



AUBURN AVIATION ASSOCIATION

# PROPWASH

Tom Brady, President

[www.auburnaviationassociation.org](http://www.auburnaviationassociation.org)

October, 2003

## The Prez Speaks

### There are a few things that need your attention:

**Number 1** is the vote on the newest version of the By-Laws which will be presented at the October 1<sup>st</sup> General Meeting. Kiger, Sanderson and Wodjak have spent literally hundreds of hours in reorganizing and rewording our By-Laws. Your Board of Directors has spent many hours reviewing the product and is now firmly convinced that the product should be voted affirmatively. A final "draft" copy is available for your review . . . on my desk . . . in my hangar. We will be voting on these By-Laws at the Oct 1st meeting. One item that will effect all of us upon enactment of the new By-Laws is that elections will take place in the month of October.

Hence the October Meeting will become the "Annual Meeting of the Association. Why? Primarily to permit an incoming Treasurer to become familiar with all the legal requirements and time constraints due to our 501(c)(3) status i.e. a tax free corporation. The fiscal year will remain January 1 through December 31, hence newly elected Board members will be seated as usual on January 1st. It really boils down to some breathing room for new Board members.

*Continued on page 2....*

## INSIDE THIS ISSUE

- 1** The Prez speaks; Young Eagles
- 2** Milt Observation, Calendar, Manger's report  
Insert: Milt presents OshKosh 2003
- 3** Dan Wojdac offers humor
- 4** Woody Rupp correspondence

Friday the 13th came on the 8th in August when the TriMotor Tours "Bushmaster" crew took time out of their busy schedule to fly 10 "Young Eagles" around Auburn (CA) on the day before Auburn's Annual "Thunder in the Sky" Airshow.

Pilot Bud Fuchs , was from EAA's Chapter 1 out of Flabob Airport (near Fullerton, Ca) and supported by Milt Ciarlariello, Young Eagles Coordinator for EAA's Chapter 525 here at Auburn.



***I was just reading the NAFI Mentor, and came away with an interesting observation.***

It is **reported** that there has been a **marked** reduction in stall-spin accidents since the removal of the requirement for stall spin training in the private pilot syllabus. However, there is statistically an increase in the occurrence of stall spin accidents for commercial pilots over private pilots and students. Student pilot stall spins being almost negligible. One has to stand back and look at this from another prospective. Wouldn't it be more apropos to attach the statistic to the **type** of airplane being flown?

Aircraft built and flown by beginning and low time pilots tend to be the newer (more stall resistant?) types. Whereas, the higher time pilots are usually the ones who gravitate to older, classic (less spin stable) airplanes. Also, I'd like to put in another statistic. Back just after WWII, the USN published a statistic (if I can remember it right after all these years) that there are 3 points in a pilot's career when he/she is most "prone to prang". These were at 75 hrs, 300 hrs, and 1500 hrs.

The FAA's Wings program has since gone a long way in recurrent training so events like these are being eliminated. Also, the USN training program has changed, so I doubt that the Naval statistic would be valid today.

*Milt*

**Calendar of Events:  
General Meeting**

Wednesday October 1st  
18:00 Brady Hangar #116

PotLuck: Members to bring:

**A-G** - Salad

**H-N** - Main dish

**O-Z** - Veggie

AAA to provide Dessert

\*\*\*\*Please bring plenty, the last couple of meetings left a few members hungry! \*\*\*\*

**Board of Directors Meeting**

*Tom Brady – President*

Last Wednesday of Every Month

Gyro House 6:30p.m.

(Until further notice)

**Advisory Comm. Meetings:**

*Gerald Brentnall- Chairman*

Last Tuesday Every Month

6:30 p.m. CAP Complex

**Auburn Air Museum Committee Meeting:**

*Mike Duncan - Chairman*

Second Tuesday Every Month

6:30p.m. CAP Complex

**The Prez Speaks** *(continued from page 1)*

.....The second major change is to stagger the Board so that we have a carryover from one year to the next at the helm i.e. President and Treasurer elected one year and the Vice President and Secretary elected the next year. Term of office will be a two year stint. It will be a little awkward moving into this as not everyone signed on for a possible two year tour. We are still working on this area but will have a slate of officers for your vote courtesy of the Nominating Committee. Remember: come view the cleaned up final "draft" in my hangar. ***(Editor's Note: the draft is also available on our website: [www.auburnaviationassociation.org](http://www.auburnaviationassociation.org).)***

**Item #2:** The CHP situation can only be solved by your involvement. Albeit that this is almost an 11th hour issue. . . the boat is still afloat! Cards, letters, e-mail etc. etc. is the way to change the Commissioner of the CHP's mind. Make no mistake about it, the ball is now in your court! **Item #3:** Based on comments from the Airport Manager at the 5AC meeting of August 26th, Phase I of the East end hangar project was to be completed by about September 5th. Give it about ten days more and that looks to be a reality. Phase II which is the infra-structure i.e. sewer lines, water, power, taxiways etc. has been postponed until next spring. Phase III which is hangars will likely be sometime in the middle of next summer. The entire schedule of development has slipped by almost a year as of this date but our new City Manager is really eyeballing this project so there is strong optimism that we shall all see a finished product soon.

**Item #3:** The contractor that repaired the wall in the pilot's lounge didn't do a very good job of it. Seems that the water is still draining in the wrong direction i.e. coming inside instead of flowing outside. Your Board is keeping an eye on this situation as we all want to get it back into use for all pilots.

**Item #4:** "Well Done" to Kiger and Wodjak for Chicken Deluxe at our last general meeting. A thanks to Dan Flom for our "airport safety" presentation and a clap of the hands to our guests from the Coast Guard Auxiliary and the boys and girls from the EAA next door. It was a good "go".

Ciao, Tom Brady

**Dan Wojdac offers** some conversations that airline passengers normally will never hear. The following are accounts of actual exchanges between airline pilots and control towers from around the world.

-----  
While taxiing at London Gatwick, the crew of a US Air flight departing for Ft. Lauderdale made a wrong turn and came nose to nose with a United 727.

An irate female ground controller lashed out at the US Air crew, screaming: "Us Air 2771, where the hell are you going? I told you to turn right onto Charlie taxiway! You turned right on Delta! Stop right there. I know it's difficult for you to tell the difference between C' and D', but get it right!" Continuing her rage to the embarrassed crew, she was now shouting hysterically: "God! Now you've screwed everything up! It'll take forever to sort this out! You stay right there and don't move till I tell you to! You can expect progressive taxi instructions in about half an hour and I want you to go exactly where I tell you, when I tell you, and how I tell you! You got that US Air 2771?"

US Air 2771 "Yes ma'am" the humbled crew responded. Naturally the ground control communications frequency fell terribly silent after the verbal bashing of US Air 2771. Nobody wanted to chance engaging the irate ground controller in her current state of mind. Tension in every cockpit out in Gatwick was definitely running high. Just then an unknown pilot broke the silence and keyed his microphone, asking: "Wasn't I married to you once?"

-----  
A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down. San Jose Tower noted: "American 751, make a hard right turn at the end of the runway if you are able .....If not, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

-----  
Unknown aircraft waiting in a very long takeoff line: "I'm f...ing bored!"  
Ground Traffic Control: "Last aircraft transmitting, identify yourself immediately!"  
Unknown aircraft: "I said I was f...ing bored, not f...ing stupid!"

-----  
**Tower:** "Eastern 702, cleared for takeoff, contact Departure on Frequency 124.7."  
**Eastern 702:** "Tower, Eastern 702 switching to Departure. By the way, after we lifted off we saw some kind of dead animal on the end of the runway."  
**Tower:** "Continental 635, cleared for takeoff behind Eastern 702, Contact Departure on frequency 124.7. Did you copy that report from Eastern 702?"  
**Continental 635:** "Continental 635, cleared for takeoff, roger, and yes, we copied Eastern...we've already notified our caterers."

-----  
The German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was with some amusement that we (a Pan Am 747) listened to the following exchange between Frankfurt ground and a British Airways 747, callsign "Speedbird 206."

**Speedbird 206:** "Frankfurt, Speedbird 206 is clear of active runway."  
**Ground:** "Speedbird 206. Taxi to gate Alpha one-seven."  
The BA 747 Pulled onto the main taxiway and slowed to a stop.  
**Ground:** "Speedbird, do you not know where you are going?"  
**Speedbird 206:** "Stand by, Ground, I'm looking up our gate location now."  
**Ground (with arrogant impatience):** "Speedbird 206, have you not been to Frankfurt before?"  
**Speedbird 206: (coolly):** "Yes, twice in 1944, but I didn't stop!"

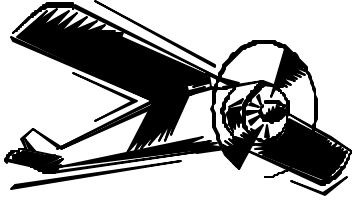
-----  
O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, eastbound."  
United 239: "Approach, I've always wanted to say this .....I've got the little Fokker in sight."

-----  
A Pan Am 727 flight waiting for start clearance in Munich overheard the following:  
**Lufthansa (in German):** "Ground, what is our start clearance time?"  
**Ground (in English):** "If you want an answer you must speak in English."

**Lufthansa (in English):** "I am a German, flying a German airplane, in Germany. Why must I speak English?"  
**Unknown voice from another plane (in a beautiful British accent):** "Because you lost the bloody war "

**AUBURN AVIATION ASSOCIATION**  
2399 Rickenbacker Way  
Auburn, CA 95602

NONPROFIT ORG.  
US POSTAGE PAID  
AUBURN, CA 95603  
PERMIT NO. 110



The Auburn Aviation Association is dedicated to safety, fellowship and community involvement.

**Deadline for articles or other items wishing to be submitted for November publication should arrive to Susan Wozniak (editor) by October 10<sup>th</sup>.  
Susanflies@aol.com  
Or 530-613-3597**

*Our French aviatrix Anne-Celine sent us an e-mail with her photos of this year's Air Venture in Oshkosh. I'm forwarding you her letter as you may find some of her work and photos of interest.*

"Date: Fri, 29 Aug 2003 20:55:45 +0200

Hello Woody and Eleanor !

Back from Oshkosh, some gliding holidays in the Alps, and back in the job ! Oshkosh was a first time for me, I stayed only 5 days but enjoyed every single one of them. I met great people, saw fantastic pilots, great air show, and made very good friends. I plan to go back with Emmanuel because he will love it to ! I am sorry I did not translate the web pages I made (took some time, going down from over a thousand pictures to a selection of 300 !)

It was well received by the French pilots who saw it and I hope that next year there will be more than the fifty or so French people in Oshkosh [http://www.pilotlist.org/balades/oshkosh/eaadiv\\_01.htm](http://www.pilotlist.org/balades/oshkosh/eaadiv_01.htm) I have also written an article "first time in Oshkosh" for Emmanuel's magazine It's not his full time job, he is back into hi tech working on internet and telecommunications in a small but technologically advanced company and for the time being enjoying it. He does editor in chief and AOPA vice president on top of it as I do my aviation web site and AOPA secretary general on top of my DHL job (which has been bought out by the German Post Office, quite a change of culture, and merging with trucking and freight forwarding companies ! a far cry from shipping express parcels all over the world).

We had a very nice time gliding in the Alps with Emmanuel and his daughters for ten days, but I'm really looking forward for some cool time together and wish he could spare some time early October to come visit you....

Anne-Celine "

Best wishes to you all from us. Regards,  
Woody Rupp and Eleanor Wolf