



PROP WASH

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May 2007

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President's Message

Thanks go to J.C. Dodd of the CHP Air Ops for his great program last month. What a complex job the CHP does to keep us all safe and we are very glad to have the Air Ops here in Auburn. Thank you, J.C.

If you don't remember if you have paid your 2007 dues yet, there will be a color dot on your newsletter this month to remind you. If you need to update your information please fill out the membership form and send it with your \$20 to AAA, P.O. Box 6454, Auburn, CA 95604 or you can give it to Richard Pearl, our Membership Director. Thanks for supporting your Association!

Our next meeting is a very special one and I would love to see all of you there. We will be hosting our two scholarship recipients and their families. They are Will Hitchcock and Spencer Coffman both of Colfax High School. Manny Munoz and his committee of great volunteers did an outstanding job of conducting the scholarships this year and deserve a big thank you.

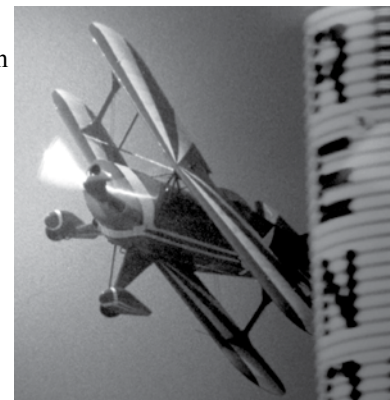
We have so many great cooks in our group that I would like to ask you each to bring a copy of your recipe each month so we can eventually compile a cookbook. It doesn't need to be fancy or complicated.

In an effort to be an even friendlier group, please introduce yourself to someone new to you before our dinner and use this time for visiting. We can line up for chow after the invocation.

Our speaker for May is one of our own members, Jerry Poole. I know you will enjoy hearing from him so don't miss the meeting May 2, at 6:00. See you there.

Happy Flying

Peggy Dwelle
2007 AAA President



Aviation Dates

Wednesday May 2nd, 2007

Auburn Aviation Association Meeting, 6.00pm

July 23-29 2007

EAA AirVenture, Oshkosh, WI

October 4th - 6th, 2007

AOPA Expo 2007

Connecticut Convention Center, 100 Columbus Boulevard, Hartford, CT 06103

September 12th - 16th 2007

Reno Air Races, Reno Stead (4SD), NV

Flying Doc

Jenifer Clothier, M.D.

The Bladder Factor

This month I thought I would tackle briefly a topic of interest to all, especially those of us/you/those among us getting on in years...

The brevity is due to the fact that I have committed to learning the enormous wealth of aero-speak, knowledge, and technical terms unique to the art of flying. Somehow I have found myself taking ground school and attempting to learn to fly a tail wheel.

Wish me luck and please be patient when you hear me bastardizing radio call signals and swerving all over the runway. I am trying, really hard. Really I am. It was learning about stalls that made me think of bladder control...

As we age, both males and females for very different reasons experience a decrease in bladder capacity with or without an accompanying bladder weakness and/or instability. In the case of men, the apparent decrease in bladder capacity and concurrent need to pee every 15 minutes, or so it sometimes seems, is all related to the prostate, a devilish gland that sits at the base of the penis at the bladder neck.

As men age the prostate enlarges, it's a fact of life; if this becomes symptomatic, resulting in increased urinary frequency, nocturia (having to get up at night frequently to empty ones bladder), difficulty starting and stopping the urine stream, and the sensation of not emptying the bladder completely, then we refer to this as Benign Prostatic Hypertrophy or BPH. Fact: if a man ages enough he will, in fact, develop prostate cancer. (Approximately 80% of all 90 year old men at autopsy have cancer cells in their prostate. This is rarely a contributing factor to their death, but rather an incidental finding. Prostate cancer in older men is a rather indolent disease and rarely requires aggressive if any treatment at all.) So as the prostate enlarges it restricts urine flow out of the bladder and causes a blockage of sorts. The bladder is able to compensate for this to some degree, but after a while it just becomes too great a strain.

In the case of symptomatic BPH there are a few things you can do to help the situation. Restricting your fluid intake is not a good answer as that only leads to dehydration; that said, it does make good sense to stop drinking fluids 2-3 hours before bedtime to help with the nocturia. There are both prescription medications and at least one over-the-counter product that can help with this most annoying condition. While I am not an FAA endorsed medical examiner, I am not aware of any restrictions on any of the indicated classes of medication for BPH, and they all work really well for the most part. Older agents need to be started at low doses and increased slowly secondary to an initial tendency to cause "orthostatic hypotension" or low blood pressure upon standing up too quickly with it's associated woozy lightheadedness; this passes, but due to the potential problem as a pilot, you may have better luck with the newer agents. I would imagine the FAA would favor the newer medications as well, although they are more expensive.

A safe, easy and easily accessible alternative is to try Saw Palmetto which is available over-the-counter. There have been a lot of studies trying to prove the efficacy of this supplement with mixed results. In my clinical experience I have seen it help many and harm none, so I feel it is worth a try.

If things progress and get really bad there are "procedures" that are terribly effective, curative in fact, but I will spare you the details so as not to scare you away. The abbreviation is TURP (since you pilots are so big on abbreviations as I have come to learn) meaning a transurethral prostatic resection; I leave it to your imagination. And you can count on newer, fancier, and less invasive techniques and procedures being developed all the time. So don't lose faith or give up hope or put down you wings just because the 20 nautical miles to Lincoln seems like a passage of the Atlantic in a bi-plane to your poor old bladder due to your enlarged prostate and restricted bladder neck. And don't forget the code to the pilot's lounge is the... is it the CTAF or AWOS? It's one of those numbers, those sneaks. If you're flying a nose-wheel you can always just pee next to your plane, as nobody will be looking...Ha!!

As for the ladies, the problem is quite different. We don't have prostates to contend with but most of you have born children and this can be as bad or worse when it comes to bladder control. In our case as we age the pelvic floor "drops," (the technical term for weakens and sags) and as a result the angle of the bladder neck decreases thus weakening the sphincter by virtue of not having the extra kinking effect of a more sharply angled bladder neck, if that makes sense. In this case, if you were to strengthen the sphincter there at the neck of the bladder you can help this problem of Stress Incontinence, SI. It's the old Kegel exercises; we have all heard of and probably practiced the Kegel exercise at one time or another. It's when you stop the urine stream once you have begun urinating: start and stop, start and stop, start and stop, that's the muscle. Now, like strengthening any muscle, what happens? If I do a lot of curls my biceps will not only get stronger, but they will get bigger, right? The same is true with the sphincter, doing the Kegel exercises will not only strengthen the sphincter, but it will also bulk it up, make it bigger, and a bigger sphincter muscle is a more effective sphincter muscle. But you have to do these exercises a lot for it to work. Think of our Governor for inspiration while exercising. Unfortunately there is little else out there short of surgery for SI and the surgery is not terribly effective. Of note, biofeedback has also been shown to be rather effective.

The second kind of incontinence which women experience more so than men is Urge Incontinence, UI; this is related more to bladder instability and has a neurologic origin. This type of incontinence occurs when as soon as you get the urge to urinate, if you don't get to a restroom asap you have a tendency towards leakage and accidents. It can really interfere with comfort of travel and venturing to new places. It is not uncommon for older women, and men for that matter, to be reluctant or unwilling to leave their home or familiar surroundings and travel to new places for fear of having accidents.

Unfortunately, the A/FD does not include restroom locations at airports to which you may be traveling, and this can pose a significant inconvenience when arriving at a new airport when that

urge is upon you. I'm not sure what the ATC would say if you called... "Chico Tower, Cessna 2226V, clear the active, request progressive taxi to the nearest "facilities;" I really gotta go! " The good news is that there is a plethora of very effective medications available for this most annoying condition. Again, I do not know where the FAA stands on these prescriptions, but I can't see a problem. And aside from the chance of a bit of a dry mouth or some mild constipation, they are pretty well tolerated.

Well, that is about all I have time for. It's back to the study of Airspace... (who came up with this stuff???)

Name That Plane!

Last month's plane:



The starboard wing of a 1977 Beechcraft Bonanza A36
This month's plane:

May Guest

Submitted by Don Anderson

Jerry Poole

Jerry began flying in 1958. His love for flying lead to his life time occupation in aviation.

He is the Aircraft Sales Manager for Bridgeford Flying Services in Napa. Bridgeford Flying Services is one of the longest established Cessna Aircraft Dealers in the World. Bridgeford Flying Services has been a Cessna Aircraft Company Dealer since 1946. Bridgeford operates a full service FBO, Aircraft Maintenance, Charter Department (including Jet Charter), Executive Hangar Leasing, Cessna Pilot Center/Flight School, Aircraft Rental, 24 Hour Fuel, Vehicle Rental, and Aircraft Sales.

Jerry and Nora also operate J-AIR, an aviation consulting firm, offering assistance in buying, selling and utilization of aircraft.

In 1966 Nation Air, a Full Service FBO and Cessna Aircraft Dealer was established at the Sonoma Airport. Jerry was the President and CEO.

Jerry has successfully participated in the operations of various aviation related businesses in California, Oklahoma, Alaska, and Arkansas.

Jerry has experience in flying over 90 different aircraft from: Douglas B-26, C-47 thru most models of Cessna, Beech, Piper, Aero Commander, numerous antique and experimental aircraft. He has owned a wide variety of aircraft. All flying hours have been General Aviation/Civilian flying.

Ratings:

- Commercial
- Multi Engine
- Single Engine Sea
- Instrument
- Helicopter
- A&P

The presentation, on May 2nd, will concentrate on the New 2007 Cessna Aircraft and a brief glimpse into proposed future Cessna Aircraft and a brief history of Cessna Aircraft Company.

Low and Slow

Duane Rueb



Low and Slow

While many of the sleek craft on our field are designed to take as many passengers as far and as fast as possible, some of the less ambitious craft are far more relaxed, preferring to do their thing slow while carrying only one or two occupants.

One such craft is a recently restored plane from the '40s that has been completely refurbished by someone that most of us have known for many years. He is none other than Earl Allen. Earl has quite a legacy of aviation accomplishments among which is his penchant for bringing the old ones back to a full, rich life.

Earl's appreciation for and experience with aircraft spans quite a range, from the little "pattern putters" of the '40s to some of the truly capable transportation types of today, such as C-130 Hercules and Boeing 747s. A participating contributor of the Reno Air Races in the Biplane Class, he has shown a need for speed and the ability to make it happen in a number of different aircraft. Allen is a 2-time gold Champion winner in 1994/97.



When he is not flying or teaching someone else to fly, he is most likely found working on one of the little ones from the past.

Currently, his efforts have been focused on a Commonwealth Skyranger. This rare bird is now finished in a very appropriate light tan color with original style decals. This sweet little 'putter' rolled off the assembly line at Long Island, New York in 1946 registered as N90698 (S/N 1792) and has spent most of its life as a private puddle jumper and trainer.

If these old ones could talk, they would have sum tales to tell, for sure. These craft are not something you expect to see at small airports alongside the Cubs and Aeroncas. They are a rare product of the time when many entrepreneurs were vying for a place in the spotlight of the newly re-emerging private aviation maker. Quality was the advertising emphasis on these fine machines and when you see the pictures of the testing with lead weights, you get the idea that the factory wanted them to stay together in the sky. But when Skyranger S/N 1792 was born, the idea of flying was simple, no GPS, even VOR was considered very advanced. Tricycle landing gear was the latest rage, and some of the aircraft manufacturers were even trying to promote their products by correlating the tricycle flying closely to that of driving a car, a skill which itself was relatively new. Airplanes like Allen's Skyranger are capable of delivering their new Lords at a slow pace, relatively close to the big blue marble. If you are a person who loves to look at the geologic and bucolic wonders of the ball we call Earth, I recommend some flights in an airplane that stays relatively close to it. 111 a little 'puddle jumper' we have some nice scenery to Inoh at, and circling for a better view doesn't require such huge amounts of fuel so as to be prohibitive. Right in our vicinity, there are some air tours that are quite rewarding such as a trip above the Sutter Buttes.

These little planes are also good neighbours when flown legally, not making a great disturbance annoying the ground-bound. So check out the low and slow ones and enjoy flight in an unrushed way. You may just find this is how you prefer to fly when flying just for fun.

Duane Rueb



Auburn Aviation Association Membership Form

Please Provide the Following Information:

Member Name: _____ Spouse: _____

Street Address: _____

City: _____

State: _____ Zip: _____

E-Mail: _____

Phone:
Home: _____ Business: _____ Mobile: _____

Type of License: Student _____ Glider ___ Rotocraft ___ Other _____

Rating(s): Private ___ Commercial ___ CFI ___ Instrument: ___ Other _____

Aircraft(s)
Type: _____ Type: _____

Mail Form plus a Check for \$20 made Out To:
Auburn Aviation Association
P.O. Box 6454
Auburn, CA 95604-6454

For Questions, Call Richard Pearl
(Membership Chair)
(530) 885-8602

Auburn Aviation Association			
Officers 2007			
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April Meeting

Wednesday April 2nd, 2007
6:00pm

M - T and W - Z Main Dish
G - L and U - V Side Dish / Salad
A - F Dessert

(Potluck information is divided by first letter of your last name)