



propwash

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

March 2005

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in Review & 1st
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Next Meeting Date:

March 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 February 23rd 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.

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A Valentine's Day Feast!



The Valentine's Day Italian Dinner went off without a hitch, and fun was had by all. Of course, none of this could have been done without the wonderful work put in by Mary Ann Frank who was as busy as could be finding volunteers, coordinating the meals, and making sure everything was just so.



Of course we cannot forget to thank the chef, Mr. Evan Wolfe himself! With a world-class spaghetti sauce everyone was sure to be satisfied by the end. A big thank you to everyone involved in putting on such a great meal, including Milt Ciarlariello who was nice enough to put on his tux for the occasion!



The members and guests of the AAA were also surprised by the service at the dinner. It was wonderful to see past scholarship winners at the meeting, and they were kind enough to help serve dinner and dessert. We were also lucky enough to get a few words from each of them. Some have completed their training and all have soloed. They are a wonderful group of young adults who just added to the festivities that evening!

Continued on Page 2

(Valentine's Dinner Cont'd.)



Business was gotten down to as well at the February meeting, and while everyone was enjoying their after dinner mints we were all quizzed on our pilot knowledge of the 50 United States! Chris Rydell and Susan Wozniak, the co-chairs for the 2005 Auburn Air Fair, gave an update on the Air Fair meeting that had taken place earlier that day. We are looking to make this Air Fair even better than the last and are hoping that everyone will be interested in volunteering to make the festivities great!

Susan Wozniak also discussed the upcoming scholarship boards to pick the AAA's 2005 scholarship winners. A thank you to the members at the meeting that were nice enough to volunteer to read and grade the essays written by all of the applicants...we received over twenty! Interviews will take place with each of the applicants at the end of this month and soon after the winner should be announced. So a big thank you to Susan from the entire Association for all the time and hard work you put in to organizing and running the scholarship program!



So as you can see, the February meeting was great, with about 100 people in attendance, scholarships recipients and wonderful food, a wonderful time was had by all! We hope that next month we will see even more of you and your guests at the meeting on Wednesday March 2nd at 6pm! With everyone's help and involvement we are sure to make the Auburn Aviation Association the best it can be!

A Tax Break for Classic/Antique Aircraft Owners

Attention antique/classic aircraft owners!! It's time to display our toys to the public according to the State Constitution! Our display days are: April 2nd, 3rd, 4th and 30th, as well as May 1st, and 2nd, 2005. The display hours are 10am to 2pm each of these days. It's a fun time for everyone and a great way for you to get a tax break while allowing the aviation community to enjoy your toys! If you have any questions regarding this or the display dates please call Walt Pease at 530-823-0182 for more information.

AAA's First Fly-Out!

The Association's first fly-out took place the weekend following the February meeting and was graced with beautiful weather and flying conditions for their trip down to Watts/Woodland Airport for lunch! O.C. Taylor, the Secretary of Transportation, says that the trip went well with "good food and good people!" Five or six planes took part in the trip and by the sounds of it the seats were full. O.C. took a plane down with two of last year's scholarship winners, Becky and Allison, as well as Dick Kiger. We are hoping to increase the number of participants in future fly-outs. A big thanks to all of you who took part in this first one!

The fly-out for March has been planned for March 12th, 2005 and our destination will be Napa Airport which has a wonderful restaurant overlooking the field. If, by chance the fog rolls in and hinders the prospect of landing at Napa, the second destination

(Continued on Page 3)

(Cont'd from Page 2) will be Pine Lake which should be above the fog. 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. As always, 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!

Prez Says

The February meeting was a great success and I was very proud of all of the members who worked so hard to put on the dinner. Milt Ciarlariello looked great in his tuxedo as he served as the maitre d' of our gourmet Italian restaurant. It was fortunate that my cousin, the famous Italian chef, Evangelo Wolfenini of Italy, was able to come and cook for us. I dispatched my speedy C-140 jet to charter him to the Wolfe mansion where Elmer and Mary Ann Frank assisted him in making the secret spaghetti sauce and about 450 meatballs. They worked late into the night on the Monday before the meeting. The famous chef shared his recipe with Susan Wozniak so that she could prepare the garlic cheese toast. Over ninety people attended and it is so encouraging to see that level of enthusiasm among the members.

I don't know if anyone got a perfect score on our Secretary of Education's geography test but it was fun to try. By the next meeting we should have our U.S.A. trip planning map mounted on the wall and we can start posting the aircraft pictures, beginning with a great collection donated by Lou Mather.

At the meeting, our new Secretary of Defense, Lynn Cook, was introduced. Lynn is a relatively new member but has been in the area for nearly twenty years. He is a retired Air Force major who has flown everything from helicopters to C-5's. He is building a four place Velocity homebuilt that is nearly completed. He will be working on emergency preparedness and will also be spearheading a chock drive to get all planes that are tied out at the airport secured by good chocks. At present, there are a lot of them with poor chocks or without any at all. When one plane blows away, usually two or more are injured. We are not secure unless all are secure.

I enjoyed participating in our first A.A.A. fly-out adventure of the year. Our Secretary of Transportation, O.C. Taylor, pulled off an order for good weather and seventeen members and guests made the trip to Woodland Watts Airport for a feast at the golf club adjoining the field.

Based upon the results of the first two months of 2005, it looks like the A.A.A. is going to have a good year. Keep up the good work.

Evan Wolfe
President

A Word from the Director of Attendance

By: Mary Ann Frank

We served approximately 91 ladies and gentlemen at the Spaghetti feed on February 2nd. A GREAT BIG THANKS to all who helped with this dinner. There are too numerous to name and I do not want to leave anyone out. There was help in decorating, with the cooking of the pasta, dishing salad, serving the wine (i.e. grape juice) and cleaning up after the festivities. And of course, there was Milt in his tuxedo, charming and handsome as usual. Smile!! The previous scholarship winners did a fine job serving. A friend of one of the winners also came to help. Our thanks to winners Shaun, Garrett, Becky & Allison as well as their friend Gina. A number of the "old timers" were absent and we want them to know that we did indeed miss them. Hopefully they were on holiday!

Telephoning members is one of the jobs I have as Director of Attendance. As soon as a 2005 directory is available, Assistant Directors and I will begin calling. Jean Moeschler is the only Assistant Director thus far. "Many workers make the job light," so please volunteer! I encourage all of the members to come to the meetings and get acquainted with your fellow pilots and airplane enthusiasts! As this dinner was such a hit, if all goes as planned the Association will be hosting two BBQ dinners and the Christmas ham and turkey dinner in the future!

Mary Ann Frank ☺
Director of Attendance

Upcoming Aviation Events

FAA Posted Events/Seminars

“Light Sport Aircraft Certification”

March 7th 2005
5:15 pm
Santa Rosa Airport
STS Tower
Santa Rosa, CA 95401

“Weather Theory for Pilots”

March 9th 2005
7:00 pm
Old FAA FSS Building
8250 Earhart Rd.
Concord, CA 94521

“Operation Takeoff”

March 19th 2005
Rancho Murieta AFSS
14670 CANTOVA WAY
SUITE 101
Sloughhouse, CA 95683

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

Cirrus Mobile Showroom

March 11th 12-4pm
March 12th 10-3pm
Sacramento/McClellan Airport
McClellan Jet Services

Members Offering Services

Incase you find yourself in need of a notary, Susan Wozniak, our Scholarship Coordinator and Co-Chair for the 2005 Air Fair is now a certified notary. If you have any questions or would like to contact her regarding how to get things notarized by her and what the cost would be, email Susan at: susanflies@aol.com

Interested in some instrument ground training? Chelsea Engberg, Editor of *Propwash*, has received her Instrument Ground Instructor Certificate and is happy to offer her skills to those interested. If you would like more information regarding this please contact her at: csengberg@earthlink.net

Membership Renewal Notice

ATTENTION PAST & PROSPECTIVE MEMBERS!! If your membership payment for 2005 is not received by March 1st 2005 you will no longer be considered a current member. This means you will no longer receive the AAA Newsletter, the AAA Member's Directory, or appear in the Member's Directory. Remember that dues are now \$15 for the year. So don't miss out, this year proves to be the best the Association has had yet! If you are concerned about your membership status contact Susan Wozniak at: susanflies@aol.com . Otherwise, send your payment to:

Auburn Aviation Association
9630 Miracle Drive
Auburn, CA 95602

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	dgwinconst.com
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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

Profile of the Month

Chuck Kluenker



Shortly after graduating from college I started flying lessons. By the time I got my ticket we had about \$1,200 saved up. We borrowed another \$1,300 and bought a 1948 Cessna 140.

I learned to fly all over again. Ground-looped it the first day (with instructor on board). Took down a runway light, dinged the fuselage and scooped up a bunch of gravel inside one of the tires. Shook me up so badly that it took me about 12 hours to solo it, after soloing in less than 8 getting my original ticket in the Cherokee.

We flew that for a while, but it just got too expensive. So we sold the Cessna for \$3,000 and I bought in on a Champ project with 11 other EAA members. \$200 each bought an out of license Champ, spare engine, and all the materials needed for a complete restoration, bare tubing on up. Took about a year, but we had a great Champ with a spare engine, flying for \$5/hour (wet). We kept it insured, hangared and maintained for another \$5/month dues.

That Champ is still flying, in the same EAA group, Chapter 383, in Manitowoc, Wisconsin. I stopped by last summer. Dues are now \$20/month and the wet rate is \$20/hr. The 'ol Champ had some fresh fabric on a wingtip...

We moved to Michigan and didn't have that kind of low cost flying opportunity, so I hung it up for a number of years. But I did get a lot of "ride along and help out" right seat time in the company airplanes which went from a Baron to a King Air to a MU-2 to a Cheyenne. The Michigan summer thunderstorms and winter blizzards made for some interesting flying.

Meanwhile, we had 4 children, who put plenty of demands (happily so) on our time and money. So flying continued to take a back seat.

We moved to Roseville in 1986. One of the first things I did was come up to Auburn to scope out the airport. Love at first sight.

Two of our boys started to show a strong interest in aviation. Might have something to do with the fact that I took them to Oshkosh almost every year. The oldest started to take lessons at Horizon in 1994. So I decided to get back into it. Took a while to get the old seat-of-the-pants feeling back, but it finally returned, on base for runway 25.

Later that year we bought our 1958 Cessna 175; it's been at Auburn ever since. Both of our sons got their tickets in it, and have flown it all over California and into Oregon and Nevada.



The two boys have pursued aviation careers. Both are graduates of the University of North Dakota's College of Aerospace, and have their commercial, multi, CFI and CFII ratings. The oldest, John, is currently flying a BeechJet out of Santa Rosa and just got his ATP. His brother, Jeff, graduated in December of 2004 and is a flight instructor at the University.

I also serve on the Board of the University of North Dakota Aerospace Foundation. I thoroughly enjoy dealing with all their aviation-related issues and get to meet and work with a bunch of great, dedicated aviation professionals.

I do some pleasure flying, when time allows. I'm also, ever so slowly, building a Pulsar III; a small, 2-place composite kit. It'd be much farther along if I didn't enjoy being at AUN so much.

Local NTSB Reports

For those of you wondering what ever came of the Cessna 210 that crash landed on a street near Sacramento, here's the NTSB's factual report. Tail numbers and names have been removed for confidentiality purposes.

On November 10, 2004, about 1942 Pacific standard time (PST), a Cessna P210N, experienced a total loss of engine power on approach to runway 22L at the Sacramento Mather Airport, Rancho Cordova, California. The pilot made a forced landing on a city street about 1.2 nautical miles northeast of the approach end of the airport's runway. During the landing flare, the airplane collided with trees and the roadway's center median. The airplane was substantially damaged. Neither the airline transport certificated pilot, who was operating the airplane, nor the passenger who was also a pilot, was injured during the nighttime business flight. Visual meteorological conditions prevailed, and no flight plan was filed. The flight was performed under the provisions of 14 CFR Part 91. The nonstop flight originated from Roswell, New Mexico, about 1455 mountain standard time (1355 Pacific standard time).

The pilot and passenger provided written statements to the National Transportation Safety Board investigator regarding circumstances leading to the accident. In addition, the pilot supplemented his written statements with verbally reported information.

In pertinent part, the pilot, who holds a certified flight instructor (CFI) certificate, indicated that the airplane's main and tip tanks were refueled prior to their departure from Roswell. The airplane's owner/passenger was not a current pilot, and he had recently purchased the airplane. The owner had hired the pilot to fly the airplane from New Mexico to California. The pilot intended to make the flight, which would last nearly 6 hours, without an interim landing.

In pertinent part, the pilot submitted a written report to the Safety Board in which he indicated that en route, about 1740 PST (approximately 2 hours prior to the accident), the airplane's number 2 alternator failed. Thereafter, about 1900 PST, the number 1 alternator failed. The pilot continued the nighttime flight using the airplane's battery powered electrical system. The pilot further reported that he decided to land at the first available airport, which was in Rancho Cordova. The Mather Airport in Rancho Cordova is located nearly 10 nautical miles east-northeast of the Sacramento Executive Airport, which was the pilot's original intended destination. The pilot verbally reported to the Safety Board investigator that he was uncertain about the actual quantity of fuel on board when all engine power was lost. Unable to restore engine power or glide to the airport, the pilot made a forced landing on a street. Subsequently, the pilot verbally reported that the

last alternator had probably failed about 1.5 hours prior to losing engine power. During the ensuing nighttime flight, "we flew with everything off."

At the Safety Board investigator's request a police officer, who responded to the accident scene within minutes of the crash, examined the status of the fuel in the airplane's undamaged two main fuel tanks and in the left wing's tip tank. The right wing's tip tank was reportedly impact damaged. The police officer stated that he was a pilot and was familiar with estimating fuel quantity. The officer stated that the main tanks looked "bone dry." The left wing tip tank had some fuel in it, which the officer estimated as being "about 1-inch deep."

Subsequently, a Federal Aviation Administration (FAA) aviation safety inspector verbally reported that the airplane had been recovered from the accident site and was thereafter examined in his presence. The FAA inspector ascertained that the left wing tip tank contained about 1 3/4 gallons of fuel, which was nearly all unusable.

The airplane's owner-passenger provided a detailed written statement to the Safety Board investigator regarding pertinent facts of the accident flight. In part, the owner reported that their original destination was the Colusa County Airport, Colusa, California. (Colusa is located about 50 nm northwest of Rancho Cordova.) The owner reported that en route, after the second alternator failed, the master switch was turned off to conserve residual battery power. Occasionally, the master switch was turned back on to check the amount of fuel remaining as indicated by the (electrically driven) Shadin fuel computer, and to provide navigation guidance information to the pilot. The owner reported that he mentioned to the pilot his concern regarding the accuracy of the fuel computer's indication since electric power to the computer had been interrupted.

The owner indicated that because of the pilot's concerns regarding having enough fuel to reach Colusa, the pilot opted to land at the Sacramento Executive Airport, his home base. For at least 1 hour, they flew in darkness without any navigation lights illuminated. During this time the pilot flew south of the Lake Tahoe, California, area, and other cities having airports located east of Sacramento/Rancho Cordova. About 40 miles east of Sacramento, the owner turned on his flashlight, and observed the standard Cessna fuel gauges registered empty.

Subsequently, the owner examined the Shadin fuel computer's operator manual. He noted that when electrical power is interrupted and then restored to the computer, "it will resume accurate fuel flow reading, but the time remaining, fuel used, fuel remaining, gallons reserve, gallons to destination and all warnings will not be accurate...."

LOCAL NTSB REPORTS CONT'D

This is another recent accident that occurred in Willits at the end of January. This is the NTSB's Preliminary Report, and again, names and tail numbers have been removed for confidentiality purposes.

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.

On January 25, 2005, about 1630 Pacific standard time, a single-engine Beech P35, collided with trees near Pine Mountain, Willits, California. The owner operated the airplane under the provisions of 14 CFR Part 91. The airplane was destroyed. The private instrument-rated pilot, the sole occupant, sustained serious injuries. The personal cross-country flight departed Renton Municipal Airport (RNT), Renton, Washington, about 1200 en route to Lampson Field Airport (1O2), Lakeport, California. Day instrument meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan had been filed. The wreckage was at 39 degrees 21.091 minutes north latitude and 123 degrees 16.175 minutes west longitude.

The Safety Board investigator-in-charge interviewed the pilot. The pilot reported that 2 days prior to the flight, he had made several instrument approaches with a safety pilot, and had reviewed the approach charts, and sectional maps for the flight as well as planned the route of flight. The pilot stated that he had filed an IFR flight plan from Renton to Lampson, and identified Ukiah Municipal Airport (UKI), Ukiah, California, as his alternate airport. From Renton to the Fort Jones, California, area in Siskiyou County the flight had been visual flight rules (VFR) on top with no problems encountered. Once he arrived in the Mendocino County area, where Lampson and Ukiah are located, the pilot indicated that the weather became IFR. He made an approach into Lampson Field Airport, and did not breakout of the clouds during the first step down issued by air traffic control (ATC) personnel. At that point he decided to abort the landing and divert to his alternate airport, Ukiah, located 16 miles northwest of Lampson Field.

The pilot stated that ATC told him that once he was established on the localizer approach for Ukiah (runway15) he was cleared to land. The pilot stated that he was at 6,000 feet, made the procedure turn, and established the airplane on the localizer approach. Per the published approach procedures, once he was established on the localizer approach he descended to 4,000 feet. As he leveled off at 4,000 feet, he felt a "jolt" and heard a loud noise. The "jolt" he attributed to severe turbulence. He looked back into the cabin area to see what had fallen, and when he looked back at the instruments the airplane was at an unusual attitude (descending and at a steep bank angle), and the airspeed was in the yellow arc. He leveled the wings, reduced the

power, and raised the nose of the airplane to stop the descent. The pilot reported that when the airplane encountered the severe turbulence the autopilot disengaged. He did not reengage the autopilot during the rest of the flight. The pilot reported that he attempted to make corrective measures to reestablish the flight on the localizer approach when he saw trees. He raised the nose and impacted the trees.

The pilot further reported that once he was established on the localizer approach he lowered the landing gear, put in 10 degrees of flaps, and reduced the airspeed to about 90 knots. He noted the weather as instrument meteorological conditions (IMC), and raining. After the accident, he got himself out of the airplane and had to hike out to a dirt road, where a landowner found him walking down the road. The landowner drove the pilot to the hospital.

Investigators from the Safety Board, and the Federal Aviation Administration examined the wreckage at the accident scene. The airplane collided with trees near the 2,700-foot elevation of Pine Mountain. The top of Pine Mountain is about 3,300 feet mean sea level. Both wings and the tail section of the airplane sheared off during the collision with trees. The airplane came to rest nose down in a ravine on a 20-degree incline, with the empennage propped up against a tree trunk. A portion of one wing with the tip tank came to rest about 300-feet down-slope of the main wreckage. The other wing and tip tank came to rest about 150-feet from the main wreckage.

- *These NTSB reports were obtained from www.ntsb.gov which is open to the public for viewing accident investigation reports. We have published these articles in order 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!*

FUN PHOTO!



Antonov AN-38
Picture taken by John Klunker



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March Meeting!

March 2nd, 2005

Program:

Presentation by Don Anderson on the building of the Foresthill
Bridge

Potluck Dinner Info by Last Name **(please bring enough for 8-10 people)**

A-N : Side Dish/Salad

O-Q : Dessert

R-W : Main Dish