

Auburn Aviation Association

PROPWASH



November 2017

President's Message



MEETINGS

Wednesday, Nov. 1st **General Membership Meeting & Potluck**

Socializing at 5:30 p.m.

Meeting at 6:00 p.m.

Our speaker is retired US Navy officer Joellen Oslund, the first woman US Navy helicopter pilot.

Wednesday, Oct. 25 **5AC Meeting**

1700 Hours in the Barnstormer Room. Please note there is no meeting planned for November 25 as previously reported.

NOV. POTLUCK

Please bring a dish to share

A-M: Main Dish

N-Q: Dessert

R-Z: Salad/Side Dish

NEWS FLASH! The Chino-based Planes of Fame Air Museum has signed a document indicating it will begin moving its aircraft, operations and personnel to Lincoln Regional Airport (KLHM) over the next few years. Begun in 1957 with 10 original aircraft, the museum's collection has grown to over 150, more than 50 of which are flyable. During this time, the mission has continued to be to preserve aviation history, inspire interest in aviation, educate the public, and honor aviation pioneers and veterans. The Museum spans the history of manned flight from the Chanute Hang Glider of 1896 to the Space Age of Apollo. Future timeline of the move is still under negotiation.

NBAA: WHO KNEW? I've spent my entire 50 years of flying in General Aviation as a member of AOPA and the Soaring Society of America (50 years of membership with both), plus an overlapping 22-year stint with military aviation in my 20s and 30s, but it never really occurred to me to think about business aviation. Because of my new affiliation with Luxe Aviation, LLC, a professional firm buying, selling, leasing and managing aircraft of all sizes, I recently attended the National Business Aviation Association conference. There, I interacted with 27,000 of my newest professional friends. WOW! It was overwhelming to walk by 1,000 aviation booths selling anything you could think about to do with business related flying. It was too much to walk through the entire array of more than 100 piston, but mostly jet business aircraft. All were available to walk into and through.

So, what did I learn on my first taste of business aviation? I now know what firms to go to for upholstering my aircraft seats in rare albino deer skin, as well as purchasing heirloom china to complement my 24kt gold plated flatware matching the gold handle for flushing my airborne toilet. You know the one, with a gold plated toilet seat situated in the back of my future BBJ (Boeing Business Jet) 767. I'm going to like this new aviation endeavor, but will stick with my old fashioned commode!

Fair Winds, Tim Pinkney



As the Prop Turns

November 2017

Halloween is imminent. Thanksgiving is just around the corner. Lots of turkey, stuffing, sweet potatoes, corn, and pumpkin pie, and let's not forget that Christmas is not far behind. Look out, here they come.

The students have not slowed down. Eric Horn soloed with Mike Duncan as their instructor. Eric's wife soloed last month. Also Mike soloed Jamie Stowell and George Hardin in the LSA. Not to be outdone, Michael Poteet, Greg Pellerin and Jeremy Larson soloed their share



Devin Crabb first solo C172

of students, Jon Saunders, Devin Crabb, Chris Lull, and Scott Huber soloed respectively. Jon Saunders was able to solo his recently acquired Piper Cherokee. He flew it back from Ne-

On the subject of gliders, Soar Truckee will be doing some training out of the Lincoln Airport for the winter. Their hours are Monday after 1:00pm, Tuesday from 8:30 -11:00am and 1:30 - 4:00pm, Wednesday 9:00am - 4:00pm, Thursday from 2:00pm - 4:30pm, weekends maybe possible from 9:00am - 4:00pm. Give them a call and verify the times and make a reservation. Soar Truckee 530-587-6702.

Again—what is my excuse for not finishing my glider rating?

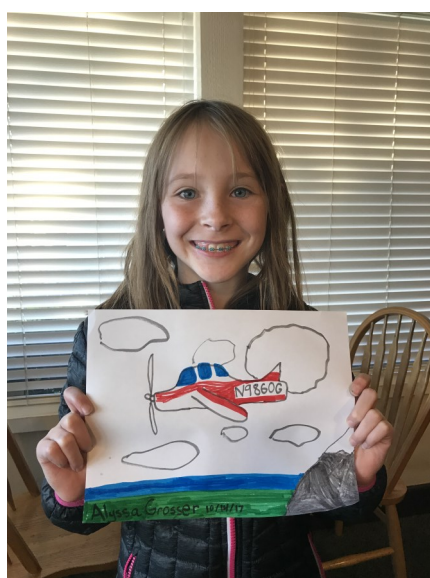
I had a really fun thing happen to me at breakfast last week with my normal Saturday morning guys-only breakfast. It's one of



Mike Duncan (left) with George Hardin first solo SportStar



Jamie Stowell first solo SportStar



those sessions where you sit around swapping lies and exchange your expertise with each other and solving the world's problems. Well a young lady step up to me and handed me a picture she had drawn of the airplane that her dad had gone up in for an introduction flight. She want to say thank you for doing that for him. After that presentation my whole day was made and nothing could ruin it. That picture is now hanging up in my office for all to see, along with the picture of Alyssa. As I look at it, I am reminded why AAA exists. To help the next generation experience what we have and help general aviation not lose it. It still makes my day.

Well that is about all for now, so remember it is only sixty more shopping days until Christmas. Good Night Miss Daisy.

The Prop Turner

Mike Duncan



Chris Lull first solo C172

braska with his instructor. That ought to be a great story he will hopefully tell us one day. Soar Truckee has been running some winter ops out of Lincoln and Karen Camilli completed her first solo in a glider last weekend. Her husband, Tom, is also training and his check ride should be coming up soon. It does not look like the flying is going to slow down for the winter.



Eric Horn first solo C172



Jon Saunders first solo Cherokee 140

Photos



Upper left: Mach 5 maintenance team member Bob Burnett celebrates his birthday. Upper right: Instructor Richard Pearl talks with Tom Camilli, and soloing student Karen Camilli at Soar Truckee. Soar Truckee will winter some aircraft in Auburn and offer lessons. Left center row: Strategic parking viewed at the Aerospace Museum of California from 500 feet AGL thanks to Tim Pinkney on his ridealong in the Sacramento County Sheriff's EC-120 helicopter. At left: Tim Pinkney stands with author Christina Olds after her talk at the October AAA meeting. Above: Former Mach 5 student, Tierra Bickford, earned her Private, Instrument, and Commercial ratings with Chief Flight Instructor Andrew Moon is now a professional pilot for Compass Airlines based in LAX.



This year—2017—marks the 26th year that Wreaths Across America will provide wreaths to honor and celebrate the lives of our fallen heroes in the battles to keep our country free. The wreaths will be placed on graves of the Army, Marine Corps, Navy, Air Force, Merchant Marines, Coast Guard and POW/MIAs. A special ceremony will take place Saturday, December 16th, 2017, 9:00AM, at the New Auburn Cemetery followed by the placing of the wreaths—everyone is welcome and encouraged to attend the ceremony.

The wreaths are provided to the organization by the public and can be purchased for a tax deductible donation of \$15.00 each. Our organization has been supporting this effort for the past two years. This year we have fallen behind in our participation - we've only had 10 wreaths purchased thus far. The deadline for purchasing them is early November so our November meeting will be one of the last opportunities to participate. The goal for our community is 2300 wreaths and to date less than 300 have been ordered.

Please, if you can, join in supporting this effort to honor those who gave the ultimate gift. There will be forms at the November meeting.

Contact Secretary, Joanie Mooneyham, 530-878-0434.

The next **5AC meeting** will be held THIS Wednesday, **October 25th**, (not in November, as previously reported.) 1700 Hrs, in the Barnstormer Room, Auburn Airport. These meetings are always important in that it provides a forum and opportunity for us to share our airport concerns with the City. City Engineer Edgar Medina will be attending the meeting representing the City of Auburn. This is also a forum for members to share ideas, ask questions, and network with others as we continue to work towards making our airport the Gem of the Sierras. Please plan to attend - all are welcome!

Printed **AAA 2017-2018 Rosters** are available to members. In fact, Peggy Dwelle has a book with your name on it. This booklet is very handy for getting to know and keeping in touch with your fellow members. Contact Peggy at (530) 305-9101.

Commemorative Bricks for the Col. Bud Anderson 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 our own WWII Ace, Col. Bud Anderson and his fellow 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.

A slate of officer's for 2018 will be presented at the November, 2017 meeting. Here's the list of officers so far. At the November, 2017, meeting nominations from the floor will be accepted and a vote will be held at that time:

President	Wayne Mooneyham
Vice-President	Doug Fee
Secretary	Joanie Mooneyham
Treasurer	Gary Vogt
Newsletter	Chris Haven/Mike Duncan
Publicity	Chris Haven
Membership	Tammy Meredith
5AC	Wayne Mooneyham
Scholarship	Walt Wilson
Member-at-Large	Peggy Dwelle
Past-President	Tim Pinkney

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

[illegible]

Brick 2

(If you would like to
order a second brick.)

4" x 8" brick	\$ 5 0 0
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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

Mach 5 Musings

by Julia Roberts

The crisp fall winds have made it to our neck of the woods, and Mach 5 students have sure been busy completing their respective training; it's been check rides galore! Our Cessna 310 has received much love and attention with four passed check rides, starting with Dave Robbins who came up from Southern California and was led by his instructor Larry Uzelac, then Daniel Hill became a multi-engine rated pilot, followed by William Harris, who travel from Reno, and last but certainly not least, Mike Callaham. Joe Marlay earned his commercial pilot rating under the instruction of Chad Schutze, and Ben Reilly came down from Carson City to earn his commercial pilot's rating as well! Our very own Allen Davis earned this single engine, commercial rating, and his CFI—all in this month. Incredible accomplishments by incredible people, great work gentleman!

Aside from guiding our students towards excellence, our company was pleased to participate in the Colfax High School career faire, educating kids on various aviation career possibilities. There were four winners, one from each grade, chosen to take an introductory flight here with us. We also had the pleasure of being a sponsor for the Auburn Gold Country Rotary's Octoberfest, which raised money for local charity organizations. And around our hangar, we're excited to have our Cirrus back on the line

soon, as it is getting a brand new paint job! Our former student, Tierra Bickford, who earned her Private, Instrument, and Commercial ratings with our Chief Flight Instructor Andrew Moon, stopped by the hangar to say hello and update us on her ventures. Tierra is now a professional pilot for Compass Airlines based in LAX!

As the prop would turn, a few of our people made another lap around the sun. We bid happy birthday to our resident rotor head John Crawford, maintenance master Bob Burnett, our high school intern Blake Cannon, the Mooney man Larry Uzelac, and the Auburn Air Fair coordinator extraordinaire Kelly Kreeger... as if Halloween wasn't special enough! Have a spooktacular Halloween Holiday and until next time, we'll see you around KUAN!



United's 747-4 Demonstration Team



The San Francisco Fleet Week Air Show was held October 6-8, 2017. This show is conducted along the shoreline of the city with Angel Island and Alcatraz in the background. The sun is behind the crowd and it is one of the most beautiful settings in the world for air demonstrations. The weather was absolutely perfect! I had a ringside seat in this show from 2010 -2015 when I was a member on the United Airlines 747-4 demonstration team. Team members included Steve Henderson (former Thunderbird), George Silverman and Joe Sobczak, former military test

pilots, and Clark "Kodak" Cook team photographer. We had an FAA Air Show waiver for 300 knots and 200' and we made the best of our 10 minute show time by putting the 747-4 through a series of passes and configurations. The 747-4 had the best flying characteristics of all the airliners that I have flown and it was a lot of fun to fly that big jet during this demonstration.

The final time that I flew the show in the Captain seat was in 2014. The flight was featured in Air & Space and Airways magazines and can be viewed on your computer with this link:

["San Francisco Fleet Week 2014 United Boeing 747 Fly By Demonstration"](#)

This year I attended the show as a spectator and watched my old team members put the 747-4 through the paces for the last time. I was also invited to fly our Cessna 180 to KSFO for the United Family Day on October 8, 2017. I staged out of San Carlos airport along with a Piper Cherokee 180, a T-34 and a Glastar. We flew to KSFO in trail and parked our airplanes on display at the UAL maintenance center. There were numerous other G.A. aircraft on display along with two 747-4's and several other UAL airplanes. There were over 18,000 employees, retirees and guests in attendance and numerous aviation related activities on the ramp. The 747-4 is credited with being one of the machines that changed the world due to the number of people that traveled around the world on the aircraft. The pilots loved flying the airplane and the passengers enjoyed the fast cruise speed, large cabin and comfortable interior. United will be retiring the aircraft on November 7, 2017 and we are all sad to see the aircraft leave the fleet.

Don Wolfe

AAA Scholarship Development Chair



What A Busy Night Flight

By Tim Pinkney

SHERIFF'S HELO RIDE ALONG - What a treat it was to have an 'up close and personal' experience with airborne law enforcement. On October 17 at 1845 PDT, a Sacramento County Sheriff's EC-120 helicopter, with me in the back seat, lifted off from its Mather Field pad to provide aerial support to all Sac County officers and divisions. These flying machines enhance the Sheriff's Department's ability to respond and react to the critical needs of our geographically wide ranging community.

After less than 2 minutes airborne, we were given an Elk Grove address of "unidentified males removing the contents of a pickup and throwing it in the street." Arriving in less than 3 minutes, we circled for 5 minutes to determine it was three law-abiding citizens unloading their pickup from a camping trip (not illegal.)

Within a minute, we were directed to a North Highlands neighborhood to search for a 9-year boy who "left home after a domestic dispute". That's police talk for a kid running away from home after getting into a yelling match with his parents. We made 21 minutes worth of left hand circles in an ever-increasing ellipse from his home.

Interfacing with an outside broadcast speaker system, the pilot typed a short sentence on a keyboard of "searching

for a 9 year old white male wearing yellow t-shirt, torn jeans and wearing tennis shoes" and it was instantly fed into the replay system and played continuously every 15 seconds. I remember thinking, 'How are we ever going to find a young boy whose description matches probably 25 kids within the sound of our loudspeakers?' But, what do I know!

A very long 16 minutes later, a 911 operator informed us a woman driving below and hearing our circling helo's audio message, saw the boy, pulled over, stopped him and called 911. WOW! Eazy peezy!! THAT'S how a helo can help law enforcement and parents team up to find their runaway in less than 20 minutes.

Then, with what I thought was good community relations, my pilot typed another note on his pad, that was translated into the mechanical speaker-talk, thanking the community "for their vigilance and that the lost boy had been found and was being returned to his parents." I'm guessing the kid may not have been so pleased with the Sheriff's ability to

apprehend him so quickly and thwart his attempt to runaway from home, but from the parent's perspective, the story has a very happy ending.

Since we were in the area, I asked the two guys in the front seats if we could take a 2-minute detour to the north so I could photograph the Aerospace Museum of California, where I had served on the Board for 8 years. Sure, as long as there was no call for our airborne assistance in the metro area. The sun was setting making for a scenic fall sunset.

The photo was barely taken when a call came in that a south Sac woman returning home found her residence being burglarized. We were onsite almost immediately and began left circles that lasted nearly 20 minutes. (Luckily, being a glider pilot, I'm used to steep left-or right-circling while catching thermals. But, someone who isn't used to that continuous circular flight path may have been most uncomfortably airsick!)

We could see four patrol cars below, with their top lights all a blazing, drive into the neighborhood and park half a block away so they could approach, unannounced, on foot. They were also waiting for the "attack dog" to be onsite for additional non-lethal takedown capability. With night darkness there was not much to see visually, so I watch the infrared scope above the pilot's instrument panel showing the helo's camera track the actions of all the players. (See photo next page) When the ground forces thought the criminal might break out and run for it, my helo turned on a gazillion watt searchlight that lit up the neighborhood before focusing on just the house. Then, also for pilot's reduced workload, the camera is slaved to that geographic site so, no matter how wide, narrow or overhead the pilot flew, the light was always on the address under suspicion.

All this time, the chatter of the 7 radios, confused me as to who was doing what, who was requesting what as well as who was on second base. Then, the search light beam went dark, our 30-degree left bank became level and we were headed north.

We then learned the woman really didn't live there anymore, but she did own the property. And the burglar, wasn't



Busy Night Flight, continued

one, but rather a ‘squatter’ who was living the comfy life rather than on the streets in the cold. Don’t know the code for unlawful entry of a home...but it’s illegal.

“Time to RTB.” The pilot said meaning the 1+42 min flight was about to return to base operations at Mather. After the blades stopped whirring, I jumped out, one of the pilots walked to the gas truck, drove it near the warm helo, and proceeded to gas it up with 45 gallons of fuel for the next flight. This same crew had another two-hour flight in about 90 minutes. But, for now, it was time for some quick crew rest while the Sacramento Police helo took to the Sactomato skies to keep peace in the suburbs.

Impressions: Wow! A lot of what law enforcement does is to keep peace, preserve domestic tranquility and help in little ways every day that the general public has no idea is going on. The crews are professionally trained to range from finding lost kids to catching bad guys to high speed car chases. Helos permit the wide span of Sac City space to be covered by just two officers, rather than a force of 10-20 covering the same area looking for a lost boy. Helos are invaluable in reducing response times to critical, as well as routine calls for service.

I was proud of the Sheriff’s team and pleased as a taxpayer to have such a safety service for the privilege of just being a regular taxpayer. WE ALL receive a far greater return than we realize with our law enforcement teams. Next time you see a cop or deputy give them a big “Thank you for your service!” shout out.



Animal Rescue by Air



Waiting for a plane to deliver animals for your rescue group is one thing. Co-piloting a Pilots N Paws flight to deliver animals for your rescue group is another. On Sept. 21st, I discovered best of all is to fly those sweet souls myself. As I am a Sunshine Flyers student now in the cross country phase of training, my Instructor Mike Poteet agreed to fly to Fresno-Chandler so I could pick up a couple of dogs. A storm had passed through the day before, so I had to look at the weather closely. Once we confirmed it was a go, we were wheels up. I now know first-hand what “dancing around the clouds” means. We were able to partially fly above the clouds on the way down, but had to stay below them on the way back. The foster parent, Emily, along with her 3-month old son Westley greeted us with a smile once we landed & found our way to her. While I held Westley, Mike helped Emily transfer the dogs from her crates to mine. After a quick picture, some discussion about the dogs, we buckled them in the plane & were off again. It was pretty bumpy on the flight home. “Minnie & Nacho” just hunkered down the entire flight. My biggest lesson was to NOT worry or keep checking on the dogs & just “fly the plane.” Sound familiar? They were safely delivered to one of the fosters who took them for a vet check. I’m happy to report both are now in their foster homes playing with their new buddies & waiting for their furever home. How lucky I am to have such support around me & be able to help our animals while learning to fly.

Tammy Meredith

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:

Larry Borchert

916-508-1820

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