



# propwash

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

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May 2005

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### Next Meeting Date:

May 4<sup>th</sup> 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 April 27<sup>th</sup> at 6pm  
@ Barnstormers  
Restaurant

AAA-AC meeting April  
26<sup>th</sup> at 6:30pm @ CAP  
Headquarters

Youth Auxiliary meeting  
is April 23<sup>rd</sup> at 10:30am @  
Barnstormers Restaurant

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

## April Meeting was the biggest turn-out of the year thus far!

Thank you to everyone who helped make the April meeting possible. We had a great turn-out and were able to share our love of aviation and camaraderie with many new faces! Lots of news was shared with the group before the 2005 flight scholarships were awarded to the seven winners this year, two full scholarships and 5 to solo. Congratulations to all of them!



The Auburn Aviation Association's 2005 Scholarship Winners standing with Suzan Wozniak's Cherokee 180 the night of the awards meeting.

New AAA member John Klunker, with the assistance of his father (also an AAA member), Chuck, presented a Power Point

presentation all about the University of North Dakota's Aviation Program after dinner (for more info contact John at und\_klink@yahoo.com). This was a perfect topic for all the families in attendance that evening. A thank you to the both of them for taking the time to put together a presentation that fit so well with our scholarship awards!

The next meeting proves to be a great one as well with AAA member Dave Keyes of the Placer Sheriff's Department coming to talk about the Sheriff's fixed-wing program. So, make sure to mark May 4<sup>th</sup> on your calendar and remember that guests are always welcome! We look forward to seeing all of you at the next meeting. Remember, the more involved we all are at the airport, the better our airport will become! The meetings are a great place to meet fellow aviation enthusiasts, make new friends and voice your opinions and ideas regarding our association and our airport.

Enjoy the spring flying and we'll see you in May!

- Chelsea Engberg  
Newsletter Editor

## **Thunder in the Sky 2005!**

It's that time of year again and our association's main event, 2005 Thunder in the Sky, is just a few more months away. The Air Fair Committee has been gearing up for all the hard-work that lies ahead and are getting ready to start promoting and seeking donations and sponsors. Remember, as a member of the Auburn Aviation Association you have the ability to make the Air Fair even better. If you are interested in volunteering contact Chris Rydell or Susan Wozniak and let them know.

Something that you can do right now is ask your friends, family and close associates to make donations to the Air Fair. We are looking for all sorts of donations including things that can be used the day of the Air Fair (ice, drinks, snacks, etc), as well as things for the pilot's gift bags in quantities of 100-200 (i.e. pens, key chains, note-pads, etc). Other donation items that would be greatly appreciated are things for the silent auction. Every little bit helps and if every person pitches in, the Air Fair is bound to be even better than last year's!

Also, if you know anyone interested in sponsoring this year's Thunder in the Sky please contact Glen Hartliep or Chelsea Engberg for more information regarding the 2005 sponsorship packages.

Remember, the Air Fair is our way of helping raise money for our scholarship program and the community as well as a way for us to help share our amazing airport with the entire neighboring community. Please stop by the Thunder in the Sky website at [www.thunderinthesky.org](http://www.thunderinthesky.org) often for the latest information about the Air Fair. The dinner dance will be August 12<sup>th</sup> and the Air Fair will take place on Saturday August 13<sup>th</sup>.

### **May's Featured Destination: Columbia, CA (022)**

Chelsea Engberg and I recently took a trip to Columbia for lunch. I had flown there a number of times and was once again reminded of the charm of

this area. Left much the same as it was during the Gold Rush, the old town is open only to foot and horse traffic.

Roughly 70 miles south-southeast of Auburn, the flight to Columbia is both simple and beautiful. For the length of the flight, you are treated to stunning views of California's historic gold country.

Transient parking can be found on the east side of the field, just south of the fuel island. Walk through the FBO and across the parking lot to find a 1/4 mile nature trail that will take you into town. Be sure to stay on the trail since there are bushes of poison oak on both sides. Take a left on the main road at the end of the trail to get to Columbia State Historic Park.

There are many fun activities to do and places to eat in the town. The locals all dress in clothing typical to the Gold Rush period and act as if time hasn't pressed on since the mid 1800's.

Chelsea and I ate lunch at the Licksillet Café on the far side of town before hiking back to the airport. The food was good and the service was excellent. I had a bottle of the local sassa-parilla with my meal, and highly recommend it!!

Unfortunately, we didn't have time to wander around town, pan for gold, hang out with the locals or look at all the old shops this time. We're definitely planning on going back in the near future to really take it all in.

### **COLUMBIA AIRPORT INFORMATION**

CTAF: 122.975

AWOS-3: 124.65

ELEV: 2118 ft MSL

RUNWAYS: 17/35 PAVED 4670' X 75'  
17: Right Traffic

11/29 GRASS 2600' X 100'  
11: Right Traffic

Submitted by: John Klunker

**Dick Kiger came to *Propwash* with the hopes of remembering some old friends, as this month marks the 10 year anniversary of their passing. The Auburn Aviation Association would like to remember them for all they did for the Auburn Airport and our community.**

***Mick Richardson, My Friend:***

*By: Dick Kiger*

I think I was the first person Mick met at the Auburn Airport in 1985. I was working on my Mooney when this guy with a “Marine Swagger” approached me saying he was considering purchasing a Mooney. He was looking for a little encouragement to close the deal, wondering if he was making the right decision. It didn’t take me long to size up this guy and I knew he should never own or fly a Cessna or a Piper. He was a Mooney man!

It didn’t take him long to put the deal together and become the proud owner of N3486X, a 1966 M20C. A new paint job followed and some additions to an already full panel.

With this outstanding aircraft he was ready to become an important part of the Auburn Airport community. He joined the Association and became an immediate leader, making contributions in every situation. He served as President, Newsletter Editor, and every position where help was needed. No one contributed more.

All of this led to a special friendship between Mick, “George”, my wife Dolores and me.

I flew many times with Mick. His skills were many. He was smooth and thorough in every thing he did. He was a Natural! We made a trip to Kerrville, Texas in 1989 to the Mooney Factory for the “Mooney Home Coming.” On that trip we went up to Kansas City to check on the Shoestring “Half fast.” He went back a few

weeks later and brought it home. This led to his racing career in Reno.

I have followed and been involved in many of Mick’s activities and accomplishments. All were

done with finesse and professionalism. The loss we have had will change the Auburn aviation community forever. It will never be the same.

We lost a great personality, a person with the great sense of humor, a big heart willing to help anyone, any time. He was an inspiration to anyone interested in life and in aviation.

These are a few words I wanted to say at the memorial services, but couldn’t. So now I say, “Mick, you will be missed. You were one of a kind.”

***Remembering Willard “Bill”***

***Hargan 1927-1995***

*By: Dick Kiger*

The void left by Bill’s passing will be hard to fill. Bill and Bettie are charter members of the Association. Their help getting the Association started was considerable. Bill was Vice President but I always wanted him to take the bigger part. Business obligations prevented him that. Several times I asked him to take the President spot or a place on the Airport Committee. I felt we needed his leadership and talents, but it was not to be.

Bill started flying in 1980. Bettie has been a licensed pilot for almost as long. They own a Grumman Tiger N28779. Bill and Bettie shared the left seat on their many business and pleasure flights.

This is another big loss for the Association. Bill was a good friend and will be missed by all.

**Upcoming Aviation Events**

**FAA Posted Events/Seminars**

**“Weather Theory for Pilots”**

April 25<sup>th</sup>, 2005

7:30 pm

**Civil Air Patrol Headquarters@DVO**

551 Airport Road

Novato, CA 94945

**“Flying Companion Seminar”**

April 30<sup>th</sup>, 2005

8:30am

Conference Room @ Sacramento Executive

Sacramento, CA 95822

**“Summer Weather and Density Altitude”**

May 4<sup>th</sup> 2005

7:00pm

Jeannie’s Restaurant

Yuba County Airport

Marysville, CA 95901

*For more information on these and other FAA listed events visit:*

<http://www.faa.gov/SPANS/events.aspx>

**Other Upcoming Aviation Events**

**Schellville Display Day**

May 14<sup>th</sup> & 15<sup>th</sup> 2005

12:00pm – 4:00pm

Schellville Airport

Sonoma, California

**Great Valley Fly-in & Duck Pluck** April 30<sup>th</sup> – May

1<sup>st</sup>

Watts-Woodland Airport

Woodland CA

[http://www.woodland-](http://www.woodland-sunriserotary.org/Flyinpage/GVFlyIn.html)

[sunriserotary.org/Flyinpage/GVFlyIn.html](http://www.woodland-sunriserotary.org/Flyinpage/GVFlyIn.html)

**Another Photo From Andy Robinson**



Andy Robinson and some fellow pilots from Auburn and San Jose got together a few weekends back to do some air-to-air photography! Andy is also taking pictures for the Auburn Air Fair, so if you are interested in have some air-to-air photos taken of your aircraft contact Andy at:

[Andy@BigAndy.com](mailto:Andy@BigAndy.com)

**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	dgwinnconst.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

**Presenting the Auburn Aviation Association's 2005 Scholarship Recipients!**

The AAA is proud to present the following local high school students as recipients of the 2005 Free flight Scholarships - Shown left to right: Lindsay Schlenker, Tom McCallister, Michelle Miller, Scott Beckler, Bradley McElvain, Cameron Pope and Daniel Fluke.



Daniel Fluke and Bradley McElvain are recipients of the “grand prize” the AAA paying for flight training through their private pilot ticket or \$5000, whichever comes first. The remaining five students are recipients of paid flight training through their first solo flight or \$1500, whichever comes first. (Note: Daniel Fluke, whom was partially through his flight training prior to receiving a scholarship, agreed to accept only \$3000 to complete his training, thereby allowing one more student a solo gift.)

Just if you are wondering, the scholarship eligibility requirements are as follows:

- Must be a registered high school or home study student in the local Placer County area.
- Must be at least sixteen (16) years of age by 2-15-2005.
- Must write and submit a 500-750 word essay on what becoming a pilot would mean to you, and why you should be a scholarship recipient.
- Must include your address and phone number.

- Must include with the essay, written permission to participate from parent or legal guardian. Also, include address and phone number of parent.
- Must include a copy of your most recent report card.
- Must not have any medical condition that would disqualify one from obtaining a private pilot's license.
- Must attend an oral board process

Scholarship monies do not cover the cost of obtaining a FAA student pilot/medical certificate which is required prior to the start of flight training.

Happy Flying,  
Susan Wozniak, Scholarship Chairman

**Auburn Aviation Association Youth Auxiliary's First Meeting**

As a reminder to everyone in the AAA, Susan Wozniak and Chelsea Engberg are starting a Youth Auxiliary for students between the ages of 13 and 18. Andy Robinson, John Kluncker and Amber Ordway are also helping out with this group. Their first meeting is Saturday April 23<sup>rd</sup> at 10:30am at Barnstormers. There will be a meeting scheduled for the following month as well and everyone interested in becoming a member is welcome.

If you have any ideas for the Youth Auxiliary, if you are interested in helping out, or if you'd just like more information please feel free to contact Chelsea or Susan via email at [csengberg@earthlink.net](mailto:csengberg@earthlink.net) or [susanflies@aol.com](mailto:susanflies@aol.com). Also, remember to check out the Youth Auxiliary website by going to the AAA's home page at [www.auburnaviationassociation.org](http://www.auburnaviationassociation.org) and then clicking on the “Youth Auxiliary” link.

If you know any students that might be interested please pass on the word!

## Prez Says

The April meeting was a resounding success. We had approximately 110 in attendance. Even without the aero-scholars and their families, it would have been a good turnout.

Our meeting room is coming along. The new heating and air conditioning system is now functional. At the meeting, it started to get a little stuffy with the room so full so I turned on the a/c system and, to my surprise, it worked perfectly. A couple of days after the meeting, the gas was hooked up and now we have heat also. Elmer Frank, Dick Kiger and others have installed a sink and plumbing, so we now have running water. The large projector screen was donated by Don Anderson and installed just before the meeting, with the help of Lynn Cook. It was perfect timing since John Kluenker's presentation was in slide show format. Lucien Mather's photo board of pictures taken by him in the early days around Southern California has been posted on the wall. Lou will be 92 this year so he has seen a lot. The planes in his photos seem so ancient. When you realize that they were current technology in Lou's younger flying years, it gives an appreciation for how fast aviation has progressed. When you stop to think about it, prior to just over a hundred years ago, the world was only two dimensional. Technology is now expanding exponentially. What an exciting and wonderful time to live on the earth.

I have been most encouraged by the level of involvement of the officers, directors, cabinet members and membership in general. The more that everyone gets involved, the more we can accomplish. The air fair, **THUNDER IN THE SKY 2005**, is the defining activity of our association. If you don't already have a role in it, don't miss the opportunity to get involved. Call Chris Rydell or Susan Wozniak and volunteer. Working as a coordinated team, we can do anything.

Lynn Cook, our Secretary of Defense, is ready to start the chock drive project. Our goal is to have every plane on the field that is tied outside, properly chocked and tied. We are not secure unless all are secure. If you have any 2"x4"s, woodscrews of about 2-1/2", paint, or know of anyone who might donate some to the cause, give Lynn a call at (530) 878-2002. We will be making the "U" shaped chocks because they hold their position when you need them the most. In a very hard wind storm, the individual chocks tend to work out of position.

We are on a good heading. Keep your airspeed up.

'Evan Wolfe

## A word from our Director of Attendance

Thank you to all the willing and good cooks that put together such a grand table for the April meeting! It was a perfect meal for such an outstanding meeting.

Also, the families who have brought their children to our meetings have been a blessing to this organization! Without the interest of the youth it would eventually die. Hopefully the programs we offer will continue to be of interest to both adults and youth.

In order to make meeting one another easier at the meetings, if any of you have a name tag of any kind laying around, it would be greatly appreciated if you could wear it to our meetings. There are many new faces and it would be nice to put a name with that face. If you are seen each month with a name tag, everyone will get to know you by name.

I personally wish to thank everyone who has been so very cooperative in helping set up and clean up as well as furnish food!

Mary Ann Frank  
Director of Attendance.

## Local NTSB Reports

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.

*Tail numbers and names have been removed for confidentiality purposes.*

### The dangers of landing on snow-covered runways...

On March 11, 2005, at 1215 Pacific standard time, a Cessna 172A, nosed over and came to rest inverted on a snow covered runway at Blue Canyon-Nyack Airport, Emigrant Gap, California. West Valley Flying Club was operating the privately owned airplane under the provisions of 14 CFR Part 91. The private pilot, the sole occupant, was not injured; the airplane sustained substantial damage. Visual meteorological conditions prevailed, and no flight plan had been filed. The pilot departed from San Carlos Airport, San Carlos, California, at 1047 for the personal cross-country flight.

According to the pilot, he planned a flight from San Carlos to Emigrant Gap using an electronic flight planner. At 0815, on the morning of the accident, the pilot checked DUATS and then called Rancho Murrieta Flight Service Station (FSS) and requested a standard weather briefing. The pilot departed and while en route to his destination, called Flight Watch to file a pilot report (PIREP) and to receive an additional weather briefing. Upon arriving in the airport vicinity, the pilot circled the airport three times. He noted that the runway 33 numbers were visible and that the remaining 3/4 of the runway was covered in snow. Visually, the snow did not appear to be of any great depth. Based on the reported winds, the pilot decided to perform a touch-and-go takeoff and landing on runway 15. As the airplane touched down, the landing gear entered the snow and the airplane nosed over. The airplane came to rest inverted in the snow; the vertical stabilizer and rudder were bent. The pilot did not report any mechanical malfunctions with the airplane prior to the accident.

The Airport Facility Directory Southwest (AFD/SW) contains the following entry, in part, for Emigrant Gap, California: "CLOSED winters due to snow."

In a telephone conversation, the pilot reported that he reviewed the AFD/SW but did not read the "Remarks" section of the Emigrant Gap entry

### Beware of weight & balance as well as airspeed...

On March 13, 2005, about 1557 Pacific standard time, a Piper PA-28-140 impacted a road's guard rail following the pilot's in-flight loss of control during the initial climb

portion of takeoff. The impact occurred about 1 mile west of the departure end of runway 26 at the Big Bear City Airport, California. The airplane was substantially damaged during the collision sequence and subsequent impact with the road's downsloping embankment adjacent to the Big Bear Lake. The private pilot was seriously injured. One passenger sustained minor injuries, and two passengers were not injured. Visual meteorological conditions prevailed. The pilot reported that he was a part owner of the accident airplane, which he was operating under the provisions of 14 CFR Part 91 on a personal flight to the French Valley Airport, Murrieta, California. No flight plan was filed.

The pilot reported to the National Transportation Safety Board investigator that earlier on the accident date, about 0930, he had flown without passengers, and with less fuel in the tanks, from the Big Bear City Airport to the French Valley Airport (a 43 nautical mile-long direct course). Thereafter, the pilot flew back to Big Bear.

At the Big Bear City Airport, elevation 6,748 feet mean sea level, the pilot added 25 gallons of fuel to the airplane's tanks, thus bringing the total fuel quantity to between 32 and 34 gallons. The three passengers then boarded the airplane. The passenger who occupied the right, front seat, held a student pilot certificate. He had about 12 hours of flight time to his credit, but none in the Piper airplane, and he had not soloed.

The owner/pilot allowed the passenger to takeoff. Within seconds after lifting off the runway, the owner/pilot took the flight controls from the passenger. The airplane's stall warning light illuminated upon climbing to a maximum altitude of 6,950 feet mean sea level during the 2-minute-long flight. A ground-based witness, who was located 0.1 mile south of the accident site, reported observing the airplane in a nose high pitch attitude. The witness reported that the airplane was flying very slowly. Suddenly, the airplane's nose lowered, and the airplane descended into the road's guard rail.

The combined weight of the passengers, fuel, and baggage, increased the airplane's weight to less than 100 pounds under its maximum certified gross weight of 2,150 pounds. The airport's automatic weather reporting facility (AWOS) reported at 1600 that the local temperature/dew point was 58/35 degrees Fahrenheit, respectively. The broadcast density altitude was 8,100 feet.

- *This NTSB report was obtained from [www.nts.gov](http://www.nts.gov) which is open to the public for viewing accident investigation reports. We have published these articles 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!*



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## **May Meeting!**

May 4<sup>th</sup>, 2005 at 6pm

### **Program:**

AAA Member Captain Dave Keyes of the Placer County Sheriffs Office will be making a presentation regarding the Sheriff's fixed-wing aviation program.

### **Potluck Dinner Info by Last Name**

**(please bring enough for your family plus 4)**

A-E : Dessert

F-N: Side Dish/Salad

O-Z : Main Dish