



# propwash

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

## November 2006

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### **President's Message**

We had a great meeting on Wednesday, October 4th. I wish that more of our members had been able to attend. Bob Harvey gave a wonderful talk about his experiences researching the missions of the B-17G bomber, "The Outhouse Mouse", that his father flew in WW II on 139 missions over Germany. Bob's father passed away at the age of fifty-two and never spoke much about his experiences in the war. Bob inherited his father's diary and then decided to try to locate the surviving members of the flight crew. He succeeded in interviewing most of the other crew members and securing copies of their diaries and he then wrote a book about the plane and crew.

The "Outhouse Mouse" flew an incredible 139 missions without an abort for mechanical reasons, and although sometimes damaged, survived the war and returned to the U.S. after it was over. Bob told the story with the spirit and passion that only a family member of the crew could have. Copies of his book are available for \$20.00. He lives between Meadow Vista and Colfax.

We had excellent food but just enough. In future meetings, when it is "pot luck", it would be great if everyone would remember to bring enough to serve at least eight servings or more. Some of the really good stuff was gone by the time the end of the line reached the table. I would like those who are patient and polite to receive their fair share.

I'll look forward to seeing you on November 1st. Bring a guest.

Evan Wolfe  
AAA President  
2005-2006



## OLD "INDIAN TRICKS" FOR PILOTS #11

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

One of the favorite areas that I like to teach is aerobatics. I am not enthused about the unlimited competition style aerobatics because they tend to be hard on old airframes and old bodies. I like smooth and graceful aerobatics that do not require negative "G's" or high positive "G" forces. Many years ago, when I was regularly flying a P-51, I used to go to Reno each September and marvel at the smooth grace of the aerobatics that Bob Hoover would do in his yellow P-51. While I will never come close to achieving his skill level, I always tried to follow his style of smooth graceful maneuvers that were not hard on the airplane or the pilot. Why anyone would want to fly like Sean Tucker is beyond me. Maybe he is crazy, or maybe he just does it for the money. It looks like aerial masochism to me.

First, I would like to discuss the basic rules for aerobatic flight. The hard definition in the F.A.R.'s of what constitutes aerobatic flight, is any maneuver that contains a deviation from straight and level of more than 60 degrees in the roll axis or more than 30 degrees in the pitch axis. No limitation of the "G" forces produced are specified.

Except under a waiver by the F.A.A., no aerobatic flight may be performed where any part of the aerobatic maneuver is flown less than 1,500 feet above the ground level. No aerobatic flight is permitted within 4 nautical miles of the center of any Victor airway, over any congested area of any city, town or settlement, over an open air assembly of persons, or over any class B, C, or D airspace. That doesn't leave much, but there are a few small areas near Auburn Airport where aerobatics could be legally practiced.

With the exception of certain structured instruction programs, all occupants of the plane have to be wearing approved parachutes which have been checked and repacked by a certified technician within the prior 120 days. It is actually illegal to even carry a parachute within the passenger compartment of an airplane unless it has been packed and certified within the prior 120 days.

Aerobatic maneuvers such as loops and rolls are inadvisable in aircraft which are not designed for aerobatic flight. Common aircraft such as Cessnas

are usually designed for a working "G" load of 3.8 "G's" at gross weight. The majority of the common general aviation models also are designed for stability and they have rather slow ailerons. While they could be safely looped or rolled by a competent aerobatic pilot, it is not particularly satisfying due to their slow rates of roll and climb. In a plane with reasonably quick aileron response, it could be rolled without imposing any more load on the airframe than normal flight maneuvers. The danger of trying to self-teach yourself aerobatics such as rolls, particularly in a standard category designed aircraft, is that if you make a mistake and lose your nerve when inverted, you might panic and pull back on the yoke and do a split S out the bottom and exceed the structural design speed limit and pull more than the 3.8 "G" design load. A rolling pullout is even worse because it imposes extra force on the rising wing. If your "G" limit is 3.8 and you have a "G" meter, you would want to limit the indicated "G" load on rolling pullouts to 2.5 "G's". Another good suggestion for the novice aerobatic pilot is to practice aerobatics with a minimal load in the airplane. If your plane is stressed for 5 "G's" at its gross weight of 2000 pounds, it could handle 6.25 "G's" at 1500 pounds. The redline airspeed would remain the same however.

Even for the pilot who does not plan to do any intentional aerobatics, basic training in rolls and spins could make you a lot safer pilot. Spin training not only teaches you how to get out of a spin, it teaches you what causes them and how to avoid them. While approaching the old Santa Rosa Air Center many years ago, I was following a Cessna 310 on final while flying my Cessna 170A. At about 300' A.G.L. on final, I encountered wake turbulence that rolled the 170 instantly more than 90 degrees. If you can get that much disruption of your plane from a relatively light twin, imagine what a heavier plane could do to you. Non-aerobatic trained pilots have been rolled inverted on short final and have instinctively pulled back on the elevator control and met the ground and their demise, simultaneously. Basic aerobatic training and basic instrument training should be on the agenda of even the most timorous and unambitious pilots. The first goal should be to learn to recognize and avoid danger, and then secondarily, to deal with it if you are subjected to it.

Be wise and fly safe. Look for more "Tricks" in future issues.

# 2006 Fleet Week

maintaining the most precise flying you will ever see.



One of the weekends in October brought the famous and much loved Fleet Week to San Francisco once again. With a fantastic parade of ships, including a fully loaded aircraft carrier, audiences both on the shore as well as on the decks of hundreds of boats swarming about the bay alike were wowed.



The conditions were cool with winds that were not too extreme. The airplanes were running perfectly which made for a very close race between all the Red Bull racers. After two very fast and precise heats American Kirby Chambliss came out on top holding on to the #1 slot in the overall standings.



American Racer, Michael Goulian, in an Extra 300 screams through the final gate to take fifth place in the races in San Francisco



As the crowd waited for the Navy's Blue Angels to enter the airspace, they were not at all disappointed with the other shows. An Air Force A-10 Warthog in formation with an F-86 made a few passes before the A-10 stole the show as it showed off its tight turning ability and strafing runs.

After the Navy made their presence known on the water, Red Bull stepped in for a few hours as they held their only race that takes place in the U.S. over the bay. The race was the last to happen before the finals which are to take place in Perth, Australia on November 19<sup>th</sup>. If you have not had the opportunity to see the Red Bull Air Races, I highly recommend it. It is an exhilarating experience as you sit back and watch the world's best aerobatic pilots race through pylons that create difficult courses at speeds close to 250kts, at altitudes of less than 100 ft, pulling up to 10 G's while all the time



Then it was Sean D. Tucker's turn in the Oracle Plane to demonstrate his fantastic aerobatic skills as he tumbled across the sky. Coming in at a very high altitude that powerful whine that comes only from that airplanes engine was heard just seconds before he came barreling into show center. He danced across the sky with amazing precision while demonstrating his out-of-this-world pilot skills.

Finally it was time for the main event. The Blue Angels' C-130, Fat Albert, lumbered overhead, opening the show for the F-18's.



Overall the show was one that, as always, took San Francisco by storm and was an outstanding show for the United States and its military. As well, it is always an honor to have our state be one of the 9 locations in the world that Red Bull has decided to race in.

If you are interested in attending Fleet Week or the Red Bull Air Races next year make sure to keep an eye on their websites: <http://fleetweek.us/fleetweek> and [www.redbullairraces.com](http://www.redbullairraces.com). I highly recommend taking the opportunity to check it out next year. It's a great way to see some amazing flying, show your support for the troops and enjoy the beautiful city of San Francisco!

By: Chelsea Engberg (AAA Newsletter Editor)

## **Saying Goodbye to an Old Friend**

### ***Bunny Crites Passes Away at 88***

Long time and much loved member of the A.A.A., Haden Ephraim "Bunny" Crites, passed away on October 9, 2006. Bunny will always be remembered as one of the kindest and gentlest souls you could ever meet. Our December meetings will never be the same without Bunny to lead our Christmas carols and sing to us. Many years he served as an announcer for our air fairs, even after his health became quite frail. We will surely miss him. Bunny is survived by his wife, Dorothy. Our condolences and prayers go out for her and Bunny's family.

## Name That Plane



Do you know what plane this is? Make your best guess and look for the answer in next month's Propwash!

## Last Month's Aircraft



CAP 232

## 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.*

### Fire-fighting Sky Crane has Snorkel Mishap

On October 1, 2006, at 1100 Pacific daylight time, an Erickson S64E, N189AC, rolled over during fire suppression activities about 7 nautical miles north-northeast of Ojai, California. The United States Department of Agriculture (USDA)/United States Forest Service (USFS) was operating the helicopter as a public-use firefighting flight mission under the provisions of 14 Code of Federal Regulations Part 91. Erickson Air-Crane, Inc., was the registered owner of the helicopter and employed the flight crew. The commercial certificated captain and co-pilot (who was also qualified to be pilot-in-command of the helicopter) were not injured; the helicopter sustained substantial damage. Visual meteorological conditions prevailed, and a USFS flight plan had been filed. The flight crew was in contact with USFS local air traffic coordination personnel. The helicopter departed from the Lockwood helibase at 1000.

According to the Federal Aviation Administration accident coordinator, the flight crew was working the Day fire. They were at a retardant dip site, and snorkeling retardant out of a tank. As the helicopter was being repositioned to the next tank, the snorkel caught on the lip of the first tank and shortly thereafter, the helicopter impacted the ground on its right side.

- *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!*

### **Auburn Aviation Association Officers 2006**

|                |               |                |                        |
|----------------|---------------|----------------|------------------------|
| President      | Evan Wolfe    | (530) 637-5107 | wolfeshark@cwnet.com   |
| Vice President | Andy Robinson | (916) 529-4519 | andy@bigandy.com       |
| Treasurer      | Don Gwinn     | (530) 878-9469 | don@gwinncost.com      |
| Secretary      | Carryn Perry  | (530) 878-6730 | bcdperry@earthlink.net |

### **Board Members 2006**

|                   |                 |                |                          |
|-------------------|-----------------|----------------|--------------------------|
| Membership        | Peggy Dwelle    | (530) 878-9009 | peggy@nellaoil.com       |
| Newsletter Editor | Chelsea Engberg | (916) 652-0711 | csengberg@sbcglobal.net  |
| 5AC               | Don Gwinn       | (530) 878-9469 | don@gwinncost.com        |
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| Past President    | Tom Brady       | (530) 888-0769 | barflyldr@mindspring.com |
| Emeritus          | Dick Kiger      | (530) 885-4364 | dolores1@jps.net         |
| At Large          | Tony Wright     | (530) 885-0242 | stinson2@juno.com        |

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## **November Meeting**

Wednesday November 1<sup>st</sup>, 2006  
6:00pm

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

A-K : Main Dish  
L-S: Side Dish/Salad  
S-Z: Dessert