



propwash

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

Page 1

February 2005

Inside this Issue

1 - 2

January Meeting
in Review

3

New Members &
Movie Review

4

Upcoming Events

5

Prez Says

6

Profile & More!

7

Long EZ Crash

Next Meeting Date:

February 2nd 2005 at 6pm

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

Important Dates

Board of Directors
meeting January 26th at
6pm @ Barnstormers
Restaurant

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

First AAA meeting of 2005 was a Hit!



Our first meeting of the New Year was also our first meeting in our new meeting spot, the Old Barnstormers Restaurant. And what a meeting it was! Thank you to everyone who brought all the wonderful food, and thank you to Mary Ann Frank for making sure that no one walked away hungry!



But most of all, thank you to everyone who joined in the festivities. It was a great turnout and we hope that the numbers continue to grow. Our President, Evan Wolfe, has expressed his hope of making Auburn Airport the best, most friendly airport it can be, and that starts with our Aviation Association. By becoming a big family in which everyone is welcome and friends, we can work together to make this airport the best around.



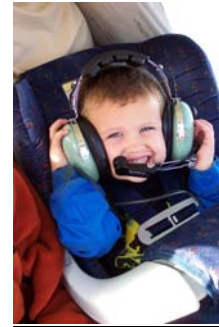
The January meeting was a very relaxed gathering, with a lot of good conversation, tasty food, and many members meeting other members for the first time. As well, Evan Wolfe was able to spend some time introducing the 2005 Board Members and also his newly appointed Cabinet Posts to help the AAA in many different areas. (Cont. Page 2)

(Jan. Meeting Cont.) Along with his introductions the Association was addressed by some of these people, including Jerry Martin, our Airport Manager and Secretary of Education, who updated us on the current status of different plans in the works for our airport. Mary Ann Frank, Chris Rydell and O.C. Taylor were able to introduce themselves and present some of their ideas. O.C. Taylor is asking for assistance from any one interested in helping plan any of our future trips. Mary Ann Frank is in charge of contacting members not currently actively participating in meetings. If you are interested in taking part in the phone tree please contact her (efmaf.ca@netzero.net). Chris Rydell, who will be in charge of the 2005 Air Fair this year, expressed her excitement regarding this year's show and shared her hope of getting even more people involved in volunteering both in the planning as well as the working stages of the Fair. We are hoping for this show to be even better than last year which will be tough to beat!



Overall the meeting was a great time for people to socialize and start the New Year on the right foot. For all of you who were there, thanks again for coming. For those of you who were not able to attend, we look forward to seeing you at the next meeting on **February 2nd at 6pm** in the Old Barnstormer's Restaurant. Also, if you know anyone interested in aviation (pilot or aviation enthusiast), whether it be your neighbor, niece, nephew or friend, please bring them with you!

Picture of the Month



Brayden Metzler's 1st Flight 2004



Do you have a picture of an interesting plane that flew into Auburn for breakfast? How about a picture from your flight-training days? We're looking for aviation photos for a picture of the month contest that we hope to continue throughout the year in the newsletter. The pictures will be entered into the running for the upcoming newsletter. They will also be kept on file to possibly be used in decorating the walls of our Pilot's Lounge that the Barnstormer's Restaurant is going to become. So, if you think you've got a great photo, be it recent or from a long time ago and you don't mind giving a copy to the Association, please join in on the fun! Photos should be at least 3x5 and will not be returned. Also, keep in mind that the photos need to be received by the 15th in order to give enough time for it to be considered for the next newsletter. Please send your photo(s) to:

Chelsea Engberg
 AAA Photo Contest
 8311 Country Club Lane
 Auburn, CA 95602

Welcome New AAA Members!

Lynn Cook
of Auburn

Gene & Betty Ervin
of Auburn

Dale & Deborah Ferguson
of Weimar

Steven Friedrich
of Greenwood

Benjamin Friedrich
of Greenwood

Duane & Caroline Rueb
of Newcastle

Stewart & Mary Ann Wells
of Gold Run

Movie Review of *The Aviator*

By: Milt Ciarariello

5 stars out of the 4 available.

The Aviator is a very well done piece of entertainment for adults. Only your bladder knows that you have been sitting so long. Actually, the producers have taken a few liberties with the fine points of historical fact, but they have blended things together very well, and it moves right along. Almost too well, and you find yourself getting caught up in the mental twisting that tormented Howard all his life.

The filmed saga of Hughes and TWA left a few things unsaid...or perhaps on the cutting room floor. Howard wanted to better his own record for an around the world flight (in the Lockheed), and knew that his record would soon be broken when Boeing announced the production of the new pressurized 307 Stratoliner. As such, he went to Boeing to buy a 307, and set a better record by flying it at altitude. Money was no object, but Boeing refused to sell out of sequence since the production line had been contractually sold out to PAA and TWA. PanAm had the first 5 (which came to be a Juan Tripp habit of buying the first 5, which lasted through the 747SP) and TWA (Trans Western) had the next 5. But, Boeing did offer him #12 on the production line.

Howard was a probably a little irate, and went to Juan Tripp with an offer to buy his #1 Model 307. Juan refused, thus conditioning Howard's mind-set. Howard then merely bought TWA, and the TWA-PAA competition was on. He never did fly around the world again, but his airline did.

Further, the Boeing reaction probably cemented Howard's feelings toward Lockheed, who had never refused a Hughes' offer. A result was that Howard became deeply involved with the Lockheed Constellation design development to make sure it would out perform both Boeing and Douglas. In the end, it cost more, but it sure did out-perform.

Later, to make sure the "World" of TWA was well publicized, and well accepted, Howard made sure TWA was the "Airline of the Stars". Using his Hollywood contacts, anytime a "Star" needed to go anywhere they had merely to call Howard, and a plane would be made available. The advertising was monumental. Thus we entered the era where "Hostesses" were all budding beautiful potential movie stars, and flying was a grand event. As a side note, some of those stewardesses haven't retired YET!

But, enough of the digression.. If you haven't seen the movie yet, you don't know what you are missing. This is a fun movie for all pilots, people who like to fly, and those who remember what real freedom was in the 50's and 60's. If Juan Tripp and Howard Hughes hadn't dropped the reins, I feel sure PAA and TWA would still be with us.

The New FAA Plastic Licenses

Are you still carrying your old paper pilot's license? You can get the new plastic credit card type license either online or via the mail. You follow the same steps you would to request a replacement license if yours was lost or destroyed and you will be sent a new plastic license. For more information, go to:

<http://registry.faa.gov/airmen.asp#ReplacementofCertificates>

To download the form to be filled out and the information of where to send it go to:

<http://registry.faa.gov/docs/8060-56.pdf>

The cost for the replacement card is \$2.

Upcoming Aviation Events

FAA Posted Events/Seminars

“Ice, not nice”

January 26th 2005
7:00 pm

Watsonville Aviation Education Center (WAEC)
60 Aviation Way
Watsonville, CA 95076

“Mountain Flying”

January 26th 2005
7:00 pm

Redding Jet Center
3775 Flightline Ave.
Redding, CA 96002

“Aircraft Accident Review 2004”

February 10th 2005
7:00 pm

Sacramento Executive Airport
6151 Freeport Blvd.
Conference Room #1

“Northern California Aviation Maintenance & Safety Symposium”

March 11th 2005
7:00 am – 5:00 pm
Fremont Marriott
46100 Landing Parkway
Fremont, CA 94538

For more information on these and other FAA listed events visit:

<http://www.faasafety.gov/SPANS/events.aspx>

Other Upcoming Aviation Events

16th Annual Women in Aviation International Conference

March 10th-12th, 2005
Dallas, Texas

http://www.wai.org/conference/2005_conf_index.cfm

Amelia Earhart Lectures

Mr. Reid Dennis will discuss recreating her flight at
11:00am

Mr. Elgin Long will discuss plans to find her missing
plane at 1:30 pm

February 12th 2005

Hiller Aviation Museum
San Carlos CA

<http://www.hiller.org/about-us/press-releases/releases/earhart-2005.html>

February Fly-Out

Okay aviation fanatics, it's time to start our fly-out fun! These fly-outs are a great way to socialize, to share our common love of flying, and to make a short get-away for a day. Our Secretary of Transportation, O.C. Taylor, is in charge of putting these monthly trips together and his first pick is the Watts/Woodland Airport on February 5th, 2005 for lunch. We will meet at Auburn Airport at 11:30am. Also, word is floating about that Tiger Woods might be in the vicinity...so if you're up for a little stargazing this trip *might* just be for you! Our fly-outs will take place the second Saturday after each monthly meeting, with the third Saturday to be used if the first try is canceled due to weather. Please call O.C. at (530) 823-7734 to let him know if you are going to fly, if you have open seats in your aircraft, or if you don't have a plane but would like to go along. He will be in charge of arranging the available seats for those who would like to go. So remember, get your name on the list quick as seats will be limited! We look forward to seeing you there!

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	269-0711	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

Prez Says

January 5th marked the start of the new year's activities for the A.A.A. with our first meeting in our new facility. In spite of not having the new heating system in yet, a few small heaters made the old restaurant building warm and cozy. Thanks are due to our Secretary of the Interior, Joe Williams, and to our Dean of Attendance, Mary Ann Frank, and to Dick Kiger and all of those who worked to put on the meeting. The food was great and we had an attendance of nearly seventy members and guests. We were glad to see so many old friends and new members. Over the next couple of months we should be getting the building fixed up a bit and redecorated. We are looking for pictures of the airport from the past and pictures of interesting planes that are at the airport or have visited it in the past. We are going to start a wall of pictorial memories. If any of you remember the little "train station" building that was at the Nut Tree Airport when the Nut Tree was still operating, it had a similar wall of pictures and it was always fun to review them and look for any interesting new ones each time that I went there. If any of you see any really neat airplanes at the airport, try to shoot a picture of them for our wall of history.

Jerry Martin, our Secretary of Education, suggested that we put up a large flight planning map of the United States on one of the walls. I ordered one from Chief Aircraft. They are only about \$10.00. It is always fun to look at one of those to remind us of exciting adventures of the past and to plan new ones. Every time that I stare at a map of our great country, I learn something new. I always dream that some day I will win the lottery and then will take off on a several month long trip around the country and try to stop at as many little airports as possible. Until 1998, I had never flown east of Phoenix. Then I started ferrying warbirds for new owners and I brought my little 140 home from New Hampshire, and I have developed quite a taste for the adventure of traveling this big country. I was always a little afraid of long trips but then I discovered that they are like a bunch of little trips, strung together, end-to-end. Most places that I have stopped at, particularly the smaller airports, I have been treated like a long lost favorite cousin. It is wonderful that we enjoy such freedom to travel across this land.

Be sure to remember to invite old friends and new friends to join us for the February meeting. It will be a great one. I'll see you then, and hopefully sooner.

- Evan Wolfe

Looking for Plane Partnership

David Slane is a 400-hour instrument-rated member interested in a partnership in a plane, preferably with an

established owner, preferably within the association. He currently flies the Cardinal RG at Horizon Aviation, and has about 150 hours in retractables. He can be reached at 530-749-3760.

Newsletter Submission Deadline

We are grateful for all the help everyone is giving us in ideas for articles...keep 'em coming! But, due to the time frame given to prepare the final draft of *Propwash* (printing, folding and mailing), any submissions you wish to be considered for publishing in *Propwash* must be received no later than the 15th of the month. If received later they will be considered for the following month's edition. Thanks so much for all the help!

Membership Renewal for 2005

As of January 2005 only 123 of our past 177 families have renewed for the New Year. That means that 54 of you have not sent in your \$15 check for the next year...YOU KNOW WHO YOU ARE! So don't miss out on upcoming meetings, fly-outs, fun aviation events and the monthly newsletter filled with important information and interesting reading! Send your \$15 check and membership form (available at www.auburnaviationassociation.org/membership.htm) with any updated information to:

Auburn Aviation Association
9630 Miracle Drive
Auburn, CA 95602

If you'd like more information or have any questions about renewing your membership contact Susan Wozniak at susanflies@aol.com.

Valentine's Day Dinner

Good company, good food and excellent attendance at the January meeting. Hats off to you all!!

A sit down Valentine appreciation dinner is planned for February. For the most part men will be doing the preparing and serving.

Our new meeting room is great, no more breaking down chairs and tables! Thanks to you, Tom, for the use of your hanger for all these months, it has been appreciated. And, our thanks to Ivan Ichters who frequently moved his plane out to make room for the AAA.

A tribute to the "Irish" in celebration of St. Patrick's Day is planned for March with a corn beef and cabbage dinner. Particulars will be in the March newsletter.

See all of you on the 2nd of February!
Mary Ann Frank, Director of Attendance

Profile of the Month**Manuel Munoz**

I am Manuel Munoz, age 51. I always wanted to fly. At four years of age my father took me to Walgreen's and said that I could have anything in the store. I picked out a cheap OD green stamped plastic DC-3. My shocked Dad went to his knees, put his hands on my shoulders, looked me straight in the eyes and asked "Son, are you sure you want this toy?" I never let go of that magic carpet ride. I still have the dent in my head from using my plastic DC-3 as a pillow.

Several years ago after putting many new parts in my truck, I went to my wife, Dixie, and told her that I would like to buy a new truck. Dixie said, "You have a practically new truck now. What does a new one cost?" I told her and she said, "Buy a plane." So I did. I had this Cessna 172D delivered to Auburn Airport, and I went to Paul Lancaster and asked him if he would teach me to fly it.

After I received my license, I experienced my first carburetor icing. I thought my world was coming to an end. I did everything you are supposed to do, and I declared an emergency to Jackson (Westover) O70 Airport and landed. A couple of gentlemen came up to me and asked if I was OK. I patted myself down and said, "I think so." I told them what had happened and they looked at me with a slight grin, patted me on the shoulder and said, "If that is the worst that ever happens to you, you are better than most," and walked away. I knew then that I was part of a very understanding group of individuals.

I want to thank Jerry Poole for his ear and advice, along with Ivan Ichters and Joe Pass who helped me along with Jerry to understand the finer workings of an aircraft. Thank you all for putting up with me.

- Manuel Munoz

A Long EZ's Not So EZ Ending*By Pilot & Owner: David Orr*

I had flown December 27th to avoid the SoCal Storms – down to Punta Pescadero, southern Baja with no problems. Flew home a day early and all went well until I got to Banning Pass - 3.5 hours on the plane that day – entered at 3500' and found lowering skies. Got to Banning Airport and made a 180 degree safety turn and decided on going around the back of Big Bear and beyond. Soon after I noted a change in tone – one moment maybe 2550 then 2480 rpm – steady for the next 5 minutes (typical climb rpm).

I was in a climb, got to high desert's edge when engine shut down like I'd slapped the mag and electronic ignition switches off. Actually checked them it was so sharply cut off. Looking out at the snow line abeam I turned for Yucca Valley and decided I couldn't make it. Saw the circuit breaker to electronic ignition was out so I pushed it in. The engine went to full power, 2600 rpm (now descending) until the CB popped again after 5-10 seconds. Pushed it in and got 10 more seconds of full power, popped again. Turned off the ignition to see if it was fouling the mag. Mag was dead - had performed faultlessly for months at run-ups every flight. Held carb heat on in case it was icing anyway. Got another splutter later with CB pushed in but holding it in did not get me my engine back more than a few seconds. Made it over the rocks to a high key at Yucca Valley- made my pattern calls. I switched tanks, just in case - 10 gallons or more per side - but I know I threw on the fuel pump.

Turned downwind but saw no windsock or wind indications. If I was a prince of the FAA I'd ask the airport to put up a good windsock.

Palm Springs had no wind and was switching runways to the usual approach from the east not 10 minutes earlier so I presumed low wind and confirmed an east approach to Yucca. Going a little fast, turned Base and found I was blowing toward Blythe. Turned final and decided it was nip and tuck to reach the runway, actually heard/felt the prop stop – then I saw the gullies in front of the threshold and decided no matter what, I didn't want to land short there – might have made it, but I was seeing very little forward movement for my descent. Lesson learned, even if it is a very short runway and you think you have the best glider in the world, use the old 1/3 down the runway target taught in the USAF – I didn't as this plane has such great glide. Gullies at any speed in this plane are dangerous - I'd have to be King of the FAA to get cleared approaches - the Freeway New Jersey barriers at both ends of John Wayne scare the living beJesus out of me - for any airplane up to wide body.

(Continued on Page 6)

(Cont'd from Pg. 6) Looked to a street angled to the left which had no gullies, then saw a guy pulling out of his driveway fully 2 blocks away – may have tried too hard for an early landing – clipped a 3/8” alum wire of SCE right at the bottom fuselage and gear legs. Came down from about 50 feet hard - splayed the gear so far my fuselage touched down. Left main broke about 6” from fuselage, both gear splayed enough for the fuselage to slam the road. I just love the Temperfoam seats in my plane - an addition many of us have added!

Nose wheel came off, left lean of the gear resulted in slow curving turn to the left and eventually slid off the road about 100’ from slapdown point and rode into Joshua Tree just right of nose. Joshua was about 14” in diameter, cut off canard, driving instrument panel 1” left, Joshua then moved pilot seat 1+” left, which actually bowed the left (opposite) longerons and split leading edge of left strake from fuselage, no fuel leak. It also entered the front of the right baggage compartment in the right strake and drove my Oxy bottle back and the bottle bounced off my passenger’s chest and landed on her lap. I was told it took 6 guys to get the fuselage off the Joshua’s grip. Canopy was fractured and frame was sitting 1” inboard but was openable. Smelled a little gas, but got out rather fast and found this wonderful plane had saved my and my passenger’s life, no likelihood of fire from leaking. I had a very sore lower back and was alive on the front of that bullet – the more I think of it, the sharper the nose you can make, the better for trees - another modification! THANK YOU BURT RUTAN again! I got a wonderful 2220 hours out of that wonderful plane and nearly broke even on 2500 hours to build it. (There was no water nearby – I’ve told everyone I’d rather land in water with a plane that floats than anything but a paved strip due to high touchdown speeds.) That gear is the biggest reason I suggest avoiding Canard full retract systems – sure it might have avoided hanging on the wire, but the prop could have as easily stopped forward movement – the prop was damaged by something including the wire that was wrapped (about 10’ of wire) around the gear at point of rest.

There was about 35 knots headwind at Yucca Valley - much to my surprise - no smoke, no sock observed and not trees seen blowing - Joshuas don't blow. I was sure I had had carb icing from about 2 hours of discussion with the Sheriff, Highway Patrol and nice people who know planes like mine. One guy opened the left tank and said, you have no gas in here – he refused to look at the fuel indicator window which showed 11 gallons as it was tilted – the right tank had about 10 too. (This is a direct reading window.)

On later thought, the heavy rain at Banning had been coming in on me through the edge of the cockpit, it was dripping down the panel for a while. I had some neat

electrical flapper switches for both Mag and Electronic Ignition and I think the water shorted the mag switch first (minor drop in rpm) and then shorted the electronic ignition minutes later – blowing the CB adjacent. I’ve never heard or experienced icing shutting down with no degradation in advance and then the engine coming to

full power when an ignition is revitalized and shutting down again when the circuit breaker pops. Flying Alaska and Seattle in the winter, I’ve only had carb icing twice in the O-320-E3D where the induction goes through the oil sump. It comes on slowly and I react slowly too, for some reason.

Banning was bumpier than anything I’ve been in – but rain, even with the engine at low power settings at 140 mph doesn’t tell you which way the wind is blowing or how hard. With wind near calm at Palm Springs, I fooled myself while “flying the plane”.

Nobody needed to go to a doctor initially - I was bullied into it by friends and glad I did - but nothing broken, which again, speaks well for the composite fuselage - which also minimizes spark sources. The only metal on the ground were the tire rims and my modified pitot-static system (Piper style) mast. I can't say enough about the crush capability of that gear! I've seen it before with others who haven't even had to change anything but brakes that ground off.

Glenn Parker and Crew at Yucca Valley are gems - moved my plane to storage for me and loaned me a car for the weekend to get home. When I'm feeling like walking and sitting, I'll get out and bring in the hulk. I won't be flying this lovely beast again - it is too structurally challenged by the Joshua Tree.



The “Beagle” prior to its tangle with a Joshua Tree...

- Thanks to David Orr for letting Propwash print his story for all to read and learn from! Your generosity is very much appreciated! We are happy that everyone is safe and wish you the very best on your next aviation endeavor!



2399 Rickenbacker Way
Auburn, CA 95602

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February Meeting!

February 2nd, 2005

Program:

To Be Announced

Dinner Information:

Valentine's Day Special provided by the
Auburn Aviation Association