propwash

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

Inside this Issue

Next Meeting Date:
February 1st 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 January 25th at 6pm @ Barnstormers

AAA-AC meeting January 24th t 6:30pm @ CAP Headquarters

Youth Auxiliary – We should have a meeting a Sunday afternoon in February. Keep an eye on the website for more information. Stay Tuned!!

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

Prez Says

Winter has hit with a bit of a vengeance this year but, in spite of higher than normal rainfall, we have still enjoyed a lot of good flying days at Auburn. Not only do we have one of the friendliest airports in the State, we are blessed with some of the best flying weather in the country. I have never charted it, but we have a very high ratio of V.F.R. flying days to non V.F.R. days.

The opportunity to buy CalStar helicopter ambulance insurance for only $25.00 per year per family is still available. Contact me for an application. It is a really good buy and will help to keep the service available for the whole community if they have a large pre-paid customer base.

We had a good turnout for the January meeting and our airport manager, Jerry Martin, gave a nice presentation with questions and answers regarding the management and development plans for the airport. The future looks bright and we have a very interested City Council and City Manager.

I look forward to seeing you at our February meeting, Wednesday, February 1st.

By: Evan Wolfe
Auburn Aviation Association President

Get Involved with the Auburn Aviation Association!

2006 is upon us and in full swing! With the start of a new year comes the start of another wonderful season of flying just around the corner…not to mention an air show to put on sooner than you might think!

If you would like to get involved with the Auburn Aviation Association please let one of the board members know and they will be happy to help you find a perfect place for your talents. From air show coordinating to assisting with the Youth Auxiliary there is sure to be the perfect job for you within this wonderful association. We would love to have you take part in making our group even better in 2006!

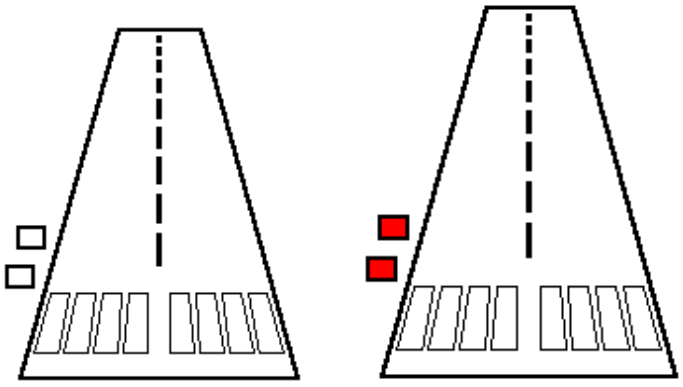
OLD "INDIAN TRICKS" FOR PILOTS

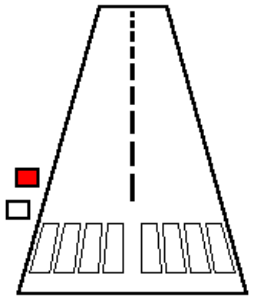
By: Evan A. Wolfe, C.F.I.

Last month I started the first of a series of crafty tips for pilots. Many of you will already know about them, but it is always good to review your flight knowledge from time to time to remain mentally "current" to fly. Old Indian Trick #2 is generally known but not often fully understood.

Old Indian Trick #2:

Over the years, I have noticed that good landings have a tendency to hang around with good approaches. It is difficult to make consistently good landings if you are inconsistent in your approach angles and approach airspeeds. On shorter landing strips, it is important that you judge the approach so that you will touch down not too far beyond the runway numbers. Many airports, such as Auburn, have a V.A.S.I. as a guide to using a consistent approach slope. The V.A.S.I. stands for *visual approach slope indicator*. The V.A.S.I. has a white beam of light and a red beam of light. The red beam is placed in front of the white beam. The angle of the white beam is steeper and the red beam is lower. As you approach in an average plane at an average speed, if you can only see the white beam (steeper angled one), you are too high. If you can only see the red beam, you are low.





If you can see both colors, you are at the recommended height on your approach. The problem with a V.A.S.I. is that it is a "one size fits all" compromise. It doesn't work well for a very clean, flat approaching aircraft like a Cassutt formula one plane, or for the opposite reason, it is of little help in landing a high drag aircraft, such as a Stearman.

Your plane, whatever you fly, already has a built-in V.A.S.I. of another type that is custom tailored to your exact plane. It is even self-compensating for variations in loading or flap setting. It is called the cowling. Yes, the cowling, that thing on the nose that covers the engine. Well, if you fly a Stearman with an uncowled engine, you will have to substitute the engine itself. How can that be you might ask, that I have a built-in V.A.S.I.? If you are on final approach at the proper air speed and you look over your cowling at the runway numbers, if the numbers are moving down in relation to your cowl, you will overfly them at your present speed and approach slope. If the numbers appear to be moving up in relation to your cowl, you will be short of them at your present speed and approach slope. If you maintian a constant airspeed and adjust your power so that the numbers stay just above your cowling, you will land just a little beyond the numbers. It doesn't matter if you are flying a Stearman or a Lear jet, this method will automatically compensate for the variations in required approach slope since it is a measurement of your actual approach in relation to your touchdown target. Obviously, Old Indian Trick #2 will work better in the day time than at night, but it may still be useful when you get illumination of the numbers with your landing lights. If there is a V.A.S.I., it can be most helpful at night, where it is easier to see than the runway numbers. But having had the foregoing discussion, it would be a good idea to check your aircraft against a standard slope V.A.S.I. and be aware if you need to be "on the slope", or slightly above or below it, for your aircraft. Also, remember that constant and standardized approach speeds are required for V.A.S.I. accuracy and consistent landings.

Look for more "old Indian tricks" in subsequent issues.

Internet Aviation Resources

Great Aviation Weather Resource

Are you interested in aviation weather or just looking for a new up-to-date weather resource for flight planning? If so be sure to try out www.aviationweather.gov and if you take some time to get used to the website you are sure to be wowed! Of course all the standard weather is available: METARS, TAFS, PROGNOSTIC CHARTS, etc. But, using their "Java" tool you are able to overlay multiple weather reports, zoom in on specific areas to view PIREPS in precise locations and more. As well all different types of radar and satellites are available right at your fingertips. Duats and Duat are still great resources, especially for filing flight plans, but if you are a weather-buff try checking out this website. You might just find your new favorite resource!

Fun Ways to Track Flights Using Your Computer

Have a friend flying in from out-of-town? Is your wife or husband coming in on airline flight? Or, do you just feeling like having some fun? If your have any reason to track a flight there are some sites online, both free and usable for a fee that are worth checking out!

If you would like a free way to track flights try www.flightaware.com. The only flights that are available are those filed under IFR and most VFR flights that file a flight plan as well. A map, estimated time enroute and estimated time of arrival are all provide along with airspeed trends. This is also a great resource if you are a CFI and have a student out on a solo cross-country!

If you're looking for a little more with your flight tracking check out www.fboweb.com. Although for full service of the site you pay a small monthly fee almost any flight that is either filed or that has requested flight following are available. As well you can search all the major airlines. The added bonus for you hardcore aviation buffs is the fact that their flight tracking is integrated with Google's latest craze, Google Earth. Using this feature you can not only track flights in real time, you can view them over 3D topographic maps. And, if you really get into it you can download sectional map overlays as well as 3D airspace overlays for the United States. This way you can see where the flight is, where it is going, compare it to the sectional and view the airspace all in 3D.

Both of these sites offer great services both for practical purposes as well as just having a little fun if you're an aviation enthusiast! So even if technology is not your cup-of-tea, or if you are looking for some new aviation resources, give these a whirl.

Auburn Aviation Association

Officers 2005

President	Evan Wolfe	637-5107	wolfeshark@cwnet.com
Vice President	Andy Robinson		andy@bigandy.com
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Secretary	Carryn Perry	878-6730	bcdperry@earthlink.net

Board Members 2005

Membership	Peggy Dwelle		
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

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.

Cirrus and Ice…They Don't Match

On January 13, 2006, at 1601 central standard time (CST), a Cirrus SR22, operating as a 14 CFR Part 91 business flight, had an in flight loss of control while climbing in instrument flight conditions in the vicinity of Childersburg, Alabama. Visual meteorological conditions prevailed and an instrument flight plan was filed. The airplane received substantial damage. The airline transport rated pilot and two passengers reported no injuries. The flight departed Birmingham International Airport, Birmingham, Alabama, enroute to Orlando, Florida, on January 13, 2006, at 1544.

The pilot stated he obtained a full weather briefing before departing Birmingham using the Direct User Access Terminal computer system. Icing conditions were forecast between 8,000 to 10,000 feet. The pilot filed his flight plan for a cruising altitude of 7,000 feet. The pilot stated the airplane is not equipped with de-icing boots, and is not certified for flight into icing conditions. The pilot was not aware of the National Weather Service Airmet that was in effect from 1445 CST to 2100 CST. The advisory warned of occasional moderate to mixed icing-in-clouds and in-precipitation between 3,000 and 8,000 feet.

The pilot stated he departed from runway 24 and was instructed by the control tower to contact Birmingham Approach Control. The pilot contacted approach control and the airplane was identified in radar contact while climbing through 1,500 feet. The controller informed the pilot to proceed direct to Hande intersection and the flight was subsequently cleared to climb to 7,000 feet. The pilot stated the airplane entered the clouds at 5,000 feet and his climb speed was 120 knots. Upon reaching 7,000 feet the airplane encountered icing conditions. The pilot informed the controller of the icing conditions and was cleared to climb to 9,000 feet. The pilot stated he did not know what the minimum obstruction clearance altitude was in relation to his position when he was cleared to 9,000 feet. As the airplane reached the clouds tops at 8,000 feet in visual flight conditions, the airplane began to buffet. The pilot looked at his airspeed indicator and it indicated 80 knots. The airplane stalled, the nose pitched down, and the airplane started spinning to the left while reentering instrument flight conditions. The pilot reduced power, neutralized the flight controls, and applied right rudder with negative results. He activated the Cirrus Airframe Parachute System, and the parachute system deployed. The pilot informed the controller he had deployed the parachute, squawked emergency on the transponder, provided latitude and longitude coordinates of his location on the radio, and initiated an engine shut down. The airplane descended to the ground under the parachute canopy, collided with trees, and came to a complete stop about four feet above the ground. All personnel exited the airplane and the 911 emergency operators were contacted on a cell phone. Emergency personnel arrived and the pilot and two passengers were transported to a local area fire department.

Fire Escaped!

On December 24, 2005, at 1310 Pacific standard time, a Forrest Haynes Lancair 320 impacted trees and terrain during a forced landing following a loss of engine power while descending toward the Ramona Airport, Ramona, California. The airplane was operated by the pilot under the provisions of 14 CFR Part 91 as a personal flight. The private pilot and passenger sustained minor injuries; the airplane was destroyed. Visual meteorological conditions prevailed. A flight plan had not filed for the cross-country flight that originated from Bullhead City, Arizona, about an hour prior to the accident.

According to the pilot, the flight was about 35 miles out from their destination so he set the manifold pressure at 15 inches and the engine at 2,300 rpm to slow down the airplane and begin the descent. The pilot indicated that all was normal at this point. About 14 miles from Ramona, the pilot performed a prelanding check by switching to the header fuel tank, turning on the auxiliary fuel pump, lowering the landing gear, and applying full a rich mixture setting. He noted no anomalies.

When the airplane was about 4 miles from the airport at an elevation of 4,000 feet, the engine rpm and manifold pressure began to steadily decrease.

Local NTSB Reports Cont'd

The pilot ensured that all engine controls were full forward and switched the fuel selector to one of the wing fuel tanks. The engine did not regain power, and the pilot diverted his attention to an emergency landing spot. His passenger pointed out a field and the pilot set up for landing between two trees. During the forced landing the left wing tip clipped a tree limb and the airplane impacted the ground. As the airplane came to a stop, the pilot looked back and saw fire behind him. He and his passenger exited the airplane, which burned to the ground.

According to the pilot, he had just purchased the amateur-built airplane on the 23rd of December, and had flown it from Kansas to California. The Lycoming IO-320 engine was rebuilt about 95 hours prior to the accident after it had sustained a propeller strike.

Make Sure to Verify your Runway Clearance…

On December 22, 2005, at 1054 Pacific standard time, a Beech F33A collided with a Cessna 172N that was on short final for runway 26L at the Brackett Field Airport, La Verne, California. Neither the pilot in the Beech nor the pilots in the Cessna were injured. The Beech was not damaged, but the Cessna sustained substantial damage. The pilot of the Beech was operating the airplane under the provisions of 14 CFR Part 91 as a personal flight, while the pilots were operating the Cessna under the provisions of the 14 CFR Part 91 as an instructional flight. The Beech departed Santa Barbara, California, at an unknown time and was destined for La Verne. The Cessna was conducting a local training flight. Visual meteorological conditions prevailed and a flight plan was not filed for either flight.

According to the Beech pilot, the air traffic controller cleared him to land on runway 26R. He accidentally set up for landing on runway 26L. While on short final, he felt his airplane hit something and immediately heard the controller instruct him to go around. The pilot went around and set up for an uneventful landing. He later learned that he impacted a Cessna that was on short final for runway 26L. The Cessna continued with an uneventful landing.

The Beech was not damaged, but the Cessna's left wing was bent up about 30 degrees.

Banner-towing Dangers

On December 18, 2005, about 1248 eastern standard time, a Piper PA-25-235 registered to and operated by Aerial Banners, Inc., was substantially damaged during a forced landing shortly after a banner pick-up at Opa-Locka Airport, Opa-Locka, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91, local, banner tow flight from Opa-Locka Airport. The airplane was substantially damaged and the commercial-rated pilot, the sole occupant, was not injured. The flight originated about 15 minutes earlier from Opa-Locka Airport.

The pilot stated that the accident flight was his 3rd banner pick-up of the day. He approached the banner, picked it up, and while climbing at approximately 200 feet, the engine started sputtering and he noticed the oil pressure was low. He attempted to release the banner which was on the No. 3 position but was unable. He maintained controlled flight, descended, and landed on airport property.

Several company witnesses reported that earlier that day the accident pilot was aware of a discrepancy with the No. 3 release.

Preliminary examination of the airplane by an FAA inspector revealed the No. 3 banner release handle/cable assembly was separated from the instrument panel and extended into the cockpit several feet.

- *This NTSB report was obtained from www.ntsb.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

February Meeting!

February 1st, 2006 at 6pm

Meeting's Program:
To Be Announced

Potluck Dinner Information (By Last Name)

A-K : Main Dish
L-P : Dessert
R-Z : Side Dish/Salad

Please bring enough for your family plus four