



PROP WASH

www.auburnaviationassociation.org

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April 2004

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Auburn Aviation Association, a non profit organization, was established in 1984. It is dedicated to Aviation, Safety, Friendship, Community Involvement and Education.

Meetings are held monthly on the first Wednesday at 7 pm at the Auburn Airport.

Meeting Dates :

Board of Directors May 26th Call Tom Brady for Time and Place

Advisory Committee May 25th 6:30 CAP Complex

Auburn Air Museum May 11th 6:30 CAP Complex CONFIRM WITH Mike Duncan 887-8363

The Prez Says

THE PREZ SAYS

Lots of items as usual: During our monthly meeting I had notes galore of items I wished to address. In the press of business however, I blew right on by one. Actually I down played it intentionally during dinner and never got back to it so . . . Happy Birthday to our Scholarship Chairperson - Susan Wozniak - on the big 33. Our Dinner was a major success thanks to the organizational talents of Milt Ciarlariello and The Restorante Italiano gang.

A special thanks to Carryn Perry and Daniel Wojdac for their cooking talents. We all gained a little weight courtesy of Dick Kiger and the carrot cake kids. Immediately after all were fed we had the awarding of the Pilot Scholarships for 2004. Susan Wozniak presided and presented the awards which I will assume you will find elsewhere in this Prop Wash. That was followed by an excellent talk by Captain Bob Thomas, USN ret., on the use of helicopters in the modern day navy. The impression that I derived from the evenings proceeding - we all had a good time and ate too much. (I ate too much) Around the old airbase: It is more than obvious that we have helicopter pilot training going on around here. Most of it is pretty good. Every now and again there is something unusual . . . so I'll speak to the unusual. We are very accustomed to airplanes being in basically specific locations while working in the traffic pattern. When someone calls in "On Base" or "Turning Base" we know generally where to look. We also have some idea of the relative ground speed of an airplane so we can better plan our position in the traffic pattern. The latter is not true of the Helios operations. Base leg seems to be anywhere from directly abeam the "Numbers" to way out with the fixed wing guys. Autorotations seem to be commenced from traffic pattern altitude about 500 feet down the runway of intended landing with the touchdown zone being at mid field or somewhere thereabouts.. This kind of pattern is practically a vertical drop. We all have to develop a new sense of awareness of this operation and a very high sense of alertness as this is new stuff around these parts. I have witnessed three autorotations to a touchdown that have caused aircraft on the takeoff roll to make large evasive maneuvers once the Helios drops into view. If the Helios fails to make a call then the aircraft in the "Take Off" position will be at a huge disadvantage from the safety point of view. If the Helios calls "Base" and it is almost overhead, the fixed wing guys haven't a clue where it's physically located, hence, it is not unreasonable to clear the area, see nothing on the normal base leg or final approach course and proceed to take the active runway. Give it about twenty seconds for taxi on and alignment, then brake release and . . .you have the potential for a very undesirable mix of aluminum. Recommendation: anytime a Helios is in the pattern be very specific in questioning it as to it's exact location and type of pattern being flown. I can guarantee you if you are 3/4 of a mile out on Final and a Helios is taxing back on the 25 parallel . . you won't see it! and you will not have a clue as to what it is going to do next. Ask it what it is planning on doing next.. Don't "ever" let yourself get

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PRES SAYS CONTINUED...

into its rotor downwash! This is a student pilot training program . . . in the last eight days I have witnessed the black and white helio "fly" from the "first flight-last flight of the day pad" down to its hangar on the backside of the

old Denham admin building. That's a flying pass bye the refueling island and yes, it was unbelievable! but it happened.

Take absolutely nothing for granted in proximity to helio operations.

Fly Safe guys and dolls, Tom Brady

Not every aircraft has a radio nor does every pilot fly a "square pattern". Don't assume that an aircraft is going to be in a certain place on final. Don't assume that you will hear them call positions. If you fly one of these vintage aircraft don't assume that the pilot that is in the run-up area will see you. Let's leave the "road rage" to the pavement and let's not pen the term "Air Rage" If someone causes you to go around just look at it as a good reason to spend a few more minutes in the air having fun flying. Ed.



Restorante Italiano





Work starts early for Gene Hamner



Gene Hamner Spraying potatoes

Auburn Aviation Association

Officers 2004

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MAY 5TH 2004 MEETING
18:00 BRADY HANGAR #116

The Guest Speaker is
Gene Hamner
Subject: Crop dusting, Part 137

Pot Luck Dinner
A-H main dish
I-R Salad/side dish
S-Z Dessert



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