



PROP WASH

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

www.auburnaviationassociation.org

January 2008

** Happy New Year **

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President's Message

HAPPY NEW YEAR! As we ring in the new, I welcome our new Treasurer, Tom Murray, and Board Member Mary Lichters. My thanks to outgoing Carol Uhouse and Glen Hartlieb for a job well done as did all of your other Board Members who are going to serve one more year. AAA would cease to exist if not for these hard working volunteers and my thanks doesn't seem enough.

Our **January 2nd** meeting is just around the corner so put it on your new 2008 calendar for **6:00**. We have a great program from the Civil Air Patrol all about their Mission, Cadet Program, and some of their recent SAR's, such as the search for Steve Fossett and the recon missions they flew in the latest southern California fires. Speaking to us will be Maj. George Bloom who has close to 15 years in the CAP and is a former Commander. Also we will have Lt. Col. Larry Adair who is a former Sqd. Com. And has 25 years of service with the CAP. I know everyone will enjoy this program. We are so lucky to have the CAP on our airfield!

2008 will bring activation of our airport AVERT (Airport Volunteer Emergency Response Team). Evan Wolfe and his crew will be going full speed on our AIR FAIR and they need all of us to make it a success. It's so much fun to be a part of a really great "home town" event. See you all soon!

Blue Skies and Happy Flying

Peggy Dwelle



Safety Wire

Mike Duncan

TAXIING IS TAXING

Taxiing is one of the first things we learn to do as a pilot. A little rudder and differential brake with little power to get you to move forward at a fast walk and keep the plane on the yellow line. What could be easier? Then why do we have so many accidents involving taxiing aircraft?

Every year thousands of dollars of damage are done to aircraft while taxiing. Wing tips run into trucks, hangars and pole. Landing gear damaged when aircraft are taxied into boxes, taxi and runway light, or just runoff the ramp and taxiways into mud, dirt, and ditches along the edges.

Last week I was watching an airplane doing take offs and landings with a taxi back for take off after each landing. The take offs and landings were not that bad but the high speed taxi back is what bothered me. Taxing between twenty and thirty miles per hour just seemed to me to be too fast. A little inattention to the airplane and he could easily have ended up off to one side of the taxiway. Impossible, perhaps. I remember pulling a small twin out of the mud one day after a charter pilot failed to turn left with the taxi way. A little distraction, who knows? This past year at the Reno Air Races the safety officer for the T-6 class proceeded to taxi into the back of another T-6 causing thousands of dollars of damage to both aircraft. At Oshkosh last year a Warbird taxied over the top of another aircraft killing one person. Many years ago Bob Hoover, world class aerobatic pilot, taxied into a fuel truck. Bring things a little closer to home, there is light pole at the Lincoln Airport adjacent to the fuel island, It has claimed three wings in the last six years. All one has to do is walk down between the hangar rows at Auburn airport and see the damaged hangar doors to see what could happen to you with a little inattention, distractions, and poor situational awareness.

When taxing an airplane, let that be all you are doing. When you clear the runway after landing, take a moment to stop, clean up the airplane (flaps up, carb heat off, reset the trim, switch your radios, etc.) and then proceed

to taxi. Some instructors say that cleaning up the aircraft while moving shows a greater professionalism. Remember that all of the above accidents involved a professional pilot. I wonder how professional they felt after hitting something. There is no need to be setting instruments, radios, fastening seat belts, or writing down your clearance or the weather. There is nothing that can not wait until you get to the runup area. Taxi at a speed that will allow you to stop on the taxiway if you were to lose a brake. Try and follow the yellow lines, they are there to help give you the clearance from various obstacles, such as hangars, poles, other parked airplanes or just running in to the mud on the side of the runway. Remember that you are betting your insurance deductible against the minute or so you will save getting to the end of the runway or the gas pump. Is that minute worth the \$2500.00 deductible you have?

Andy Robinson

AOPA Air Safety Foundation

If you are a member of AOPA, then you have access to a plethora of safety and training resources to better your aviation skills.

On your computer, check out:

http://www.aopa.org/asf/online_courses/

Where you will find several online interactive courses covering:

- Runway Safety
- Skyspotter - PIREPS made easy
- IFR Chart Challenge: RNAV Approach

There are safety briefs, these can be downloaded and viewed on your computer and printed:

http://www.aopa.org/asf/publications/safety_briefs.html

These briefs cover a variety of topics such as:

- Braking Action Reports
- Charity Flying
- Cold Facts
- Misfueling
- Pneumatic Systems
- Terrain Avoidance



Also, there are HotSpot topics that are discussed too:

<http://www.aopa.org/asf/hotspot/archive.html>

If you have an AOPA membership, be sure to take advantage of these training and safety resources that the ASF have prepared.

Safe and Happy Aviating!



Auburn Aviation Association Membership Form

Please Provide the Following Information:

Member Name: _____ Spouse: _____

Street Address: _____

City: _____ State: _____ Zip: _____

E-Mail: _____

Phone:
Home: _____ Business: _____ Mobile: _____

Type of License: Student _____ Glider _____ Rotocraft _____ Other _____

Rating(s): Private _____ Commercial _____ CFI _____ Instrument: _____ Other _____

Aircraft(s)
Type: _____ Type: _____

Mail Form plus a Check for \$20 made Out To:
Auburn Aviation Association
P.O. Box 6454
Auburn, CA 95604-6454

For Questions, Call Richard Pearl
(Membership Chair)
(530) 885-8602

Auburn Aviation Association			
Officers 2008			
President	Peggy Dwelle	(530) 878-9009	peggy@nellaoil.com
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January Meeting

Wednesday January 2nd, 2008
6:00pm

A - F Main Dish

G - L Dessert

M - U Side Dish / Salad

V - Z Main Dish

(Potluck information is divided by first letter of your last name)