

Auburn Aviation Association



July 2018

President's Message

Our July meeting is delayed one week due to the national holiday.

MEETINGS



Wednesday, July 11th **General Membership Meeting & Potluck**

Socializing at 5:30 p.m.
Meeting at 6:00 p.m. Local pilot **Bill Wootton** is a local pilot and rocketry enthusiast. At the July meeting, Bill will share how and why he shoots things very high into the sky.

JULY POTLUCK

Please bring a dish to share:

A-E, R-Z: Main Dish
F-J: Dessert
K-Q: Side Dish

By now it's general knowledge that our airport will not be hosting an air fair this year. Several obstacles loomed large midway through the planning, implementing and organizing all the pieces of an event of this caliber. The sudden and tragic passing of **Dan Buchanan**, hang glider pilot, who was to be the featured attraction and performer was the coup-de-gras in making a "Go, No-Go" decision regarding the event. There were other mitigating factors such as slow commitments of funding and a lack of volunteers for some key positions that contributed to the eventual disappointing cancellation. Having hosted the event for many years, our members understand what it takes to put an event like this together and we extend our thanks to the team for all their commitment and efforts.

There's good news though - Auburn Airport is a hub of activity this summer with a variety of functions. Friday Flydays is held on the 3rd Friday through September and Mach5 movie nights will be on the following Saturday each month. Additionally, our EAA Chapter 526 has their Young Eagle program (ages 8 - 17 yrs) and this year they are adding something new. Adults interested in learning to fly can participate in a mentoring program which will provide an introductory flight and information on flight schools if the participant wants to start lessons.

Our June meeting was very special. Three scholarship recipients were announced - **Frank Bell** and **Renata Mackenroth** received \$2,500 each and **Kelly Bruno** received \$1,000. Additionally, awards were presented to **Jaian Jimenez** and **Jeanie Marshall** for their excellence in their class at Sacramento City College. They each received \$1,000 to cover the cost of the required test in order to get their mechanic's license. Their proud instructor, **Kevin Goehring**, Professor of Aeronautics, was also present. We had over 60 in attendance!

That's it for this issue. I'm off for some Idaho Back Country flying with a few of our Auburn pilots.

Thought for the month: Tomorrow is a new day - use it wisely!

Wayne Mooneyham
President



This month we celebrate our freedom along with the accomplishments of our students. **Jeremy Rauscher** soloed in a Cessna 152 with **Mike Duncan** as his instructor. **George Hardin** earned his LSA certificate with **Scott Holland** as his instructor. **Jim Hinson** was the DPE. **Scott Woodland** passed his FOI knowledge test to become a flight instructor. Let the celebration begin and start the fireworks. Congratulations to all on a job well done.

The main performer scheduled for our now-canceled Air Fair was, **Dan Buchanan**, who was recently killed in an airshow accident at Mountain Home Show Air. I was privileged enough to have met Dan at several of the Capitol Airshow and be part of his pit crew to launch and recover him from his demonstration. Despite having to overcome the limitations of being a paraplegic, Dan was a capable pilot, had a very positive attitude toward aviation, and encouraged many people to fly. I would like to say thank you to all of those people who have put so much work into preparing for the show and those sponsors who have so generously contributed to the event.

New runway lights are to be installed at Auburn. The city will be installing new LED lights along the runway during the evening hours, approximately from 10pm to 5am. Check NOTAMS for the start date. This will require that the airport will be closed during those times for about two weeks. Fortunately, this work will be conducted in the evening to minimize the inconvenience to the airport users.

OK, for all those sitting on the edge of their seat waiting for my report on my trip to Idaho, here it comes. It is more like me sitting on the edge of my seat waiting for someone to ask me about my trip to Idaho, but now that you have asked, here it is. Nine of us went this year.

Don Gwinn and **Wayne Mooneyham** went up in their Citabria's. **Don Wolfe** flew his, new out of the shop, C-180 and was accompanied by **Gary Morning**. They flew up on Thursday. **Mark "Mac" McElroy** flew up in his RV-6A, **David Holloway** and his son **Dylon** flew up in their C-185, and I went up with **John King** in his C-182 with big tires on Sunday and we all met up at McCall Idaho. The first group did a little flying Friday, Saturday, and Sunday but got rained out at several places they wanted to go. Monday was the first day for all six airplanes to head out together. Because of the speed differential, the slower aircraft took off first and the rest followed shortly after. The timing worked out well for us the rest of the trip.

First stop on Monday morning was Sulphur Creek. It was a relatively easy stop but we had an important mission: breakfast. It consisted of bacon and eggs, biscuits and gravy, coffee, orange juice, and fruit. The only part of the breakfast you had a choice about was did you want a large or small portion. The large portion was big enough for two so we just ended up with five large portions and shared with a friend. **Dylon**, **David Holloway's** son was

about the only one to eat a full portion. Despite being in the back country, planes were constantly coming and going. It is a popular place. We took a short walk after breakfast and then, hoping we were not over gross, off we went to Upper Loon. In the back country, you tend to follow the drainages and valleys because they offer the best



places to land (survive) and the best place to be found if you were to go down. The saying there is "stay in the ditch." Upper Loon is a place I have been to many times. The approach is from overhead about 2000' above the airport but only a few hundred feet above the tree. You extend your downwind over a large rock out cropping which you fly past on final. The canyon is about 1 mile wide at the top of ridges and narrowing down to about a 1/4 to an 1/8 of a mile depending where you are in the canyon. The runway is just short of 2500' at 5500' elevation. Everyone gets in safely with no great difficulty. A quick tour of the area, a flight planning session on the wing of the RV-6A, and we are off (I knew the RV-6 A would be useful in the back country). We are off to Smiley Creek. Once again the slower aircraft go first for about a 30 minute flight. Smiley Creek runway is at 7000' plus feet and is 4500' long. There is a large wooden bear there that we just had to have our picture taken with. You cannot go there and not get a picture of the bear. Pictures taken and a cold drink downed and we are off again, heading for Cascade. It is getting late to be in the mountains. It is now almost 1:00pm and the winds and turbulence are picking up. We follow the drainages the long way around. The turbulence isn't too bad but it is getting worse and we are ready to call it a day. We have one more leg after that to McCall. Those who needed fuel get it at Cascade and the rest of us flew on to McCall. Well, we finish our part of the day where we fly to excess and we move on to the eating to excess part.

For those still on the edge of your seat, this will be continued next month for the next exciting episode of "Flying Idaho." Meanwhile, see you on July 20th at the next Friday Flydays event. Good Night, Miss Daisy.

The Prop Turner
Mike Duncan



Don Wolfe enjoys one of the group's daring pursuits on the Idaho trip.

Aviation Career Education—ACE



In June 48 students, ages 13 - 18 years old, attended the **Aerospace Museum of California's** 1st Annual [Capitol City ACE Academy Summer Camp](#). Teens from Yuba City, Davis, Elk Grove, North Highlands, Nevada City, Rio Linda, Colfax and even Mendocino County came to the Museum to learn about aviation and aerospace career opportunities in a unique, engaging, and interactive learning environment.

ACE Academy, a weeklong summer immersion program, offered students a wide range of aviation career exploration experiences focused in Science, Technology, Engineering and Mathematics (STEM). Students were able to meet and learn from aviation professionals, learn the basics of flight planning, aviation history, and the physics of flight, take field trips to a variety of airports and aviation-related sites, take an orientation flight in a single engine aircraft, and even pilot their own aircraft in a flight simulator.

From everyone at the Aerospace Museum of California, we would like to thank the more than 20 volunteers who pitched in to help make our 1st Annual

Capitol City ACE Academy a success! Pilots, community leaders, a professional photographer and motivational speaker **Frank Kitchen** all came together to inspire the kids. Special thanks to County Supervisor **Phil Serna**. Thanks and gratitude to our amazing friends, Southwest Airlines pilots **Marcus Kilgore & Tyrone Ward**. Marcus & Tyrone not only brought the Southwest Airlines Adopt a Pilot program to the Aerospace Museum of California, they also brought this amazing ACE Academy Camp to Sacramento to be hosted here at our beloved facility.

We also want to thank all of our sponsors. This program could not have been put on without the generous support of: **Southwest Airlines • The Tuskegee Airmen Heritage Chapter • OBAP - Organization of Black Aerospace Professionals • The FAA • Stantec • Luxe Aviation • Sheriff's Air Squadron • SAFE Credit Union • Aerojet Rocketdyne • EAA Nut Tree • Marilyn Dash & Reno Air Races**

Mach 5 Musings

by Julia Roberts

Let freedom ring! Happy Independence Day, fellow AAA supporters and friends! There's something magical about fireworks shooting and exploding across the night sky, and celebrating our freedoms given to us by those who have sacrificed. In observance of this magnificent holiday, our office will be closed that day; however, our planes will still be available to rent.

We've been busy ushering in the hot summer with events for the children, in order to help inspire the next generation of aviators. The Hangar Movie Night event turned out fantastic, and brought close to 200 children and their families to our airport, and around some wonderful airplanes. It was an unusually cold June night with wind, but the attendees enjoyed the food, music, airplanes, and of course, the movie "Planes!" Our events team also had the opportunity to work with more children at the Aerospace Museum's event ACE Career Expo day. This was a STEM education day, which helped to raise awareness of the amazing career opportunities available in aviation and STEM.

Our students have been working hard to attain their goals, and many achieved them this last month! **Joe Gartrell** earned his Private Pilot's License under the instruction of his CFI **Allen Davis**. **Jonathan Emerson**, **Wei Hsu**, and **Rudy Coscia** all took their first solos in the month of June. **Clint Keyte** is jumping for joy after passing his Instrument Rating check ride,

he can't wait to fly in the clouds! Another helicopter pilot has just become a fixed wing private pilot. In the photo below, **Kevin Vinatieri** celebrates his accomplishment next to his own airplane. And last but not least, our student **Christine Potje** earned her commercial rating!



**INTRODUCTION TO
TAILWHEEL & AEROBATICS**

FREE

**NEW DATE
Saturday July 14th**

9am to 5pm

@ The Barnstormers Bldg
13698 New Airport Rd,
Auburn, CA 95602

- Intro to Tailwheel
- Intro to Aerobatics
- Upset Recovery
- Bailout Training
- Proper Parachute Wear & Care Training

To Register Call Mach 5 Aviation (530) 889-2000 or
Email Mach5Aviation@gmail.com

****Seats are limited**

WWW.MACH5AVIATION.COM

We look forward to a fun flying summer this July! Don't forget about our upcoming free "Introduction to Tailwheel and Aerobatics" ground course on Saturday July 14th. It will be located at the Barnstormers building and is set to go from 9am to 5pm. Until next time, we'll see you around KUAN!

Blue Skies,
Julia Roberts



Achievements



New way to Facebook with AAA

Gary Vogt has created a [GROUP on Facebook](#) for AAA. Different from the page, a group gives members the opportunity to post videos and photos and reply for everyone to see. Click "join." Once you are accepted into the group, you can select your Facebook friends and sign them up, too.



Size Matters

by Doug Fee

I spent a large part of my career flying long trips to the Pacific. We'd depart our base in the U.S. and fly non-stop to our company's hub at the Narita International Airport, just outside of Tokyo, Japan. Then for the next week or more, we'd repeatedly fly back and forth between Narita to our various scheduled destinations. Some of those destinations were back in the U.S., and some were around the Pacific Rim. As we reached the end of our trip, we'd then fly a non-stop back to our base in the U.S. and we'd be done. Typically, the whole trip would be eight to twelve days in duration. Occasionally, we fly a thirteen day trip.

This was a bad news/good news story. The bad news was that twelve days is a long time to be away from home and family, especially when you're doing it month after month, year after year. I missed a lot of Christmas celebrations, birthdays, wedding anniversaries, etc. On one occasion, our then-four-year-old daughter was admitted to the hospital, and a day later released--all before I was even aware of what was going on. Of course, this was before the days of email, Facetime, Skype and smart phones.

But the good news was that a twelve day trip was enough flying to completely fill your schedule for the month. One twelve day trip, and I had the rest of the month off. During those days off I was able to attend our kid's parent/teacher conferences and dentist appointments, take short vacations and generally recuperate from my substantial jet lag.

But the idea of flying a twelve day trip begs the question: How do you pack enough clean clothes to last that long? Its going to take a big suitcase to carry twelve days worth of clean uniform shirts, socks and underwear. The answer is that the company paid to have our laundry done for us at our hotels on the long trips. So all we really needed to do was to pack about three or four days worth of clean clothes.

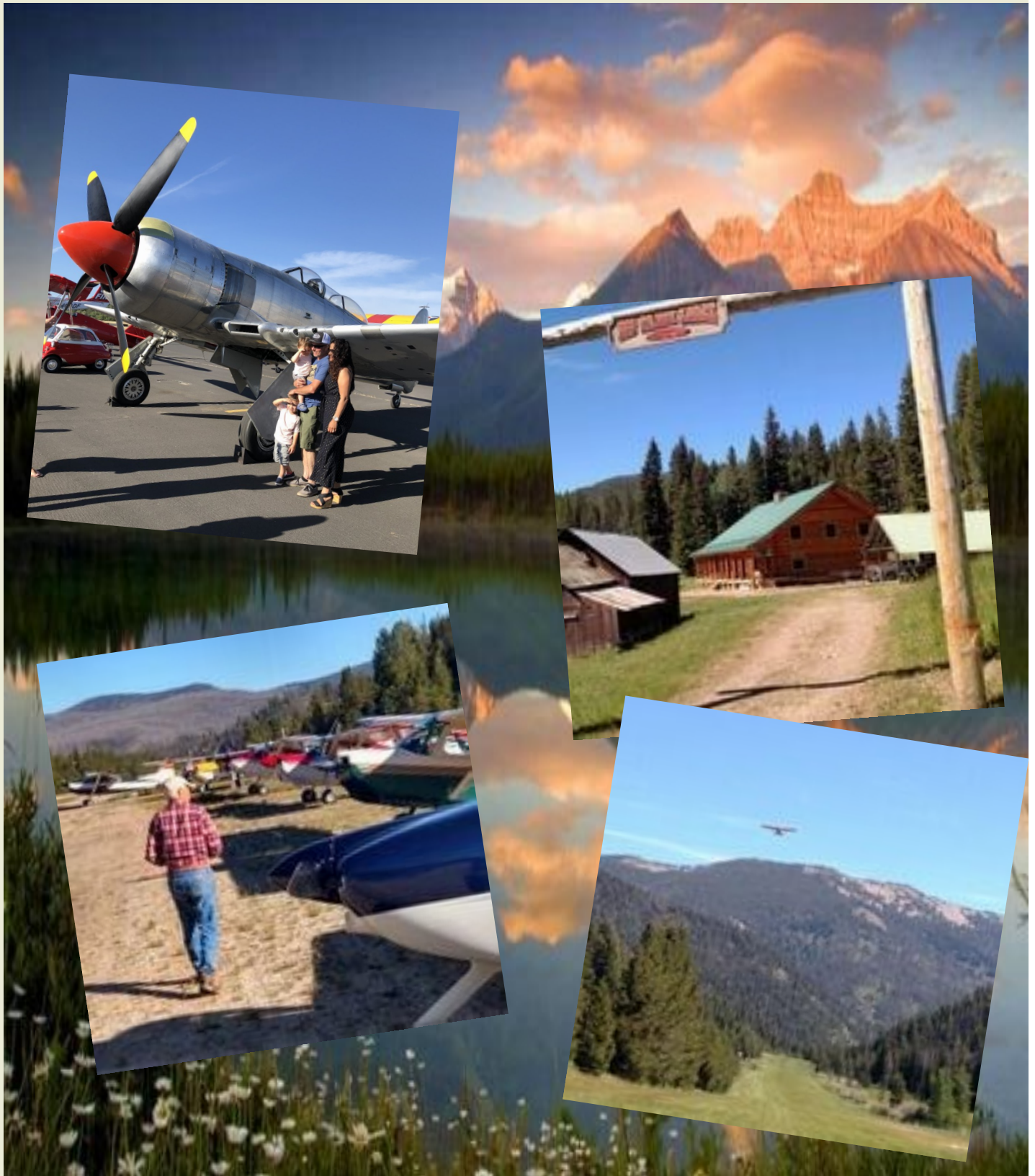
One particular month, I packed my bags as usual, and headed out for Tokyo on my twelve-day trip. I was in Tokyo on day number two of the trip when I first realized that there had been what I would call a "laundry distribution error" back at home. It seems that some of our 14 year-old son's jockey shorts had inadvertently found their way into my dresser drawer. So instead of packing four days worth of my thirty-two inch waist*, white jockey shorts, I had instead packed four days worth of his twenty-six inch waist white jockey shorts. Now that might not sound like a big deal to you, but I defy anyone reading this to pull on a pair of briefs that are six inches too small in the waist, and then comfortably sit in the front seat of a 747 for twelve hours while crossing the ocean. Frankly, it was a struggle just to walk without a grimace on my face. And I think my voice might have gone up about two octaves.

I didn't have a chance to do anything to correct the situation for several days, and just had to suffer through it. But as soon as I got back to Narita again, I took the bus into town. Jusco was the department store in downtown Narita, and their men's department had underwear. But of course it was Japanese underwear, in Japanese sizes. Now, among the Japanese I would probably be considered an extra-large. And their sizes were all in metric measurements, and not in inches, so I had to do the mathematical conversion. The ability to do basic junior high school math saved the day. What I finally bought fit me OK.

The rest of the trip went pretty smoothly. Although I did find that, every time I wore my new Japanese underwear, I seemed to have a strange craving for rice and sushi.

*I was younger and skinnier then.

Photos



Photos: Top left—The Dwelles' Sea Fury at a Friday FlyDays at KAUN in June. The rest of the photos are from the annual fly out to Idaho by several AAA members.

SUPPORTING SCHOOL FIELDTRIPS AND STEM

Friday Flydays

FRIDAY, JULY 20 2018
6pm – 8pm
Auburn Airport

Come on out for this special kid-themed fundraiser. Entry to this event is free and all ages are welcome! This month, our fundraiser goes to support Elementary School Fieldtrips. Opportunities for donating will come from purchasing a \$50 helicopter or airplane ride or by graciously contributing to the multiple donation baskets placed around the event. We will have various aviation clubs present, unique aircraft on display, the live band "Symphonia Phonotone" playing, and of course FREE FOOD! Bring the whole family! We look forward to seeing you there!

FREE BBQ DINNER



**Symphonia
PHONOTONE**

FOLLOW us on www.facebook.com/fridayflydays

For QUESTIONS contact info@fridayflydays.com



HELICOPTER RIDES!



AIRPLANE RIDES!

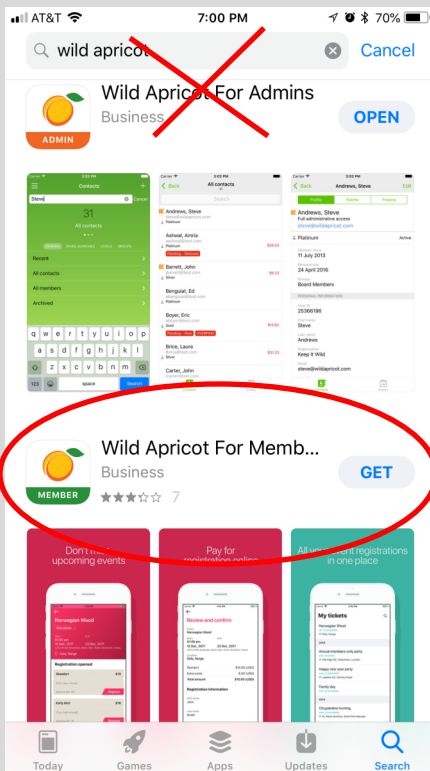


In the classroom and in the AIR!

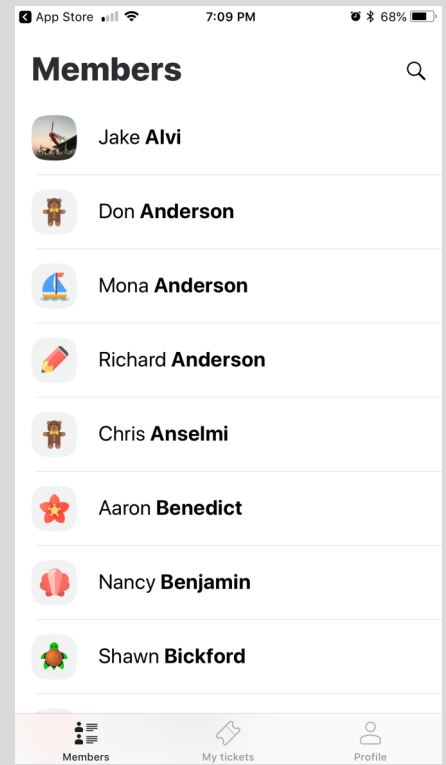
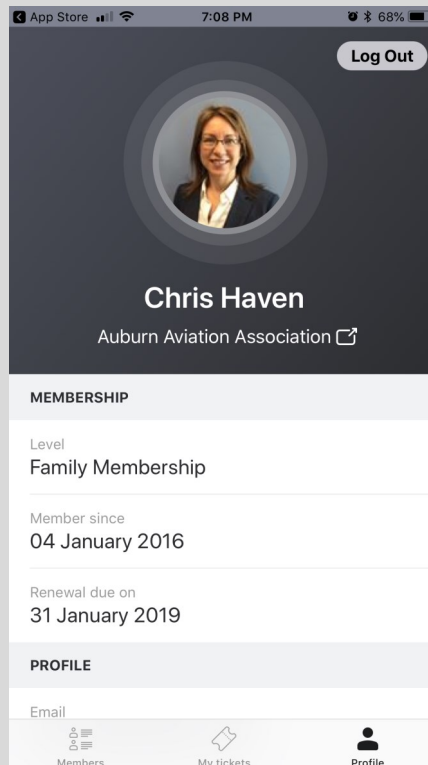
SUPPORTING SCHOOL FIELDTRIPS AND STEM

AAA Directory Now Online

Chris Haven



AAA Directory information is now available on your smart phone. Go to the app store and search for "Wild Apricot." Select the version called **Wild Apricot for Members**. Wild Apricot is the company we use to host our member information online. Use the login you have created on the AAA website to login to the mobile app. You can view your own listing and see and search a list of other member profiles and their information. If you want to make changes to your profile or change your privacy settings, you can log in at your desk computer. Chris Haven can help you with questions: aaacomm1539@gmail.com or 530-401-6082.



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.)*

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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: \$11.00 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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