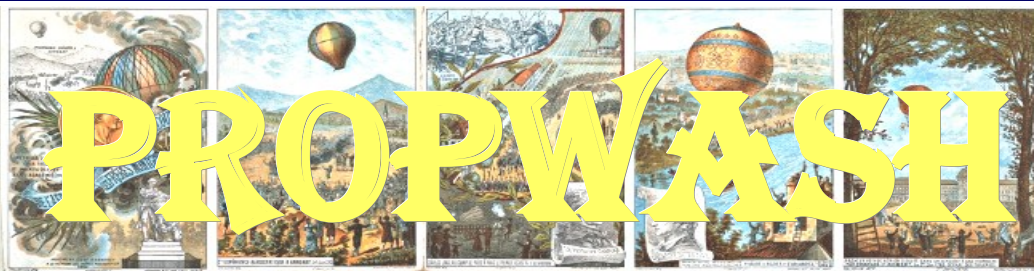


# Auburn Aviation Association



June 2017

## President's Message

### MEETING

**Wednesday June 7**  
**General Membership**  
**Meeting & Potluck**  
Socializing starts at 5:30 p.m.,  
meeting at 6:00 p.m.



Our speaker [Dave Grabowski](#) moved from NYC to the West Coast to learn to pilot a trike, and then he flew it across the country. Come to our meeting to hear Dave recount his flight and talk about Cal Rodgers, the early pilot who inspired him.

### JUNE POTLUCK MENU

Bring a dish to share:

**A-J: Side dish/Salad**

**K-U: Main Dish**

**V-Z: Dessert**

This column is being written on Memorial Day. It is a day to remember the past, celebrate the present and plan for the future. It's a time to give thanks for those who have given their lives and health to keep this nation safe. A time to honor those brave military personnel who are still with us... and to thank them for the freedoms we enjoy. Most important, there is no better time than the present to appreciate our blessings and future as a free people.

Now, on to AAA thoughts. DO NOT MISS the [Lincoln Airfest 2017](#) on **June 10<sup>th</sup>** organized by AAA member **Richard Pearl**. Even though called an "airfest", it is actually an AIRSHOW. There will be **7 aerobatic performers** including the USAF Parachute Team "**Wings of Blue**", a **Parade of Honor** featuring veterans from every war. **On display:** B-25, P-51, T-6, Coast Guard's new C-27 *Spartan* and Navy UH-60L SAR demo.

Unique to this size regional airport, the **Lincoln Airfest** will have a **Youth Aerospace Expo** featuring over 30 hands on displays, exhibits and demonstrations. There will also be 3 telescopes pointing at the sun with special filters to observe the sun's light in 3 different light spectrums. Member Penny Pearl has organized a Friday night dinner dance with the theme **Golden Era of Flying**. See [www.LincolnAirfest.com](http://www.LincolnAirfest.com) for details.

The local [Wreaths Across America](#) organization has an opportunity for you to show your patriotism by giving out flags at the Independence Day parade in Auburn. Wreaths Across America lays Christmas wreaths on the graves of servicemen around the country. See Joanie's column on page 3 for details.

Congratulations are due to our scholarship recipients. Instead of providing three \$2,500 scholarships, we are spreading the wealth this year to nine recipients to be introduced at our June meeting. Please attend and give them your enthusiastic support as they begin their adventures in aviation.

Congratulations to AAA member **Ken Lux** being installed as the new president of the [Aerospace Museum of California](#). We wish him continued skill as he takes our jewel of a museum to the next level.

I'm off to Stockton Airport and turning back the clock to 1944. As part of a **Bomber Camp**, we'll train to load 50 cal. machine guns and how to use a Norden bombsite. Then, we will actually fly in a B-24 *Liberator*, like my Dad flew in WWII. While airborne, we'll experience firing the machine gun from the waist gunner's mid fuselage open window! Then, we will drop 250-pound concrete bombs on a private ranch as part of a Bombing Derby!! My Fun Meter will be pegged!!

See you June 7. Fair winds,  
Tim



Photo: Penny and Rich Pearl (shown with Tim at a past event) are key planners for the Lincoln Airfest. Title background at top: The first hot air balloon flight was made by the Montgolfier brothers on June 5, 1783.

Summer has finally arrived, and so have the students. Steven Clegg (photo p.6) passed his instrument rating with Michael Poteet as his instructor. Brandon Kane, one of our former scholarship winners, earned his commercial rating at Emery Riddle in Prescott. Jeremy Larsen's student, Jeff Palm (bottom), earned his private pilot license. Both Michael Stepp (right column, on right) and "Marty" Hartzell (below) soloed in a C-172 with Reuben Meeks (right column, on left) and Michael Poteet as their respective instructors. Scott Woodland passed his commercial pilot knowledge test, for the second time. It seems he waited too long to try and pass the practical test and had to retake it. Our very own Chris Haven and her husband David both passed their private pilot knowledge tests with outstanding scores. Congratulations to all on your achievements.

Steve Holbert purchased a C-172RG. He recently earned his private pilots certificate and decided to purchase his first aircraft and move ahead in this great adventure we call aviation.

[Lincoln Regional AIRFEST](#) is coming Friday and Saturday June the 9<sup>th</sup> and 10<sup>th</sup>. Lincoln is going to be a full blown air show with aerobatics, static display, rides, sail plane aerobatics, military fly-bys and other flight displays. It will be a great family day at the Lincoln airport and everyone is invited. Family admission is \$30. Check out their [website](#) for further details and prices. It should be a great day for all. Check for NOTAMS or TFR's for those days if you are flying.

Since the Auburn Air Fair took place in 2016, this year the Golden Empire Flying Association will host the [Air Fest](#). This will take place July 8th at Nevada County Airport. More about that next month.

This past month I had to renew my flight instructor rating. It was a two day seminar of rules and regulations and what changes are coming up. Basic medical, practical test standards, and new technologies with panel mounted radios and i-pads vs. paper charts were some of the subjects up for discussion. I think we all had to agree that the availability of more information for our flight has helped out tremendously. Understanding all the technology and being able to use it is an ongoing challenge. A person can go online and get the information, print out ten pages of data, go through it all, and 30 minutes later you are ready to file your flight plan. But did you understand it? Or more than likely, will you just put in your flight plan (Auburn – direct – Somewhere), push a button to get the weather, and then file the flight plan in about 2 – 4 minutes. You will look at the weather, TFR's, and NOTAMS when you get more time. The third option is to call a briefer and talk to him and let him go through the information and give you what is pertinent to your trip. You can ask him some questions and file your flight plan in 10 -15 minutes. Who got the best and most efficient briefing? The leader of the seminar favored calling a briefer as a follow on to your looking at the



information online, if for no other reason than that you are on record as having received all information concerning your flight per the FARs.

BasicMed is another upcoming change and it seems to still be a little confusing. The idea behind it is that you will no longer have to get a 3<sup>rd</sup> class medical from an Aviation Medical Examiner (AME) to fly as a private pilot, but you must still see your family doctor to get some paper work dealt with every four years. In between, you can go online and take an online course, fill out some paper work, and self-certify every two years. AOPA has some good information on line. Under BasicMed you will have some limitations to your flying such as: staying below 18,000 ft., carrying no more than yourself and five passengers, flying an airplane with less than 6000 lbs. gross weight, and you must have had a 3<sup>rd</sup> class medical with in the last ten years. As to the new technologies in your cockpit, LEARN TO USE THEM before you fly the airplane. It is very easy to get lost in all of the various "pages" with the radio and become lost.

Most people just barely learn the minimum capabilities and functions to get from point A to point B. The distractions in trying to figure out new technology while flying takes away from looking out the window and avoiding other traffic. It is a big danger. Also people want to have backups for the new technologies: primary navigation radio mounted in the panel, backed up by a portable unit, backed up by your I-pad, backed up by my i-phone, and backed up by my paper chart, backed up by my written flight plan, etc. Being old school, I like a paper chart backed up by written notes and looking out the window. Some of the other advantages of the paper charts are that they are cheaper to purchase if most of your flying is on one chart. The batteries never go dead, they never overheat in the sun, the charts also serve as a good sun shield when parked on the ramp. They work good as a fly swatter when insects get in the cockpit, and they make for good fire starter in case of an off-airport landing and you need a signal fire (unless you own a Samsung phone with lithium batteries). As you have probably figured out, it is your personal preference as to what you want to use. There is no wrong answer and that is how the seminar ended. I am now a newly re-certified instructor and ready to go for two more years.

Our graphics behind the Propwash title on the first page are in honor of the first hot air balloon flight, made by the Montgolfier brothers on June 5th, 1783.

That is about all for this month. Remember the air show in Lincoln on the 9<sup>th</sup> and 10<sup>th</sup> of June. Good Night Miss Daisy.

The Prop Turner  
Mike Duncan





# NEW to the newsletter:

## *The Minutes Minute*

**Joanie Mooneyham**  
Secretary

Here are some points from Joanie, many excerpted from recent board meeting minutes.

- Don Wolfe was voted in as Ad Hoc Scholarship Program Development Director.
- This July 4th, the local Wreaths Across America chapter will have a float in the parade. You are welcome to participate by riding or walking with the float and handing out American flags. Contact Paula Celick, 530-885-1428 or [crowpaula0211@gmail.com](mailto:crowpaula0211@gmail.com).
- Once again our Association has decided to participate in the Wreaths across America program in December to benefit our scholarship program. Last year we sponsored 81 wreaths - lets aim for 100 this year. The wreaths will be laid at the grave sites of our local heroes in the New Auburn Cemetery on December 16th, 2017, at 9:00 AM. The wreaths are \$15.00 each. Our organization earns \$5 for each wreath we sell.
- Our organization has another wonderful opportunity made available to us. We are now in charge of ordering bricks for the Col. Bud Anderson Monument at our Auburn Airport. The bricks are \$500 each.
- If you ordered a name badge and have not picked it up, please do so at the meeting. If you would like to order a name badge - they are \$13.00.
- A [copy of our most recent board meeting minutes](#) is available on our website at [www.auburnaviationassociation.org](http://www.auburnaviationassociation.org). **Joanie Mooneyham 530-878-0434** [joaniemoon05@gmail.com](mailto:joaniemoon05@gmail.com)

## Photos



### NEW MEMBER JAKE ALVI

Jake was born into an Air Force family in Washington DC, where he grew a love for aviation while listening to stories of his grandfather's flying the B-25. Though he had a career in construction for many years, his calling to fly persisted and motivated him to earn his pilot's license six years ago. Since then Jake hasn't looked back, happily moving forward in his second career; he's been participating in the Reno Air Races on the Sparky Crew, has become a CFI, and is now working with Mach 5 excitedly spreading the joy of aviation to others.

At right: Andres Frentzel on his way to work flying the CHP's new GIPP GA-8, pictured below.



# Mach 5 Musings

John Herndon, General Manager

May was a busy month at Mach 5. Accomplishments for the month included a new instrument rated pilot and a first solo. Mike Callaham has been cleared to punch holes in clouds as our newest instrument rated pilot. He is continuing by building hours for his commercial license.



His primary instructor has been Andrew Moon. Sixteen year old Ben Rabush was cleared to fly by himself on Mother's Day with his first solo. Ron Bawden has been guiding Ben along his flight path.

Mason Gibbons took to the air on his 9<sup>th</sup> birthday with a surprise gift from his grandfather Mark. A big grin crossed his face once he realized what was going on, and it only



got bigger. Mason flew from the left seat under the watchful eye of our CFI Chad Schutze.

Mary Combs mixed training and charity flying. While receiving instrument instruction from Andrew Moon, Mary transported a lucky dog for Pilots N Paws.

The big event for the month was the California Capital

Airshow's Positive Altitude. Over 200 youth from around Sacramento gathered to see static displays of airplanes and helicopters and listen to motivational speakers. We brought our entire fleet with CFIs and staff to Mather Field to fly nine essays winners. Positive Altitude uses the world of flight to introduce disadvantaged youth to new possibilities and expand their universe!

The last two Friday BBQ's of May have been epic! Mach 5 students Chad Lanza, owner of Cibo 7, and Ed Jayousi, owner of Fins Market & Grill, both in Roseville,



augmented our usual fare of burgers & dogs, with filet mignon, ribeye steaks, King crab legs, lobster, smoked salmon, and shrimp! I don't know how we're going to top it. The food bar has been set high!

Finally, private pilot ground school starts June 20<sup>th</sup> and Hangar Movie Night is August 19<sup>th</sup>.

Until next month, blue skies and tailwinds!





## Mach 5 Musings, cont.



Top photos: [California Capital Airshow](#) sponsors the Positive Altitude event each year to expose underprivileged youth to aviation. The Mach 5 CFI team flew 9 essay winners. At right: The Mach 5 Friday BBQ food game has been upped by students Chad Lanza, owner of [Cibo 7](#), and Ed Jayousi, owner of [Fins Market & Grill](#), both in Roseville.



Life in aviation is great! Working at Sunshine Flyers, I meet a lot of pilots from different areas. A very nice guy called looking for some type of car service. I explained there were none at the airport, but, if they needed a ride somewhere, we could assist. He happened to coordinate with us on a day I was working. Adam & Mattie came into the office as planned. When I asked where they needed to go, he said they were picking up a puppy!! Well, since I'm in rescue and have co-piloted a Pilots-N-Paws flight for some of our dogs, I instantly went into "rescue mode" grilling this poor guy about how they were going to transport, what supplies they had and conditions for the puppy. They had done their homework and had all the necessary supplies and common sense to do this right. Once I realized this, I apologized, explaining why I was so hesitant. They were great about it and appreciated the concern. This just goes to show how much aviation comes together when you least expect it. Not only did I help a fellow pilot, but, was able to help get a puppy to her new forever home! Here is Adam, Mattie & Isabella; a 20 lb. 9 week-old Newfoundland without a care in the world. *Tammy Meredith*

## Puppy Transport





# CHP Ride Along

My name is Diane Hammer, the daughter of the well-known Rick Hammer. I've worked in the office at Sunshine Flyers for almost 3 years. I have my Private



Pilot's license and am currently attending Sierra College for an Associates of Science degree for Transfer in Administration of Justice. My goal is to transfer to Sac State and finish off my Bachelor's in Criminal Justice and then join CHP.

Since deciding that I want to go into law enforcement and knowing that aviation is already a passion of mine, it has become my dream to combine the two by flying helicopters for CHP. I had the opportunity to speak with CHP helicopter pilot Brian Souza and Flight Officer and Paramedic Brandon Hallam about working my way into their seat one day. This conversation sparked their offer to take me up for a ride-along in the CHP helicopter.

With excitement boiling and gratitude overflowing, I showed up at the CHP office on the field on April 11 with Lattes and bagels in hand as a thank you to the pilots. Now, if you know anything about aviation (which I suspect you do since you're reading this) you'll know that if something is going to break on the aircraft, it's going to break the day you want to fly it. Well, sure enough, the cameras on the helicopter were having "technical difficulties" and grounded us for the day. That was alright though because I spent the next couple of hours shooting the breeze with Hallam as he explained all the various equipment on the aircraft. By the way, their camera

(when it is working) can read your license plate from up to six miles away, so you know what that means if you're a speeder. Feeling slightly disappointed that I couldn't go fly yet not completely downhearted as the time was not at all wasted, I said "thanks and goodbye" with the promise of a possible reschedule.

That promise came to fruition at 7:30 a.m. the very next morning. If I could get to the airport from Rocklin within 30 min, they could take me up for a flight. Let's just say it was a granted blessing the helicopter was waiting for me on the ground and not reading my plates from six miles away in the air. Within minutes we were up. We started off with a flight over the Foresthill Bridge and over the canyon. Then we flew over Folsom Prison, West Sac, the Capital building, and at that point, we heard a call over the radio of a reported accident on the freeway. We responded and after circling the

crash site once or twice, decided there was nothing we could assist with. We left and headed up toward Auburn. They also took me over the CHP Academy in Sacramento, the place I would be calling home-sweet-home for six months during my career. We made a special trip over my boyfriend's house and then flew into Auburn. We probably killed an hour of flight time in 20 minutes. I could swear we weren't up for longer than that. After that experience, I'm even more certain that working my way into the pilot's seat of the CHP helicopter is exactly what I want to do. Sorry Mike, I'm crossing over to the dark side. ***Diane Hammer***



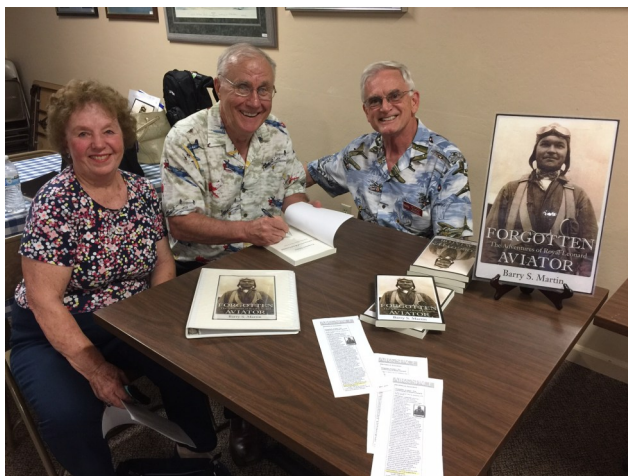


# Photos



At left: Larry Johnson (center), Professor and Department Chair of the [Advanced Transportation Technology program for Sacramento City College](#) brought two of his students to the meeting to receive scholarships. Bethany Robarts (left) and Chris Anselmi (right) each received a AAA to help them achieve their Airframe and Powerplant Mechanic Certificates. 2017 is the first year AAA has offered scholarships for aircraft maintenance.

At right: AAA Member Ken Lux of [Luxe Aviation](#) has taken over as Board President of the [Aerospace Museum of California](#) in Sacramento. He gave away two passes to the Da Vinci interactive exhibit as part of our monthly raffle. The Da Vinci event runs through September.



At left: Author Barry Martin and his wife Carolyn sit with President Tim Pinkney after Barry's talk about his book, [The Forgotten Aviator](#), at our May meeting.



At left: DPE Ashley Snider stands with newly instrument-rated Steven Clegg, his wife Rachel, CFI Mike Poteet and children Eli & Mia

At left: Ernie and Janice Peterson, married 52 years, were seen at the wash rack in May tending to their Cessna 172, which has been tricked out with storm scope, autopilot, GPS, variable pitch prop, and 180 hp conversion.

# 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](http://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:

Larry Borchert  
916-508-1820  
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[www.auburnaviationassociation.org](http://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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