to give themselves a great Christmas present by reaching a new goal in their flying. **Kevin Gundestrup** passed his Private Pilot Knowledge test with flying colors and **Scott Woodland** passed his Advanced Ground Instructor Knowledge Test for his CFI. **Jeff Riley** and **Saheg Randhawa** both were able to solo in the Cessna 152 with **Randy Leys** and **Mike Duncan** respectively as their instructors respectively. Sierra Air Helicopter was also able to get a new student to their first Solo. **Billie Howard** was able to solo **Julie McColl** in a Robinson R -22. **Jay Schumacher** earned his Light Sport Certificate with **Jim Hinson** as the Designated Pilot Examiner. Randy Leys was the Instructor. Congratulations to all of you on a job well done.

To help end the year on a really special note, a young man named **Brett**

called us to take his girlfriend, **Michelle**, for a ride in an airplane. His intention was to surprise her with a wedding proposal. Unfortunately he had to tell her ahead of time because a photographer showed up with all of his equipment and it took a little bit of the surprise out of it, but they did go up and fly, and yes she did say "Yes". We were promised wedding pictures when they finally get married in the spring time. Good Luck to both of them on their future together.

Well, that is about it for this month. I think I have had too much sugar and too much "good cheer" for the season, so Good Night, Miss Daisy-until next year.

Mike Duncan

The Prop Turner



Mach 5 Musings

by Julia Roberts

2018 has assuredly been a year for the books! The New Year is finally here and all of us at Mach 5 Aviation are excitedly planning our new and grandiose adventures for 2019. This year brought us new CFI's, new aircraft, new students, and new friends- near and far!

We've had a few of our wonderful students finish this year out in bold fashion- the Mach 5 way! **Brian Main** (the Main Man) celebrates joyfully his accomplishment on earning his Private Pilot's license, a feat that is surely not easily accomplished by many. **Jim Barton** also stands proudly after achieving his goals and earning his pilot's license as well. **Sean Swenson** jumps for joy after completing his Certified Flight Instructor rating- on the first try nonetheless! And last but certainly not least, our very own **Michelle Hanson** stands proudly next to our Cessna 310 after

completing her Multi-Engine Instructor Rating (over the Christmas break from the University of North Dakota). Great work everyone!!

Moving forward and upward in this new year- we are all looking forward to our next pilgrimage to Talkeetna, Alaska. Many of us will be joining legendary Don Lee at his wonderful flight school- 'Alaska Floats and Skis', in order to earn float ratings and fly bush planes. We can't wait for more fly outs, more BBQ's, more seminars, the California Capital Airshow, and so- SO much more! Don't forget- the next Private Pilot Ground School is flyin' right up! Tuesday, January 8th, 2019. Classes will meet Tuesday and Thursday nights from 6 to 8pm in the Auburn Municipal Building. Give us a call to learn more! Until next time, Happy New Year from all of us at Mach 5 Aviation!



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Organizing Your Aircraft's Logs for Better Maintenance

BY JASON BLAIR, ATP, CFI-I, MEI-I, FAA DESIGNATED PILOT EXAMINER, AGI

December 2018

Not long ago, my wife and I purchased a 1947 Stinson 108-1. A few months after the purchase, we sent the plane to a mechanic friend of mine to conduct the first annual inspection under our ownership. Wanting to have a good idea of what had been done on the aircraft, and to some degree, what was needed, I spent some time before this event going through the maintenance logs carefully.

The logbooks weren't too terribly messy. A 17-year gap of flying before it was refurbished helped reduce the quantity of years of material that would have been entered. But that isn't to say there weren't some discrepancies.

In thoroughly reviewing the logbook, I discovered

two Airworthiness Directives (ADs) that had been written off as not-applicable, then noted by a later mechanic again, as needing to be checked on a recurring basis every 100 and 25-hours respectively. Checking an AD every 25 hours makes it much less practical to use an aircraft! The good news was that after some research, a little time with my mechanic, and some updated logbook entries, we were able to again show that the ADs were actually N/A and that the previous mechanic had just not understood that a replacement system from the original allowed that. The reason I tell this story is that not every mechanic knows every aircraft inside and out. An owner has some level of responsibility to make sure that, when they provide logbooks to a

maintenance professional for inspection or work, they do so in a way that the maintenance person can make sense of the logged history.

Many private aircraft logbooks are, well, to put it nicely, a mess.

Just handing your mechanic a pile of books with no organization means they will have to spend more time sorting through what is there to get a better picture of the airplane. This gets even harder when it is the first time a mechanic has seen the plane and logbooks.

A little work on the part of the owner ahead of time can make this task less daunting. With that in mind, here are a few tips that can help you, the owner.

Get Organized

The maintenance documents may include logbooks for engines, airframe, and propellers, piles of major alteration forms (FAA form 337s), a stack of previous owners' registrations, maybe a few old airworthiness certificates, copies of maintenance invoices, promotional materials, supplemental type certificates (STCs) from various upgrades, and bills of sale, to name some of the more relevant items. Mixed in with the more important documents, I have seen stacks of things, from pictures of the aircraft during refurbishment efforts, to pilot logbooks, to the grandkids' drawing of the aircraft done one day at an airport. All of these things need to be sorted into what should be kept with maintenance logs and what maybe will be kept just as "aircraft history" in a separate box. While certainly interesting, keeping copies of previous airworthiness certificates, bills of sale, and registrations are not required review material by the mechanic. Maintain them separately from the actual current maintenance information and provide the mechanic with only current documents.

Visit your local office supply store. Using binders with protective sleeve inserts is a great way to protect the old, fragile copies of STC and 337 paperwork. If you want to get really crazy, put things in order by the date the work was

completed! I am only half joking here.

Create a List of When Inspections are Due

As a pilot and aircraft owner, it is your job to review the logs to make sure they had been done. Don't simply try to keep this in your head.

The annual inspection isn't the only thing you need to track. Other trackable items include: pitot-static or transponder system checks, ELT inspections, VOR checks, GPS database requirements, and ADs along with the annual inspection.

Have ADs Tracked and Well Documented

I mentioned tracking ADs. This is something not typically done well by aircraft owners. Many ADs only need to be dealt with once, but some are what we call "recurring". They can be date based or hours-of-use based. In some instances, the intervals of time can be relatively short, happening more frequently, depending on the owner's use of the aircraft, and more often than a yearly inspection may occur. An active pilot can easily have these inspections pass by them in a year of flying between annuals, and technically, find themselves not flying an "airworthy" aircraft as a result.

Build a list of what ADs are applicable and keep track of the hours operated between annual inspections. If you aren't certain which ADs may apply, the FAA lists them here. With a little digging on the specific systems of your aircraft, you can achieve a better understanding of what and why ADs are required.

Insist on Detail in a Mechanic's Logging of Work Completed

Too many times I have seen logbook entries for an annual inspection just state, "annual completed" and go into no further detail. Have them detail if brakes were changed, if spark plugs were checked or changed, and what type of oil or filter was used when work was done. These little details allow you as the owner, and any other maintenance providers, to have a clearer understanding of what exactly was done on an aircraft over time.

This doesn't always have to be done in the logbook entry for the aircraft. It could refer to an

invoice that goes into more detail that the owner may retain as a more in-depth record of the aircraft's maintenance.

Know the History of the Aircraft

Going through the entire history of your aircraft can sometimes tell very interesting stories about it. In our Stinson's case, we found a 17-year gap in any maintenance work, and then an extensive two years of logbook entries, major alteration forms, and STC documentation. The plane had been parked for many years before a new owner refurbished and upgraded it.

Go through the aircraft records, looking not only at engine, airframe, or propeller logs, but also at any major alteration forms that may have been completed to fully understand what is really installed.

In each of these forms that you review, an owner or maintenance professional is able to determine what changes may have been made, what new potential ADs may apply, or if you are lucky, what ADs no longer need to be addressed at future inspections!

Have a concern that some of these may be missing? It can certainly happen over many years of an aircraft's life. The good news is that, if done properly, these things are documented with the FAA and the FAA is pretty good about keeping records. For a small fee, the FAA offers the ability to request copies of aircraft records. You can locate the Aircraft Certification Requests here.

I always encourage owners to do this for an aircraft they plan to keep for any length of time.

Make Copies, and Keep Them Safe

I can't stress enough this final piece of advice - *make copies and keep them in a place where they won't get destroyed.*

Aircraft logbooks tell the history of an airplane, but they also keep it legally able to be flown through the documentation of work completed and required inspections. Having these records go missing, get destroyed, or become no longer readable can mean that the aircraft is no longer able to be proven airworthy.

One of the first things I do with any aircraft I own, and strongly encourage customers of mine with whom I work, *is to make copies*. And I mean copy everything.

Physical copies are a good start, but I typically use a scanner and make digital copies. Even just pictures of all of the pages using your phone is a good start. Don't have a scanner on your computer? No problem. There are a wide variety of "scanner" apps you can use on your phone or tablet device. Many of these turn the scans into pdf files.

It seems obvious but, keep the copies in a different place than the originals.

This is part of why I like scanned digital copies best. Saving these in some form of online storage, such as a DropboxTM, Google DriveTM, or Microsoft's OneDrive® to name only a few options, allows the storage to be saved and survive any potential single-computer failures. This may sound a little paranoid, but wouldn't you rather make sure you have a backup of the documents that would allow you to reconstruct the aircraft documentation history instead of having to re-do all the inspections?

These are a few things that I have personally found that help not only my own aircraft, but others with which I have worked. They make the job of the mechanic easier, help ensure things don't get missed, and, in some cases, reduce the cost of the inspection due to the fact that the mechanic needs to spend less time, on, "the paperwork" and more time focusing on what is important - the maintenance of your precious airplane.

We'd love to know what you think of this PIREP. Please email us at PIREP@Avemco.com and let us know.

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Auburn Aviation Assoc.



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- 5-ounce, 65/35 poly/cotton pique
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- Side vents

Adult Sizes: XS-2XL \$22.00

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AVAILABLE COLORS:



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Lavender



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Coffee Bean



Cool Grey



Dark Green



Deep Berry



Light Blue



Light Stone



Lime



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Blue



Mint Green



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Royal



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Stone



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Yellow



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Blue



White

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Shirt Size: _____ Color: _____

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Text on light colored shirts will be black**

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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.

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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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