



propwash

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

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November 2005

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Next Meeting Date:

November 2nd 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 October 26th at 6pm @ Barnstormers

AAA-AC meeting

October 25th at 6:30pm @ CAP Headquarters

Youth Auxiliary – No

meeting for October, next meeting will be announced on-line

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

Change is in the Air...IFR is on its Way!

Cooler weather is here, breezes are picking up and the leaves are changing to warm hues of red, orange, and yellow. As fall is now completely upon us we, as pilots, must start considering what this means for our flying.

Just because the weather might be making a change, does not necessarily mean it is making a change for the worse. If you have your instrument rating you know what I mean. If you don't, you should definitely consider getting it this fall or winter!

Instrument flying is something that many people consider to be difficult, nerve-racking and sometimes even dangerous. Yet, if you have the opportunity to receive the proper flight and ground training, your skills, confidence and overall piloting ability will greatly increase! Not only does instrument training teach you new skills that will have you relying on nothing but your instruments in no time, but it also allows you to hone your basic flight skills as you are required to maintain much stricter

standards in altitude, heading and speed. But there is more still to gain from instrument training and flying.

It allows you to become a much more confident and safe pilot. Your understanding of weather and its effects on the airplane and general flying characteristics are applied to all types of flying, both VFR and IFR.

But enough about the educational benefits of instrument flight, lets talk about the excitement and fun that comes with it as well! Ask any pilot about instrument flight, and you will probably hear about the time that the runway lighting broke through the clouds at the last moment and then they greased it on for a perfect landing just before the visibility dropped to zero! Or maybe you'll hear about the time they were assigned to maintain 8,000ft while the cloud tops were at 7,999 and they surfed through the tops for the entire flight!

Either way it must be remembered that instrument training can save your life. And, if you are not interested in instrument flying, please remember to make smart decisions this winter when the weather becomes questionable. Aviation is a world that allows constant learning, and it is our job as pilots to keep ourselves educated!

- Chelsea Engberg

FIRST FLIGHT IN A KING-AIR



The alarm went off at 4:00 in the morning. I went through the now familiar corporate pilot early morning routine of shaving, showering and getting dressed before heading out to the airport. Although the routine was the same, something was different about this morning. There was a greater excitement in the air. Today I would be flying SIC for a new company in a new airplane: a King-Air 350.

I got to the airport and helped with the preparation of the airplane. This would be my first experience flying a turboprop aircraft, and I was very excited. I had heard so many wonderful things about the King-Air line, and was eager to see for myself how great this airplane really was.

The first leg was a positioning flight to Livermore to pick up our passengers. After starting the engines, we taxied out to the runway for takeoff. After being cleared for takeoff, we taxied onto the runway and set takeoff power. After releasing the brakes, the airplane lurched forward on the runway and accelerated rapidly, eagerly yearning to break ground and climb into the morning sky.

We were on final approach to runway 25R at Livermore in no time. As the sun was rising behind us, the captain demonstrated a normal approach and landing. The approach speeds were surprisingly close to the approach speeds that I see while flying the Beechjet. However, I

was very taken aback by how flat the touchdown was compared to what I was accustomed to. Used to touching down in a very nose-high attitude in the Beechjet, my every instinct was yelling at me to pull back on the controls and raise the nose before smashing down on the nose gear. My concern was proven to be unfounded when I felt the mains touch down and moments later felt the nose wheel settle down onto the runway.

We had eight passengers that day, and each one arrived with golf clubs and a duffel bag. Having become accustomed to the limited baggage space available in the Beechjet, I was astounded to find out that we were able to fit it all in.

The second leg was up to North Bend, Oregon. It was a beautiful morning to be flying! At an altitude of 26,000 feet, we flew directly over the Trinity Alps and had a beautiful view of Mt. Shasta to the east. We tuned in the AWOS at North Bend and were surprised to hear that the weather was much worse than forecasted. The visibility was reported to be less than 1/4 mile, and the ceiling was supposedly 100 feet overcast. As we began figuring out where we would go for an alternate, we heard a Beechjet ahead of us call the airport in sight and cancel IFR. Great news! Once we had the airport in sight, we ended up canceling IFR ourselves and made a normal approach under beautiful VFR conditions.

The leg back to Sacramento was a lot faster with 40-knot tailwinds helping us out. I was acting as pilot-flying for this leg, and it was going to be my landing at Executive. We tuned in the ATIS and realized that the wind was gusting up to 25 knots on the ground. Since it was my first flight in the new aircraft, I was happy to suggest that the captain should do the landing.

As we touched down on the runway and began our taxi to the ramp, I was overwhelmed with excitement. I had just flown a King-Air for the first time, and was already yearning to get back up again. No matter the type, flying a new aircraft is always both challenging and very rewarding.

Submitted by: John Klunker

General Aviation Fatal Accident Statistics 2005

Provided by the Federal Aviation Administration's website: www.faa.gov

Causes of General Aviation Accidents

| Accident Type/Factor | Percent of Total |
|---------------------------------------|------------------|
| Loss of Control (Take Off) | 24% |
| Approach and Landing | 19% |
| Controlled Flight Into Terrain (CFIT) | 19% |
| Loss of Control (in Flight) | 18% |
| Loss of Control (Maneuvering) | 11% |
| Midair | 1% |
| Other | 8% |

Percentage of Accidents by Time of Day & Flight Rule

| | Instrument Flight Rules (IFR) | Visual Flight Rules (VFR) |
|-------|-------------------------------|---------------------------|
| Day | 19% | 48% |
| Night | 12% | 21% |

States with the Highest Percentage of General Aviation Accidents

| State | Percent of Total |
|----------------|------------------|
| Arizona | 9% |
| California | 9% |
| Florida | 9% |
| Texas | 7% |
| South Carolina | 5% |

Citation II Makes Amazing Landing in Alaska!

The University of North Dakota's Citation II used for weather research faced amazing odds and miraculously won! Doing weather research for Sikorsky in severe instrument conditions over

Alaska, the Citation with its crew of four on board suffered a dual-engine flame out after the engines ingested large amounts of ice that had built up on the fuselage before sheeting off, sources say. After attempting to restart the engines unsuccessfully, the pilots were forced to dead-stick the plane through the weather and land, with just 100ft ceilings, 70 miles north of Fairbanks, Alaska. All four on board walked away with no injuries. An amazing feat that many would consider to be more than just a little luck! It's always great to hear about the incidents in aviation that have a positive end, something that the media largely fails to notice.

AAA Scholarship Recipient Joins the Pilot World!

At our next meeting make sure to keep your eyes open for Dan Fluke, one of our Grand Prize Scholarship winners. Dan was one of our full scholarship winners in 2005 and just passed his private pilot check ride with flying colors (no pun intended). He loves aviation and just received his acceptance letter from University of North Dakota's outstanding aviation program. He will attend after his graduation from Placer High School this spring. I have had the opportunity to go flying with Dan on multiple occasions and must say that he definitely has the touch and I am sure he has nothing but great things on the horizon! The Auburn Aviation Association wants to congratulate Dan Fluke on his outstanding achievement in joining the wonderful aviation world as a full-blown pilot! Good work and good luck on all your future endeavors. We look forward to seeing where your love of aviation will take you!

Auburn Aviation Association

Officers 2005

| | | | |
|----------------|-------------------|----------|--------------------------|
| President | Evan Wolfe | 637-5107 | wolfeshark@cwnet.com |
| Vice President | Tom Palmer | 885-6635 | ravon40@infostations.com |
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Board Members 2005

| | | | |
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| Membership | Susan Wozniak | 863-3497 | susanflies@aol.com |
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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 may have been removed for confidentiality purposes.

Local Pilots Lost in Crash

On October 10, 2005, about 1435 Pacific daylight time, an American Champion (ACAC), 8KCAB, N943D, impacted terrain during an uncontrolled descent, about 0.2 mile southeast of runway 12's departure end at the Oroville Municipal Airport, Oroville, California. The airplane was destroyed during the impact sequence and post impact ground fire. The certified flight instructor (CFI), who held an airline transport pilot certificate, and the student pilot, who held a private pilot certificate, were fatally injured. Alpine Aviation Inc., Grass Valley, California, operated the airplane. Visual meteorological conditions prevailed at the time of the local area instructional flight, and no flight plan had been filed. The flight was performed under the provisions of 14 CFR Part 91, and it originated from Grass Valley about 1400.

An eyewitness to the accident, who was located about 1.0 mile north of the accident site, reported observing the airplane on a close-in left base leg to runway 12. The airplane made a "sharp" left turn and landed on the runway. Seconds thereafter, the airplane took off and climbed to an estimated maximum altitude of 500 feet above the ground. Suddenly, the airplane banked "sharply" left and "fell out of the sky."

Another eyewitness, who was located about 0.7 mile west of the accident site, reported observing the airplane on its takeoff roll from runway 12. After the airplane became airborne, it climbed at an estimated 45-degree nose up pitch attitude. The witness stated that the airplane climbed between 300 and 400 feet above the ground, whereupon it appeared to stall. Thereafter, it made a steep left bank and looked as though it was out of control. The airplane descended in a nose down attitude, and it burst into flames seconds after crashing into the ground.

Under the National Transportation Safety Board investigator's direction, Federal Aviation Administration (FAA) and airplane recovery personnel responded to the accident site and reported their observations. The personnel reported that the airplane impacted an open, near level dirt field, about 140 feet mean

sea level. The initial point of ground impact (IPI) was identified by the presence of a ground swath, consistent with the size (width) of the airplane's fuselage. The swath was cut into the native grass vegetation and was oriented along a northeasterly course nearly perpendicular to the runway. The ground swath led toward the main wreckage, which was an estimated 125 feet northeast of the IPI.

The airplane was found in an upright attitude. Except for the

outboard portion of the left wing, the airframe was consumed by fire. Both wing tips remained attached to the wings, and the wings' structure appeared predominately straight. Observable portions of the wings' leading edges were devoid of crush signatures in an aft direction. The longitudinal axis of the fuselage appeared aligned with the attached empennage, and the horizontal and vertical stabilizers appeared predominately straight. All of the flight control surfaces remained attached to the airplane.

The owner of Alpine Aviation indicated to the Safety Board investigator that the CFI had flown with the student earlier in the day for 1.5 hours, as recorded in company records. The student was undertaking flying lessons in a curriculum that provided training involving stall-spin recovery, unusual attitude recovery, and critical in-flight situations. The records indicated, in part, that during their morning flight the CFI had instructed the student in the performance of specific maneuvers including low altitude 180-degree approaches to landing, and also slips, rolls, and unusual attitude recoveries.

Alpine's owner reported that the CFI had outlined the day's lesson plan on the flight school classroom's whiteboard. Near the center of the whiteboard, and partially underlined, the following words were written by the CFI: "180 degree Pwr Off Lndg [and] Eng Fail after T/O & RTN."

Alpine's owner opined to the Safety Board investigator that this lesson plan indicated the CFI anticipated teaching the student a specific emergency procedure. The procedure involved simulating an engine failure after takeoff following which the airplane's course is reversed with the intent of returning to the airport for a landing.

The airplane is FAA certificated in the acrobatic category and was capable of inverted flight maneuvers. The wreckage has been recovered from the accident site. Airframe and engine examinations are pending.

Jet Blue Landing Gear Problem

On September 21, 2005, at 1818 Pacific daylight time, Jet Blue Airlines flight 292, an Airbus A320, N536JB, landed at Los Angeles International Airport, Los Angeles, California, with the nose wheels cocked 90 degrees. Jet Blue Airlines, Inc., was operating the airplane as a scheduled domestic passenger flight under the provisions of 14 CFR Part 121. The airline transport pilot licensed captain, first officer, 4 flight attendants, and 140 passengers were not injured. The flight departed Burbank, California, at 1531, as a nonstop to JFK Airport, New York, New York. Visual meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan had been filed.

The first officer (FO) flew the first leg. The initial departure did not indicate any problems, and he observed a positive rate of climb. After the captain attempted to retract the landing gear, two error messages displayed on the Electric Centralized Aircraft Monitoring (ECAM) system: nose gear shock absorber and nose wheel steering fault. There was no master

Local NTSB Reports

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The FO flew the airplane over Palmdale, California, at 14,000 feet mean sea level (msl) while the captain consulted the flight crew operating manual (FCOM). The FCOM noted that the nose gear "may be caught at 90 degrees." The captain continued to evaluate the problem to ascertain the systems' status. The flight crew continually updated the cabin crew and passengers.

The flight diverted to Long Beach, California. The captain decided to perform a fly-by of the tower for verification on the gear status. The tower, Jet Blue ground personnel, and a local news helicopter advised him that the nose gear was cocked 90 degrees to the left. The flight crew decided to divert to Los Angeles. The crew flew for several hours to burn fuel so that they could land at a lighter weight.

The captain communicated with the cabin crew and passengers. The cabin crew emptied the first three rows of seats, and moved the baggage as far aft as possible. They placed able-bodied persons in the exit rows, and removed all baggage and paperwork from the seating area. They showed the able-bodied persons how to operate the doors, and gave additional instructions.

The flight attendants spoke to each passenger individually prior to the landing to ensure that they knew the emergency procedures that would take place and how to properly brace themselves. The flight attendants checked and double checked each others' work to ensure that everything was completed and would go according to plan.

The captain took note of the fuel burn to ensure that the center of gravity stayed within limits. The captain also advised the cabin crew that in the event the nose gear collapsed, evacuation from the aft doors was not available so everyone would deplane from the forward exits. The flight crew advised the cabin crew to take the emergency procedures up to the point of egress, at which time the captain would advise the method.

Prior to touchdown, the captain announced to "brace" and the flight attendants also transmitted "brace" over the public address system.

The captain flew the airplane for the landing. He touched down at 120 knots, and applied normal braking at 90 knots. He held the nose gear off of the ground as long as possible. At 60 knots, the flight crew shut down the engines. They did not use ground spoilers, reverse thrust, or auto braking. During the landing, the forward cabin crew could smell burnt rubber. The cabin crew remained at their stations as previously defined by the captain. The air traffic control tower confirmed that there was no fire, and the captain announced this to the cabin crew. After this notification, the passengers deplaned normally using an air stair.

Both nose tires collapsed during the landing roll, and about half of the two wheels was ground off.

Maintenance personnel jacked the airplane up, and removed the damaged wheels. They installed a right nose wheel, and towed the airplane to a maintenance hangar.

Maintenance personnel removed the cockpit voice recorder (CVR) and digital flight data recorder (DFDR). The National Transportation Safety Board investigator-in-charge (IIC) sent them to the Safety Board Vehicle Recorder's Division for examination.

Maintenance records indicated that Jet Blue maintenance technicians replaced a proximity sensor on the nose wheel prior to the previous flight's departure from New York earlier in the day.

A post flight maintenance report indicated the following faults:

At 1531 PDT L/G Shock Absorber Fault (2)

At 1532 PDT Wheel N/W Strg Fault.

The IIC retained the nose gear assembly and several other components for examination.



AP Photo/The Los Angeles Times, Lori Shepler found on www.airportbusiness.com

- *This NTSB report was obtained from 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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Permit No. 110

November Meeting!

November 2nd, 2005 at 6pm

Meeting's Program:
To Be Announced

Potluck Dinner Information (By Last Name)

A-H : Dessert
I-Q : Main Dish
R-Z : Side Dish/Salad

Please bring enough for your family plus four