



propwash

www.auburnaviationassociation.org
Dedicated to aviation, safety, friendship, community
involvement and education since 1984.

Page 1

December 2006

Inside this Issue

1

Prez Says

2

Welcoming Some New Members

3

Photo of the Month & the Annual Holiday Food Drive

4-5

Local NTSB Reports

Next Meeting Date:

December 7th at 6pm

Meetings and potluck dinners begin at 6pm on the first Wednesday of every month at the Auburn Airport.

If you are interested in providing articles for Propwash please email them to csengberg@earthlink.net

Important Dates

Board of Directors
meeting November 30th at 6pm @ Barnstormers

AAA-AC meeting
November 29th at 6:30pm @ CAP Headquarters

Youth Auxiliary – No meeting for December, next meeting will be announced on-line

PROPWASH is the newsletter of the Auburn Aviation Association, a non-profit organization. It is published monthly and is also available online.

THE END IS NEAR

It does not seem possible but the end of the first year of my term as the president of the A.A.A. is almost at hand. There were a lot of things that I wanted to accomplish that have not yet come to pass, but a number of them have been accomplished. We do have a nice cozy clubhouse to meet in and we have increased our membership somewhat. The atmosphere at the airport continues to become more friendly. I think that we are generally on the right track. Hopefully we can get a lot more done in the second year of my term.

If you haven't seen the "Barnstormer" room lately, you will be pleasantly surprised to see a real improvement in its

appearance. On Saturday, November 5th, a painting crew consisting of Dick Kiger, John Knierim, Erik Schenk, Andy Robinson, Joe Williams, Ravi Fry and myself, put a nice new paint job on the interior. We applied two coats of off white and it looks like a new building. Warehouse Paint gave us a really good deal on the materials which was arranged for by Kathy Prince, who works in the accounting department. We look forward to sharing the fruits of our labors with you at the December meeting.

We are most appreciative of all of those who stepped forward and volunteered to fill vacancies in our Board. We had more volunteers than Board positions, but I need to fill a couple of cabinet positions, so we can use all of them. Working as a team, we can get a lot done in 2006.

*Evan Wolfe
President*

Welcome to New Members Ravi Fry and His Wife, Jennifer Clothier, M.D.

Ravi and Jennifer bought my Cessna 140 and I have checked Ravi out in it. Jennifer is my doctor at Sierra Doctors and I mentioned my interest in flying while I was there. She said that her husband, Ravi, was a deputy sheriff for El Dorado County, and a pilot, but that he hadn't flown for a while and she wanted to encourage him to get started again. He had received his private license in the mid-nineties, but then had stopped flying with about 95 hours. One thing led to another and as I was telling her about the purchase of my new boat, the luxury yacht "Loon Wolfe", and that I was going to sell my smaller plane and our old boat, she said they would be interested in the plane. Within a couple of weeks, they bought it from me.

Ravi had no prior tailwheel time and he is six feet five inches tall with size fifteen feet, but that proved to be no problem for him. I am a flight instructor with a lot of tailwheel and 140 time, so I gave him the required ten hours of instruction to satisfy his insurance company. At the start of the first lesson, I was surprised to see Ravi climb into the plane barefooted. He said that he always flies that way because of the size of his shoes. Fortunately the 140 has a good cabin heater. He knew what he was talking about. His first takeoffs were the straightest that I have ever seen a non-taildragger pilot do. If you aren't

aware, the tailwheel type planes are very demanding to keep straight. There is a reason why almost all planes built modernly steer with nose wheels. Within three hours of instruction, Ravi started making good landings and by the time we were at seven hours, he was more than ready for his tailwheel sign off. We worked on emergency landings and crosswinds for the remainder of the required ten hours for solo. He is required to fly ten hours of solo before carrying a passenger and then he and Jennifer will be ready for some adventures. Jennifer is no shrinking violet. She rides a big BMW motorcycle and is already talking about learning to fly herself. Look for them at the meetings and around Tony Wright's hangar where they keep the 140 and make them feel welcome.

Article by: Evan Wolfe

It's That Time of Year Again!

Yes, Christmas is quickly coming upon us which means the new year is just around the corner. Of course with the new year comes the collection of membership dues for 2006. So please don't forget to turn in your \$15 for a year of fun, flying and friends...not to mention the food!! Remember that our association is one-of-a-kind and puts on an outstanding weekend of aviation entertainment every summer! We look forward to another great year with you in 2006!

Photograph of the Month!



Photograph provided by Brian Jackson, a graduate of Colfax High School and Embry Riddle Aeronautical University. He is now a commercial pilot flying Beech 1900's in Alaska.

Holiday Giving: Annual Toy & Food Drive

The Auburn Aviation Association started a tradition a few years back to get in the spirit of giving to the needy during the holiday season and it is that time of year again. As we celebrate the holidays with our friends and loved ones we must remember that there are many less fortunate that could use a little help around the holidays.

We will be collecting food and toys (please no gift wrap) for local people who need a little help over the holidays at our December meeting. This is a wonderful way to become involved in the community during the most giving time of the year. Toys and/or food with a value of \$10-20 is recommended and will be donated to the Auburn Area Christmas Basket Program. Remember that if you bring toys they must not be gift-wrapped and that with a little bit of giving from all of us, local families in the area can enjoy the holidays as much as we do. We look forward to seeing all of you at our Christmas dinner potluck on Wednesday December 7th, where food and toy donations will be collected. Until then, happy holidays from all of us at the AAA!

Congratulations to the AAA's Newest Commercial Pilot!

Auburn Aviation Association has a new commercial pilot in its midst. Cherokee Six owner and very involved AAA member Andy Robinson completed his commercial single-engine training last month and just a few weeks ago passed his FAA check-ride with flying-colors (no pun intended). Andy loves to fly and has been a wonderful addition to our association this year as he takes part in a multitude of things at the airport. Everyone here at the Auburn Aviation Association would like to congratulate Andy on his new rating as a commercial pilot! Great job Andy!

Auburn Aviation Association

Officers 2005

President	Evan Wolfe	637-5107	wolfeshark@cwnet.com
Vice President	Tom Palmer	885-6635	ravon40@infostations.com
Treasurer	Milt Ciarlariello	268-6636	ateam@skyq.com
Secretary	Carryn Perry	878-6730	bcdperry@earthlink.net

Board Members 2005

Membership	Susan Wozniak	863-3497	susanflies@aol.com
Newsletter	Chelsea Engberg	916-652-0711	csengberg@earthlink.net
5AC	Don Gwinn	878-9469	dgwinnconst.com
5AC Liason	Don Anderson	888-6710	
Past President	Tom Brady	888-0769	barflyldr@mindspring.com
Emeritus	Dick Kiger	885-4364	dolores1@jps.net
At Large	Tony Wright	885-0242	stinson2@juno.com

Recent NTSB Reports

This is preliminary information, subject to change, and may contain errors. Any errors in this report will be corrected when the final report has been completed.

Tail numbers and names may have been removed for confidentiality purposes.

737 Rapid Decompression

On November 9, 2005, at 0835 local Australia time, a Boeing 737-7Q8, registered in Australia to Virgin Blue Airlines Pty Ltd as VH-VBI (serial number 30644), experienced a rapid decompression at flight level 400. The aircraft was enroute from Sydney, New South Wales, Australia, to Melbourne, Victoria, Australia at the time of the decompression. The flightcrew donned oxygen masks and conducted a rapid descent to 10,000 feet. No Injuries occurred. The Australian Transport Safety Bureau is considering this a serious incident and will perform an investigation. The Boeing Company has been notified. Questions about this investigation should be directed to the ATSB at phone 61 2 6230 4408 or email www.atsb.gov.au.

Cessna 500 Crash in Texas

On November 5, 2005, at 0958 central standard time (CST), a Cessna 500 twin-engine turbo jet, was destroyed upon impact with terrain following a loss of control on takeoff at William P Hobby Airport (HOU), Houston, Texas. The instrument rated commercial pilot and one passenger were fatally injured. The airplane was owned and operated by the pilot. Visual meteorological conditions prevailed, and an instrument flight plan was filed for the 14 Code of Federal Regulations Part 91 personal flight. The local flight was originating at the time of the accident and destined for Corpus Christi, Texas.

There were several eyewitnesses to the accident, including the following:

"A Citation C500 was taking off on runway 22. The aircraft lifted off and climbed to approximately 200-300 feet.

The aircraft appeared to have stalled during the ascent, banked to the right, crashing onto runway 12L/30R."

"As the aircraft came more into my field of vision, it was 100-150 feet off the runway. I observed it roll hard to the right, become inverted, and crashed into the ground. A large fireball followed the impact."

The airplane initially impacted the centerline of runway 13R, approximately 321 feet southeast from taxiway "Hotel," and exploded into flames. After sliding 520 feet, the airplane came to rest inverted at the intersection of taxiway "Hotel" and taxiway "Mike." The Hobby Fire Department (HFD) arrived and extinguished the flames.

The 55-year old pilot had a commercial pilot's certificate with an airplane multiengine rating and instrument rating, and type ratings were issued for the Cessna 500 and 650 models. The pilot also held a private pilot certificate with an airplane single-engine land rating. The pilot was issued a second-class medical certificate on February 4, 2005, with the limitation that "airman must wear corrective lenses." At the time of the application, the pilot reported having 4,100 total flight hours.

It was reported to the FAA that the passenger was employed by the pilot as a maintenance technician, and had been working on the airplane. The 37-year passenger was issued an airframe/powerplant mechanic certification on June 8, 1999.

The 1972 model airplane, serial number 004, was certified for single pilot operation, with seating for eight occupants. Aircraft flight records indicate January 31, 2005, as the last previous flight. The airplane was not equipped with a flight data recorder (FDR) or cockpit voice recorder (CVR).

At 0953 the automated surface observing system at HOU reported wind from 170 degrees at 10 knots, visibility 10 statute miles, scattered clouds at 2,500 feet, broken clouds at 3,000 feet, broken clouds at 25,000 feet, temperature 27 degrees Celsius, dew point 21 degrees Celsius, and a barometric pressure at 29.93 inches of Mercury.

On November 7, 2005, the wreckage was recovered to Air Salvage of Dallas (ASOD), near Lancaster Texas, for further examination.

Local NTSB Reports

Cont'd

Power Glider Accident in Nevada

On November 2, 2005, about 0940 Pacific standard time, a Schleicher Alexander GMBH & Company, ASH 26E (powered glider), experienced an in-flight breakup over Sparks, Nevada, during an unknown phase of flight.

The glider was destroyed, and the airline transport pilot was seriously injured. The pilot owned and operated the glider. Visual meteorological conditions prevailed at the ground level impact site, and undetermined conditions existed aloft. The personal flight was performed under the provisions of 14 CFR Part 91, and an instrument flight rules flight plan was in effect. The flight originated from Inyokern, California, about 0645.

Preliminary information received from Federal Aviation Administration (FAA) quality assurance personnel indicates that the pilot did not report experiencing any difficulties during the flight. The pilot had been cleared to fly in an airspace block between FL 180 and FL 280.

Controllers opined that the pilot's communications sounded "normal" during conversations within minutes of their losing radio and radar contact.

FAA air route traffic control center recorded radar data for the last 8 minutes 13 seconds of recorded flight indicates that at 0932:17 the glider was at a mode C transponder altitude of 20,000 feet. At 0935:42, the glider's altitude had decreased to 18,800 feet, and at 0939:06, it had increased to 20,800 feet.

The last (mode C) radar hit occurred at 0939:30. At this time the glider was located about 0.8 nautical miles (nm) north-northeast (030 degrees, magnetic) of Sparks. One minute later the glider was about 2.2 nm and 032

degrees from Sparks.

The main wreckage was found about 2.6 nm north-northeast of Sparks. The wings and the horizontal stabilizers were not with the main wreckage. They have not, as yet, been located.

According to Sparks Police Department personnel, various other components from the glider have been located in the city over an approximate 5-mile-long path.

Several FAA air traffic controllers, based in the Reno/Tahoe International Airport control tower, reported observing a target rapidly descend on their D-BRITE radar. Using binoculars while looking in the same general area, they observed a parachute. The controllers telephoned 911 and advised local authorities of the situation.

The pilot, with his deployed parachute, was located about 1.6 nm and 007 degrees from the main wreckage.

The Reno Airport, elevation 4,415 feet mean sea level, is located about 4.8 nm south of the accident site. At 0956, Reno reported the following weather conditions at the airport: wind from 190 degrees at 29 knots with gusts to 38 knots; 10 miles visibility; few clouds at 10,000 feet and broken clouds at 15,000 and 25,000 feet.

An acquaintance of the pilot reported to the National Transportation Safety Board investigator that, at the time of the accident, he was soaring several miles from the accident site. The acquaintance stated that his friend was engaged in a cross-country wave soaring activity. Lenticular clouds were present in the area.

- *This NTSB report was obtained from www.nts.gov which is open to the public for viewing accident investigation reports. We have published these articles to allow pilots to read and learn from other people's experiences, and sometimes, their mistakes. Remember, the more you learn on the ground, the more educated your actions will be in the air! Fly safe and have fun!*



2399 Rickenbacker Way
Auburn, CA 95602

First Class Mail

U.S. Postage Paid

Auburn, CA 95603

Permit No. 110

December Meeting!

December 7th, 2005 at 6pm

Meeting's Program:
AAA's Christmas Dinner

The Association will Furnish Turkey, Ham, Pie and Ice Cream

Members are requested to bring side dishes and salads for the holiday feast!!

Remember to bring food/toy donations for the Auburn Area Christmas Basket Program

Please bring enough for your family plus four