



# propwash

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

## June 2006

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### President's Message

The May meeting, food, and fellowship were great. Dan Fluke, a recipient of our scholarship program and a recent private pilot, gave a presentation on the youth auxiliary and the video that they are producing about the airport. We were treated to a preview of some of the video footage. The concluding speaker was our mystery speaker, who spoke on "How the airport gas boy became a P-51 pilot". We had one other member of the group who had flown the P-51 during the Korean War years and we had one member who did not know, before the talk, what a P-51 was. Our speaker has over a hundred hours of P-51 time, but no combat "kills". If you did not attend the meeting, can you guess who he is?

Work is well underway on ***THUNDER IN THE SKY 2006***. It should be the best show yet, in spite of the scary fuel prices. We will need a lot of volunteers at the show and sponsors. If any of you are able to help sponsor the show or have any good suggestions for who might, contact our sponsorship director, Carol Uhouse, (530) 878-9496.

Be sure to think about signing up for our Cal Star Air Ambulance insurance program. At \$25 per year, per family, it is a great bargain, rivaled only by our membership fees of \$15 per year per family. Also, please be on the lookout for good new members. There are a lot of interesting people who use our airport. How about a gift membership for a friend or family member who is interested in aviation?

I'll see you at the June dinner meeting.

Evan Wolfe  
AAA President  
2005-2006



## Congratulations UND Flying Team!

Congratulations to the University of North Dakota's Flying Team for winning their 14<sup>th</sup> National Championship Title and in producing another student who was deemed this year's National Top Pilot! The AAA's own scholarship recipient and Youth Auxiliary member, Dan Fluke, will begin attending UND this summer. Hopefully we will see him on a championship team in the near future!

*Following is the press released published on UND's website, [www.und.edu](http://www.und.edu), on May 15, 2006:*

(Grand Forks, North Dakota): The UND Flying Team triumphed in the National Collegiate Flying Association's (NIFA) Safety and Flight Evaluation Conference (SAFECON) which was held on May 8-13 at the Ohio State University in Columbus, Ohio. UND competed against the top 29 flying teams from 11 regions around the country and took first place with a score of 366. Embry-Riddle Prescott placed second with a score of 336, Western Michigan University placed third with a score of 277, and the Air Force Academy took fourth place with a score of 212.

"I couldn't be more proud of this team," said Jim Higgins, Head Coach and Faculty Adviser of UND's Flying Team. "Every member from UND who participated in the competition scored points, and as any coach of any team would agree, that type of team effort and depth is outstanding!"

The UND Flying Team competitors included: Nick Peacock, Adam Erdmann, Jared Moore, Adam Jackson, Allison Barber, Brett Jakovich, Robert Taylor, Andrew Pelc, Shelby Balogh, Josh Rivera, Wes Blanton, Blake Mozer, Adam Fisel, and Andy Stahlin.

Jim Higgins is the Flying Team's Head

Coach/Adviser. Gary Ebel, Mark Thompson, Andrew Pierce, Kirk Dalebroux, and Jered Lease are Assistant Coaches, and Brendin Nelson is the Team's Manager.

The UND Flying Team is a member of the National Intercollegiate Flying Association (NIAF), the sanctioning body for the regional and national SAFECON competitions. SAFECON places a special emphasis on safety of flight operations. The competition consists of 11 events, four flying events and seven ground events, which test a variety of piloting skills.

*For more information on the UND Aerospace Program and Flying Team please visit <http://www.aero.und.edu>*

## AAA Youth Auxiliary Proves to be a Flourishing Group!

Our association's Youth Auxiliary is starting to gain momentum and is proving to be a great group for anyone between the ages of 13-18 who is interested in aviation. At last month's meeting officers were elected. Congratulations to the following members:

**President** – Jonathan Cushman

**Co-Vice Presidents/Secretaries:** Allison Violette and Becky Hennings

**Recruiting Officers:** Dan Fluke and Carol Cushman

**AAA Liaisons:** Dan Fluke and Carol Cushman

**Event Coordinator:** Ryan Critchfield

The group is working on putting together a video about our airport, past and present, in order to make sure that it's wealth of history as well as all of the important roles that it plays in our community are documented and shared with others. They are currently looking for old photos and any black and white footage of the airport that they can make copies of to use in the video. If you have anything you think might be useful, or if you would like to offer assistance or be interviewed for the video please send an email to : [aaayouth@hotmail.com](mailto:aaayouth@hotmail.com).

## Last Month's Crossword Answers

*Submitted by: Andy Robinson*

### ACROSS

**4** Walter and Olive's single engine masterpiece. BONANZA (Walter and Olive Beech)

**5** The most produced general aviation single engine piston aircraft. SKYHAWK (Over 30,000 examples manufactured by Cessna in the US, and Reims under license in France)

**8** Founded in 1929, they are still producing fast retractable singles. MOONEY (Apart from the Piper Arrow/Saratoga/6X, one of the few companies still producing retractable single engine pistons on the market).

**9** Robin Hood's weapon  
ARROW (Piper's little retractable)

**11** Originally designed for the Royal Air Force in 90 days (not the Ford version)  
MUSTANG (Oops - it was actually 120 something days..)

**12** Pirate or Pirate Ship  
CORSAIR (Appeared at the Thunder In The Sky 2005 air fair)

**13** These were built in Lockhaven, PA, until the factory was flooded. PIPER (Afterwards they relocated to Vero Beach, FL)

**15** Pope's ecclesiastical official  
CARDINAL (Cessna's 'replacement' for the Skyhawk, although the Skyhawk outlives it)

**16** Made by the same company whom make 737 - thought this has two wings STEARMAN (Boeing made the Stearman and still make B737s in Renton, WA)

**18** Introduced in 1983, this pressurized single shares it's name with a California beach. MALIBU (Piper's single that was later developed in to the Meridian with PT-6 power)

### DOWN

**1** Used by the \$1000 hamburger club as transport. Twin Royalty flying KINGAIR (Talk to Steve D about his jaunts to Willows in his Kingair for a burger!)

**2** The Army variant was the L-17, the tail plane is reminiscent of the P51. NAVION (Often seen flying in to Auburn to visit Wings Cafe).

**3** Lone Star flown in pairs at the airport TEXAN (Also known as the Harvard and the SNJ-6. The Dwelle's have a pair based at Auburn)

**5** 2 degrees past south  
SKYLANE (South is 180, so 2 degrees past is a 182, the Cessna variant being named the Skylane).

**6** "That's the ....."  
PITTS (There are a couple of red examples of this aerobatic masterpiece designed by Curtis Pitts).

**7** Native American twin still in production. SENECA (Piper still manufactures this light piston twin.)

**10** Most do not have rudder pedals!  
ERCOUPE (Rudder pedals were an option!)

**12** A small striped North American squirrel - with Canadian flavoring CHIPMUNK (The DeHaviland of Canada two seat trainer.)

**14** A large web-footed sea bird related to the petrel  
ALBATROSS (One of these large amphibious aircraft visited us for last year's air fair.)

**15** Sounds like it likes to perform aerial stunts backwards. CITABRIA (Spelled backwards reads AIRBATIC)

**17** The world's most produced plane for the past 4 years, named after high clouds. CIRRUS (Apparently this is the story of the company name whom make the SR-20 and SR-22!)

## The Black Widow Then and Now

*By: Chelsea Engberg*

The P-61 Black Widow was an outstanding aircraft with amazing firepower and a figure that is recognizable from miles away! Considered to be the Air Force's first night fighter, the P-61, although it had it's problems, proved to be a fearsome and quite effective weapon in the sky.



*Photo Courtesy of the United States Air Force*

Here at the Auburn Airport we have a few *black widows* of our own. But unfortunately ours are not the collectable amazing pieces of history as I just described. Ours are the eight-legged creatures sporting an hourglass on their stomachs. And, with the change in weather they are out in force making up for the spring they did not get this year!

I realized just how quickly we went from winter to summer a few weeks ago as we were pushing the old Cessna 175 back into her shaded comfort of the hangar. It was a warm day and I was in shorts and flip-flops...casual attire for a casual summer flight. This would not have been a problem except for as I reached for one of the pins to latch a side door I felt something crawling on my hand. I looked down to see a black

widow there just long enough for me to squeal and fling it against the door. As I jumped back I looked down to see another right near my basically bare flip-flop wearing foot. Ah yes...the great outdoors!

Last year Mike Duncan was nice enough to write an article for our newsletter regarding keeping our eyes open for rattle snakes on the tarmac. This year's creature feature hopes to bring the attention of all airport goers to the creepy-crawly airport residents their favorite spots to call home.



*Photo Courtesy of [www.biology.cic.uc.edu](http://www.biology.cic.uc.edu)*

If you are a hangar owner you have probably noticed these little trouble-makers lurking about. They like dry, dark, cool places and spring and summer are their breeding times. So whether you're in your hangar or pre-flighting an airplane on the ramp, watch out for the hour-glass tummies, their sticky web, and little white egg sacs. Although their bites are not usually deadly, for children under 6 and adults over 65, along with anyone with a heart condition, they can prove extremely dangerous and require a trip to the hospital.

So, we must remember Mike Duncan's article from last year and watch out for rattle snakes as well as these little eight-legged creatures this year! Aircraft wheel-pants, the insides of cowlings and maybe your hangar will make a great place for them to call home. To bad we can't trade them in for a P-61!

## Head to Head

*By: John Kluenker*

I recently had an experience that really opened my eyes to the importance of radio usage and the importance of always paying attention to what is happening in the traffic pattern.

I was taxiing out to the runway at Thermal Airport, near Palm Springs, in a King Air 350. Since the airport does not have a control tower, my copilot and I were monitoring CTAF and announced that we were taxiing out to Runway 35. The wind was definitely favoring 35, and all of the radio calls that were being made were from aircraft using that runway. It was a very hot and busy day, as it usually is at Thermal, and we had eight passengers on board.

Ready to go, we checked downwind, base and final for traffic. There was a Lear 60 four miles out on the base leg, so we had plenty of time. I taxied out onto the runway and began to add takeoff power. Just as I was about to release the brakes, I noticed a faint light through the heat on the runway.

“Is that a landing light?” I asked my copilot.

I began a tight left turn to exit the runway as I saw wings, cockpit and a tail materialize around the landing light. A twin Cessna had landed in a tailwind against traffic on

Runway 17. The pilot never made a single radio call.

If I had taxied out onto the runway just ten seconds earlier, I never would have seen that aircraft due to the heat radiating off of the runway. I would have been speeding down the runway at full takeoff power going head-to-head with another aircraft. To make matters worse, I wouldn't have even known in those few seconds if the other pilot had just landed or was taking off towards me. This would have made an abort/continue decision extremely difficult depending on when during the takeoff roll I would have seen the other aircraft.

This brings to mind a few lessons. First of all, if your aircraft is equipped with a radio, use it! It can only contribute to the safety and situational awareness of everybody around. Also, we all make sure to check downwind, base and final before takeoff, but how often do we check the whole pattern, and ensure that there isn't another aircraft in the pattern for the other runway that might not have or be using a radio? Going head to head with another aircraft during the takeoff roll is a situation that I never want to be in.

Fly safe!

### **Auburn Aviation Association**

#### ***Officers 2006***

President	Evan Wolfe	(530) 637-5107	wolfeshark@cwnet.com
Vice President	Andy Robinson	(916) 529-4519	andy@bigandy.com
Treasurer	Don Gwinn	(530) 878-9469	don@gwinconst.com
Secretary	Carryn Perry	(530) 878-6730	bcdperry@earthlink.net

#### ***Board Members 2006***

Membership	Peggy Dwelle	(530) 878-9009	peggy@nellaoil.com
5AC	Don Gwinn	(530) 878-9469	don@gwinconst.com
5AC Liason	Don Anderson	(530) 888-6710	25eagle@sbcglobal.net
Past President	Tom Brady	(530) 888-0769	barflyldr@mindspring.com
Emeritus	Dick Kiger	(530) 885-4364	dolores1@jps.net
At Large	Tony Wright	(530) 885-0242	stinson2@juno.com

## OLD "INDIAN TRICKS" FOR PILOTS #6

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

In the last issue, Old Indian Tricks #5 dealt with how to find obscured airports and arrive in style. Old Indian Trick #6 is little known, rarely used, and seldom needed, but it is interesting. Even unnecessary trivia may make you look smart someday if you ever get a chance to use it. First, I want to relate a little story as background. A young (relatively speaking) man from the Cameron Park area had beautifully restored a North American T-28C ex-Navy plane. It is like mine, except beautifully restored. By prior arrangement, we met up over Cameron Park to fly to the air show at Minter Field near Bakersfield. We joined up and I invited him to lead and I slipped into formation, stepped slightly down and to his right. He asked for a power setting and I gave him 27 inches and 1900 r.p.m.'s to set up a relaxed cruise of about 210 knots. As we settled in, I kept slowly drifting behind and would have to power up and try again. I called and confirmed that he was running 27 inches and 1900 r.p.m. and received confirmation.

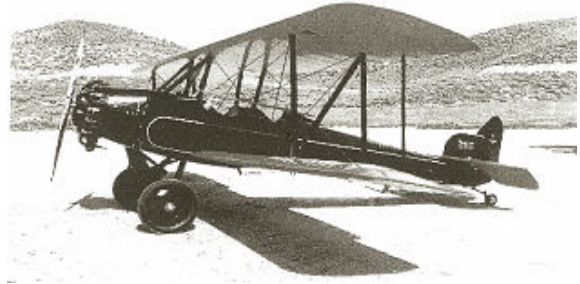
The old Blue Whale may never win the golden wrench award at Oshkosh, but it does have a really good engine and can usually hold its own with other members of the breed. So, I dropped back straight behind him so that I could see his propeller turning through my own propeller arc, and sure enough, his prop appeared to be rotating. Based on his speed edge, I knew he had to be turning a little faster than I was so I increased my r.p.m. until his prop appeared to be stopped as I watched it through my prop arc. Ah ha! It took 1950 r.p.m. to "stop his prop". This check only works on direct drive engines with the same number of prop blades or geared engines that have identical drive ratios and the same number of blades. I gave him a call on the radio and casually mentioned that I was reading his r.p.m. at 1950. There was a noticeable delay in response and then he sheepishly said that his r.p.m. was actually 1950. It didn't surprise me that he had wanted me to think that his plane was a little faster than mine at the same power setting. Over the years, I have learned that if you want to compare two airplanes' performance, you can only do it at full throttle, full r.p.m., in order to be sure that little ego adjustments to r.p.m. or throttle setting don't creep in.

After we landed, the other pilot asked me how in the world I had known what r.p.m. he was using. I said, "If you want to cheat, always cheat on manifold pressure, not r.p.m. My old eyes aren't good enough to see your manifold gauge but I can track your prop speed by watching it through the arc of my own prop

and can synch mine to exactly the same speed". He asked how I knew how to do that. I said, "*It's an old Indian trick*".

## A Search for the Past

*By: Robert Frew*



On April 5, 2006, I attended the Auburn Aviation dinner on a quest to find the identity of an old biplane my father owned 40 years ago. I queried everyone in attendance, as to the identity of the plane in my photo, and I received many puzzled looks, but no answers.

I had searched the internet on what I thought the plane might be; which was a Lincoln. The only photos that I was able to find on a Lincoln did not match the photo I had, so I removed Lincoln from my list of suspects.

I learned that the man, who had bought a 1929 Lincoln from my father in 1970, was still alive and living in Boise, Idaho. I was able to reach Jim Hayden, who, now in his 80's, was able to give me a vital clue. I had wanted to see this 1929 Lincoln on the internet, so he told me I needed to look under Lincoln-Roos.

When I searched by Roos, I found a perfect match to the photo I had in my possession. This was the same plane I picked up with my father, from a barn in Squirrel, Idaho some 40 years ago.

Jim Hayden then told me something very interesting. He said, "You know your father used to work for me? One day when your dad was doing a test on an engine, the engine blew apart, sending metal into your father's chest and knocking him to the ground. Your dad would have been killed had he not had a green book in his chest pocket. I still have that book in my possession today. Would you like to have it?"

I will travel to Boise, Idaho on the weekend of May 12, 2006 to see the plane and receive the green book that once saved my father.

I express my thanks to all who have helped me in this search for my past.

## Aviation In The News

### Two Aviation Pioneers Lost

Aviation has lost two important pioneers in the last few weeks. On the night of April 19<sup>th</sup>, Scott Crossfield encountered a Level 6 thunderstorm while flying a Cessna 210. The wreckage was found later the next day. Crossfield was the first person to fly twice the speed of sound and continued setting records including Mach 2 and Mach 3 gaining the nickname of the "fastest man alive" at one point in time. He also worked on the Apollo Space Mission while he was working with NASA although he never applied to the program himself.

The following day, April 20<sup>th</sup>, well-known helicopter pilot, Stanley Hiller, passed away at the age of 81. Not only the man behind numerous rotorcraft designs used both in the civilian and military worlds, Hiller was also interested in education and research. He is well known in our area for founding the Hiller Aviation Museum in San Carlos, CA. He worked in many different aspects of business and aviation, successful at most anything he set his mind to.

Both pilots will be greatly missed and the aviation community has incurred a huge loss. Both these men were legends and pioneers in their own way and they will never be forgotten.

## Name the Plane

Do you know what this is? If not find out in next month's issue!



## Upcoming Aviation Events

### **June 3<sup>rd</sup> – 4<sup>th</sup>**

Beale Air Force Base, Beale, CA  
9am – 5pm – FREE Admission  
<http://www.beale.af.mil/airshow/default.asp>

### **Wednesday 7<sup>th</sup> June 6pm**

AAA Meeting at Auburn Airport, CA

### **July 15-16<sup>th</sup>**

The Royal International Air Tattoo  
<http://www.airtattoo.com/>

### **July 24<sup>th</sup> – 30<sup>th</sup>**

EAA AirVenture Oshkosh 2006  
Whittman Field, Oshkosh, WI  
Are you considering attending? Please let the newsletter know since it might be fun to share rides, meet up at the event and have fun with other AAA members.  
<http://www.airventure.org/>

### **Friday August 11<sup>th</sup>**

Thunder In The Sky Hangar Dinner Dance  
Auburn Airport, Auburn, CA

### **Saturday August 12<sup>th</sup>**

Thunder In The Sky 2006  
Auburn Airport, Auburn, CA  
<http://www.thunderinthesky.org/>

### **September 13<sup>th</sup> – 17<sup>th</sup>**

Reno Air Races  
Stead Airport, Reno, NV  
<http://www.airrace.org>

### **September 21<sup>st</sup>**

AOPA ASF Safety Seminar Meeting  
Sacramento, CA  
Venue and time to be announced on ASF website.  
<http://www.aopa.org/asf/>

### **October 30<sup>th</sup>**

AOPA ASF Safety Seminar Meeting  
Vacaville, CA  
Venue and time to be announced on ASF website.  
<http://www.aopa.org/asf/>

### **November 9<sup>th</sup> – 11<sup>th</sup>**

AOPA Expo  
Palm Springs, CA  
<http://www.aopa.org/expo/>

2399 Rickenbacker Way  
Auburn, CA 95602-9537



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## **June Meeting!**

*June 7<sup>th</sup>, 2006 at 6pm*

Auburn Aviation Association

### **Potluck Dinner Information (By Last Name)**

A-E : Desserts  
G-L & T-Z: Main Dish  
M-S: Side Dish/Salad

Please bring enough for your family plus four