



# propwash

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

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March 2006

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### Next Meeting Date:

March 1<sup>st</sup> 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 February 22<sup>nd</sup> at  
6pm @ Barnstormers

AAA-AC meeting  
February 28<sup>th</sup> t 6:30pm @  
CAP Headquarters

Youth Auxiliary – We're  
starting up again! Next  
meeting will be Sunday  
March 12<sup>th</sup> @ 3pm at  
Barnstormers. See you  
there!

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

## President's Message

The February meeting was well attended and the food was good. We had a very nice presentation by Scott Herring, who has a very unique business at the Georgetown Airport. He makes specialty camera mounts for aircraft. His main markets are the movie industry and law enforcement. Some of the cameras that go on his mounts are worth several million dollars. He started in the business while he was in high school, working part-time for movie companies. It has led to a very interesting and specialized business and he has had some very good experiences working on movies. The typical large camera mounts that he makes sell in the neighborhood of \$85,000.00.

It is time to renew your memberships and send in your annual dues of \$15 per family. That is one of the best bargains you will ever find. Send your checks payable to A.A.A. in care of Peggy Dwelle, our membership chairperson. Also, be sure to update your name and address, phone number and aircraft, if you

have one. If you have a new Lear jet or whatever, we need to know those things.

Auburn Airport is about the friendliest airport around. Remember to be an ambassador of goodwill to visitors. I know that I really appreciate it when visiting other airports and am treated cordially. Friendliness is a good investment.

I hope to see you at the March meeting.

By:  
Evan Wolf  
AAA President

## St. Patrick's Day Celebration with the AAA!

Make sure to wear green on March 1<sup>st</sup> when you come celebrate St. Patrick's Day with the Auburn Aviation Association at our next meeting! With good friends and a fun potluck meal it is sure to be a great time for all! We look forward to seeing you there! Whether it is your first meeting or you're a long-time member, make sure to come out and join in the fun!

# OLD "INDIAN TRICKS" FOR PILOTS

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

Old Indian Tricks #3 deals with learning to fly a taildragger type of airplane. Back in 1959 when I first soloed, tail wheel aircraft were called "conventional gear" and the newfangled nosewheel planes were called "tri-cycle gear". The technology of aircraft design has progressed quite a bit since then and now the tail wheel planes are anything but conventional. There are several good reasons for the industry switching to nose wheel steering. First and foremost, the nose wheel steers a lot better and is not as prone to over-controlling. Loss of directional control landing and takeoff accidents were greatly reduced. Touchdown angle on landings is not as critical and visibility over the nose while on the ground is better. Tail wheel type planes do retain an advantage for unimproved field work and they do present slightly less aerodynamic drag in fixed gear aircraft. A pilot of tail wheel type aircraft can easily adapt to tri-cycle gear but the reverse transition often takes as much time as was initially required to solo the tri-gear type. It is a lot like learning to drive a manual transmission type car before you drive automatics. If you never intend to drive a stick, why bother to learn it? Personal pride would be one reason, and secondly, it is kind of limiting to not be able to drive all types. With aircraft, the more demanding tail wheel types keep your directional control skills and your concentration habits honed so that you will generally do a better job even in your tri-gear landings, if you are tail wheel current. Old Indian Tricks #3 is a short compilation of tricks for taming the taildragger on takeoffs. It is not intended to be all inclusive but is just a few of the tricks that are helpful.

## **Old Indian Tricks #3:**

- A. Do a lot of taxiing practice before you try the first takeoff. Use an extra seat cushion if necessary to help you see over the nose. If you still can't see forward over the nose, develop the habit of diligent "S" turning so that you won't run into anything.

Don't assume that an unoccupied cross taxiway will stay unoccupied until after you have passed it.

- B. Directional control on the takeoff run is the first big challenge. Over controlling is the most common mistake (too much, too late). Press both feet against the bottoms of the rudder pedals and give just a little more pressure to the way that you want to correct. Let both feet dampen each other out a bit. Anticipate the need for right rudder to counter torque. Line up exactly straight on the runway and keep your eyes glued to the horizon at the far end of the runway. Look for any movement right or left of the nose on the horizon. If you develop good eye discipline, you can perceive any slight deviation in heading. If you can't see over the nose, then you have to watch the horizon just to the side of the nose. If you are doing that, it also helps to line up slightly to the right of the runway centerline so that you will have the additional reference of the painted line to see with your peripheral vision to your left. This also helps in landing a plane that is blind straight ahead. Remember, you must constantly monitor the nose of the aircraft against the horizon so that you will instantly perceive any slight deviation to the left or right. Developing eye discipline to watch the forward horizon is key.

If your plane has a good power to weight ratio, it is often helpful to hold the tail down through the takeoff run with partial aft elevator control. This keeps the tail wheel on the runway to keep its steering effective until you have flying speed. After liftoff, immediately allow the nose to come down enough to allow acceleration to your intended initial climb speed. On some lesser powered planes, it is advisable to let the tail lift up during the second half of the acceleration run, but you have to be ready for a change of steering effectiveness when the tail wheel lifts off the ground and you are left with only rudder control at reduced airspeed over the rudder. You can expect a need for more right rudder pressure at the point of lifting the tail. The advantage to lifting the tail is that it will provide better forward visibility and will help to slightly increase the rate of acceleration. This works particularly well on the relatively lower performance aircraft such as something up to an AT-6, which has 600 h.p. but is a fairly heavy airplane. The T-6 accelerates okay but is quite blind to the front until the tail is up. It has a powerful rudder and the tail can be raised early in the takeoff roll.

## **Old "Indian Tricks" Cont'd...**

If you raise the tail on a P-51, with its 1490 takeoff h.p., before you have 50 or 60 knots of airspeed, there is not enough rudder, ailerons and brakes in town to keep you from hooking off the runway to the left. You have to hold some back elevator in until it reaches about 50 knots and has enough speed for the airflow to spontaneously raise the tail when you neutralize the elevator. When the airflow is strong enough to raise the stabilizer, it is also strong enough to provide rudder authority. You will need the help of six degrees of its powerful rudder trim, which should be still dialed in from the prior short final approach on landing.

Now, back to the real world. Once the tail is up, let your plane accelerate to 10 to 20 knots above stall speed and then lift it off. Once you lift into the air, a taildragger flies no differently than if it had a nose wheel. You have to choose the method best suited to your particular aircraft.

C. A good training exercise for honing your directional skills on takeoffs is to retard the throttle partially after you have started the takeoff roll and allowed the tail to lift up off the runway, then use just enough power to maintain a slightly less than flying speed, and keep the plane exactly straight on the centerline while very diligently watching the horizon. Keep the power retarded and the roll perfectly straight for a couple of thousand feet of travel and then smoothly increase it to full power for liftoff. This works best at a long runway such as

Lincoln Airport. It gives about ten times as much directional control practice per flight cycle, so it can really speed the learning process for takeoffs.

Now that you have taildragger takeoffs mastered and you are up in the air, you can think about landing the plane without wrecking it. Remember the old saying, "Takeoffs are optional but landings are mandatory". Landing a taildragger has even more unique challenges than taking one off. Look for more old "Indian tricks" regarding landing the taildragger in the next issue. In the meantime, throttle way back to extend your flight time until that issue comes out.

## **Attention Antique Aircraft Owners**

We have to display our aircraft 12 times a year to qualify for a waiver of taxes. We are starting this year as follows: March 31<sup>st</sup>, April 1<sup>st</sup>, and April 2<sup>nd</sup>, then April 28-29-30<sup>th</sup>. We are then half way. You must first register with the Assessors Office. If you have any questions, please call Walt Pease (530) 823-0182 – not during dinner hour!

Display hours are between 10am and 2pm, each display day, please show your kindness of notifying me of your intentions.

By: Walt Pease  
AAA Member

### **Auburn Aviation Association**

#### **Officers 2005**

President	Evan Wolfe	637-5107	wolfeshark@cwnet.com
Vice President	Andy Robinson		andy@bigandy.com
Treasurer	Don Gwinn	878-9469	don@gwinnconst.com
Secretary	Carryn Perry	878-6730	bcdperry@earthlink.net

#### **Board Members 2005**

Membership	Peggy Dwelle		peggy@nellaoil.com
Newsletter	Chelsea Engberg	916-652-0711	csengberg@earthlink.net
5AC	Don Gwinn	878-9469	don@gwinnconst.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

## Hurricane Damaged Aircraft

The 2005 Hurricane season was the most significant on record. The records include total number of named storms (26), total number of major hurricanes hitting the U.S. and total number of category 5 hurricanes\*. These storms have caused extensive damage that has a wide range of affects. The Federal Aviation Administration Safety Team (FAASTeam) wants you to be aware that aircraft you operate or may consider purchasing could have been damaged during these weather events.

Aircraft affected by the 2005 hurricane season are currently being sold and purchased around the Nation. It is important that any prospective purchaser or operator of these aircraft be familiar with the aircraft's hurricane damage history when determining if the aircraft is airworthy.

Aircraft damaged during these weather events can be repaired in accordance with applicable regulations. However, airmen should consider the long-term effects to aircraft that have been submerged in water. They may require extensive corrosion control/prevention measures.

A list of applicable guidance material can be found below:

- **Advisory Circular 43.13 1B, Ch-6, sec.14, page 6-43, Handling and Care of Aircraft Recovered from Water Immersion.**  
[http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAdvisoryCircular.nsf/o/99C827DB9BAAC81B86256B4500596C4E?OpenDocument&Highlight=43.13](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/o/99C827DB9BAAC81B86256B4500596C4E?OpenDocument&Highlight=43.13)
- **Advisory Circular 43.4A. Corrosion Control for Aircraft**  
[http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library/rgAdvisoryCircular.nsf/o/A7FFCoF8B6216A43862569B5005081ED?OpenDocument&Highlight=corrosion control](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/o/A7FFCoF8B6216A43862569B5005081ED?OpenDocument&Highlight=corrosion%20control)

- **Maintaining Aging General Aviation Aircraft.**  
[http://www.faa.gov/aircraft/air\\_cert/design\\_approvals/small\\_airplanes/cos/aging\\_aircraft/media/aging\\_aircraft\\_best\\_practices.pdf](http://www.faa.gov/aircraft/air_cert/design_approvals/small_airplanes/cos/aging_aircraft/media/aging_aircraft_best_practices.pdf)
- **AVR 20 CD, Parts involved in an Accident - Can I Use Them?**  
Link for Ordering Information  
<http://www.faa.gov/aircraft/safety/programs/ups/order/>
- **Meet Your Aircraft Quiz. FAA-P-8740-29A Please contact your local Flight Standards District Office**
- **Maintenance Aspects of Owning Your Own Aircraft. FAA-P-8740-15 Please contact your local Flight Standards District Office**
- **Plane Sense. FAA-H-8083-19 Please contact your local Flight Standards District Office**

## 2006 AAA Scholarship Interviews

From all of the judges, a big thank you to all the students who applied for the Auburn Aviation Association's 2006 Scholarship Program and came for interviews a few weekends ago. We are very happy to have had the opportunity to have met with each and every one of you!

Each of the applicants brought something special to their interview and it was a wonderful experience for everyone involved. This is a very important and wonderful program that the AAA provides and I encourage all members of the organization to find out more about the program and get involved next year! Our youth is our future, by providing these scholarships we are securing the future of aviation as well!

## **Our Responsibility to General Aviation**

It is no doubt that by now you have heard about the terrible accident that occurred in Roseville this month after a Glasair apparently lost control and crashed into a residential area killing both the pilot and passenger as well as a young man asleep in his home. This is something awful that obviously must be addressed.

Yet, this accident should not smear the name of general aviation everywhere. And, because we are all part of this wonderful world of aviation that we have all grown to love, it is our responsibility to make sure that the community at large understands what we are all about and what regulations we have to abide by.

I have read some articles and seen some news reports that have attempted to clarify that if the pilot was indeed doing aerobatics over the residential area that it was in fact illegal and against FAA regulations. Yet, at the same time it seems that the majority of reports are attempting to stir up the community's anger and I fear this may lead to undo tension between non-flyers and the aviation community.

One news cast actually stated that residents are encouraged to call the FAA with the tail numbers of low flying aircraft. While, if an aircraft flies over your home at 500 feet I have no problem with this, without explaining to the community what "low" is this has the potential to be damaging both to individual pilots and the aviation community as a whole. Many people may consider what 1,000 feet AGL looks like from their porch to be to way too low for an aircraft to be flying while in fact it is completely legal in most cases.

Thus, because we are all members of the aviation community, I believe that this awful situation has presented an opportunity for us all to open up the lines of communication with the members of our community here to help

them learn about aviation from our perspective. Let them know about the regulations that we are required to follow, the training that is required to obtain and continue to use our licenses, and how safety is our number one concern.

All of us at the Auburn Aviation Association send our prayers to the families of those who lost their loved ones in this terrible incident. Let us come away from this situation with something positive by breaking down the communication barriers that may exist with many residents in our area, especially those surrounding the airport. If we all work together and help each other learn we can be sure to help increase safety and understanding on both sides of the fence. Our airport is a fantastic part of the Auburn community. Let's make sure to play our part to make sure that our neighbors realize it too!

By: Chelsea Engberg  
AAA Newsletter Editor

## **It's Time to Renew AAA Dues!**

Believe it or not it is that time of year again! As the New Year has passed and we are now well into 2006 it is time for all of us to renew our annual Auburn Aviation Association Memberships. As well this is a great time for new members to join and begin taking part in the fun! Dues are \$15 per family. Please send payments to 1420 Shadow Mtn. Ct., Auburn, CA 95602. Or, if you would like to turn it in at the next meeting please find our new Membership Officer, Peggy Dwelle, who will be more than happy to help you.

## **AAA Youth Auxiliary Meetings Starting Again!**

Our next meeting will be Sunday, March 12<sup>th</sup> at 3pm at Barnstormers. As always it is open to students 13-18 years old. Anyone interested is more than invited to join us. If you have questions please contact Chelsea Engberg at [csengberg@earthlink.net](mailto:csengberg@earthlink.net). We hope to see you there.



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## **March Meeting!**

*March 1<sup>st</sup>, 2006 at 6pm*

Auburn Aviation Association's  
St. Patrick's Day Celebration!!

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

L-U : Main Dish

G-K : Dessert

A-F & V-Z : Side Dish/Salad

Please bring enough for your family plus four