



propwash

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

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October 2005

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Next Meeting Date:

October 5th 2005 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 September 28th at
6pm @ Barnstormers

AAA-AC meeting

September 27th 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.

Current Events

A lot has happened within the last month, both home and abroad, that has affected the aviation world! First of all, let it be said that it was absolutely wonderful to see everyone back together and enjoying each others' company! Let's make sure to keep our meetings going strong and always invite new people to join our festivities!

With Hurricane Katrina it seems as though although it happened in only one portion of the country, its effects have been felt as shockwaves around the country. The first thing a pilot will tell you is how extremely crazy gas prices seem to be getting...well over \$5 per gallon for 100LL in the Bay Area!

Yet, av-gas is not the only thing that has been affected in aviation. The amount of damage done to airports and aircraft has yet to be figured, but from the pictures that have come out from the south, it looks like many airports have been severely affected by the storm.

Thankfully, the aviation community has pitched in and played a vital role in

post-hurricane relief efforts. Both fixed-wing and rotorcraft are still working on search and rescue efforts. The California Highway Patrol is just one of many California organizations that have headed out to Louisiana to assist in the relief effort.

If any one is interested in volunteering to assist in the relief effort, go online to the Red Cross or www.usafreedomcorps.gov to find out how.

As a side note, my mother, Sallysue Stein is in Slidell, Louisiana working with the Noah's Wish group helping rescue the animals that fell victim to the hurricane and floods that followed. Word from the frontlines is that it is amazing how destroyed everything appears but that things are looking up. She said that the National Guard is doing a great job, of course that might have to do with the fact that she's been using Baskin-Robbins as a bartering tool to get them to move things with their humvees for her! If you'd like more information about the animal rescue or how to help, go to www.noahswish.org.

- Chelsea Engberg
Newsletter Editor

Remembering September 11th

This month we remembered the terrorist attacks of September 11th, 2001. With it we remember the terrible anguish felt throughout the country and the amazing patriotism that flashed from coast to coast in a matter of minutes. For the upcoming generation of young Americans it changed our view of America forever. For the older generation, it just reiterated the power and pride of the Red, White and Blue. In dedication to those who were lost that fateful day, as well as a reminder of what we can learn from those attacks printed below is a speech that the President gave in December 2001. It is something that captures the reasons why we should never, and will never, forget September 11th. No matter your stance on the present war, the President or politics, September 11th is not something that can be debated; it was a terrorist attack against our people, our country and our beliefs. Please remember how great our country is and never forget those who fight for it with all they have.

THE PRESIDENT: A great writer has said that the struggle of humanity against tyranny is the struggle of memory against forgetting. When we fight terror, we fight tyranny; and so we remember. We remember the perfect blueness of the sky that Tuesday morning. We remember the children traveling without their mothers when their planes were hijacked.

We remember the cruelty of the murderers and the pain and anguish of the murdered. Every one of the innocents who died on September the 11th was the most important person on earth to somebody. Every death extinguished a world.

We remember the courage of the rescue workers and the outpouring of friendship and sympathy from nations around the world. We remember how we felt that day: our sadness, the surge of love for our country, our anger, and our determination to right this huge wrong.

Today, the wrong is being righted and justice is being done. We still have far to go. And many dangers lie ahead. Yet, there can be no doubt how this conflict will end. Our enemies have made the mistake that America's enemies always make. They saw liberty and thought they saw weakness. And now, they see defeat.

In time, this war will end. But our remembrance never will. All around this beautiful city are statues of our heroes, memorials, museums and archives that preserve our national experience, our achievements and our failures, our defeats and our victories.

This republic is young, but its memory is long. Now, we have inscribed a new memory alongside those others. It's a memory of tragedy and shock, of loss and mourning. But not only of loss and mourning. It's also a memory of bravery and self-sacrifice, and the love that lays down its life for a friend -- even a friend whose name it never knew.

We are privileged to have with us the families of many of the heroes on September the 11th, including the family of Jeremy Glick of Flight 93. His courage and self-sacrifice may have saved the White House. It is right and fitting that it is here we pay our respects.

In time, perhaps, we will mark the memory of September the 11th in stone and metal -- something we can show children as yet unborn to help them understand what happened on this minute and on this day.

But for those of us who lived through these events, the only marker we'll ever need is the tick of a clock at the 46th minute of the eighth hour of the 11th day. We will remember where we were and how we felt. We will remember the dead and what we owe them. We will remember what we lost and what we found.

And in our time, we will honor the memory of the 11th day by doing our duty as citizens of this great country, freedom's home and freedoms defender. God bless.

A Day at the Races

On Sunday the 18th of September, I went with a small group up to the 42nd annual Reno National Championship Air Races. Although we didn't have time to stay until the final race, we all had a lot of fun taking in the sights and sounds of this incredible event.

We arrived at the airport at about 9:00 in the morning and spent a lot of time walking around the static displays. There was a large variety of military aircraft on display, including an F/A-18E Super Hornet and an A-10 Thunderbolt II. There were also a few rare aircraft on display including a British Martin-Baker MB.5 and Auburn Municipal's own N3N-3, owned by Stewart Wells.

While we were walking around, we watched the Canadian Snowbirds perform a very precise routine above us. What they lacked in speed, they made up for with tight formations and head-to-head passes.



An A-10 with the Snowbirds in the background.

After spending a lot of time in the static display area, we sat down in the bleachers and watched an A-10 demonstration. We were hoping to watch the Vulcan cannon in action, but apparently nobody was willing to donate their car for the cause.



Martin-Baker MB.5



Chelsea and Angie sweet-talked their way into the cockpit of an OV-10.

Throughout the day, the races were going in the background, but with all of the sights to see on the ground, we hardly made it to the stands to actually watch the flying. The combination of great weather, beautiful airplanes and earth-shaking sounds made for another spectacular day at the Reno Air Races.

We can't wait for next year!!



Naval Aircraft Factory N3N-3

Submitted by: John Klunker

More Reno Air Race Photos
2005

Photos taken and provided by AAA member Andy Robinson, owner of a Cherokee 6 here at Auburn Airport.



P-51 Mustang starting up its engine



USAF Heritage Flight with a P-51 and an A-10



A Navy fly-by with a North American FJ-4 (a navy derivative of the F-86) in the lead, a pair of Bearcats and an F-18 Hornet

AND THE WINNER IS...RARE BEAR!!



Snowbird formation fly-by which was one of many that wowed the crowd throughout their performance!



F-117 "Surprise" fly-by



*'77' Rare Bear, F8F-2 Bearcat, winning the unlimited race for the second year in a row.
466.3 mph average speed.
Second place went to '8' Dreadnought, a Hawker Sea Fury, with an average speed of 448.8 mph.*

Upcoming Aviation Events

Beale Air Force Base Open House

September 24th 2005
Beale Air Force Base, CA

Compton AirFare

September 24th 2005
Compton Woodley Airport
Compton, CA

California International Airshow

September 30th – October 2nd
Salinas Airport
<http://www.salinairshow.com>

San Francisco Fleet Week

October 8th-9th
San Francisco Bay
<http://www.fleetweek.us>

Travis Air Expo

October 15th – 16th 2005
Travis Air Force Base
Fairfield, CA
707-424-2267

Miramar Air Show

October 14th – 16th 2005
Miramar Naval Air Station
San Diego, CA
<http://www.miramarairshow.com/>

Auburn Airport's Park



Park is located in the corner between the hangars on the east end of the airport

For those of you who are not familiar, Mary Ann Frank was nice enough to provide us with a little bit of information about the park. In the mid-1990's a group of airport users verbally received permission to construct a park. This occurred and is currently being maintained totally by volunteers. It is a little spot of green in a "sea of asphalt".

Although we as an organization have not used this area for a while, members and friends of the AAA can attest to the fact that the park is being utilized. There are two picnic tables and trees that provided shade from the hot summer sun.

Anyone is welcome to utilize it for a family fun day or just a rest after working on your airplane! What more could you ask for than lawn, tables, airplanes and a perfect place to BBQ!?! So just keep this in mind if you're looking for somewhere to kick your feet up and enjoy our airport!

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	916-652-0711	csengberg@earthlink.net
5AC	Don Gwinn	878-9469	dgwinconst.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

New Members Since 2005 **Directory Printing**

These are our new members who joined after the printing of the 2005 directory. So, make sure to keep this page to add to your contacts for AAA members!

Angela Arroyo
530-269-3828
26586 Table Meadow Road
Auburn CA 95602

Jack Brougher
530-823-5151
1755 Vista Del Monte
Auburn, CA 95603

Robert "Bob" Ferber
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John Martindale
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2528 Sullivan Drive
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Jerry Merritt
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Auburn, CA 95604

Jared Mickel
530-885-4230
1036 Oak Ridge Way
Auburn, CA 95603

Tom Murray
530-268-9322
23918 Woodhaven Place
Auburn, CA 95602-8173

Fred Orlando Sr.
530-888-9747
3765 Grass Valley Hwy.
Auburn, CA 95602

Robert Robocker
530-878-1274

New Contact Information for **the Propwash**

If you would like to contact Chelsea Engberg, the Newsletter Editor, please email her at csengberg@earthlink.net or send articles, ideas, and photos to be used in upcoming *Propwash* newsletters via snail mail to:

5621 Angelo Drive
Auburn, CA 95650

****Please make note that her contact information has changed**

Photo of the Month



Grass Valley Air Show 2005 by: John Kluenker

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.

Low-hour Pilot Handles an Emergency with a Clear Head

On September 6, 2005, at 1725 eastern daylight time, a Piper PA-28-161 was substantially damaged when it overran a parking lot during a forced landing to Robert Moses State Park, Babylon, New York. The certificated private pilot and two passengers sustained minor injuries. Visual meteorological conditions prevailed for the local personal flight that departed Republic Airport (FRG), Farmingdale, New York, at 1711. A visual flight rules flight plan was filed for the flight conducted under 14 CFR Part 91.

The pilot provided a written statement, and was interviewed by telephone. He said that it was a "gorgeous, perfect day," and that he intended to fly along the Long Island coastline. The pilot completed the preflight, taxi, and before takeoff checks according to the checklist. He then departed Farmingdale, and climbed the airplane to 2,000 feet with no anomalies noted.

After leveling the airplane at 2,000 feet, the pilot encountered "a lot of roughness in the engine." The engine rpm fluctuated greatly, and the entire airframe vibrated. The pilot declared an emergency via radio to air traffic control at Republic Airport, and stated that he planned to return there.

The engine power continued to decrease, the airplane could not maintain altitude, and the windscreen became obscured by engine oil. The engine oil pressure gauge showed no pressure, and the oil temperature gauge was "as high as it could go." The pilot amended his plan, and elected to land in a parking lot at the Robert Moses Park.

The pilot selected a parking lot for landing due to the relative scarcity of cars parked there. One vehicle was positioned in the center of the lot. The pilot circled the lot in the descent to keep the landing area in sight, as the windscreen was obscured, and selected a ground reference point to ensure that he cleared the vehicle in the center of the lot during landing.

During the landing, the airplane cleared the vehicle, touched down, overran the lot, and collided with two rows of bushes before it came to rest against a sand dune. The right wing separated from the airplane during the accident sequence.

An FAA aviation safety inspector responded to the scene on the day of the accident, and the airplane was then moved to Republic Airport.

The pilot was issued a private pilot certificate with a rating for airplane single engine land on June 1, 2005. He was issued a first class medical certificate in September 2004.

The pilot reported 60 hours of total flight experience, 55 hours of which were in make and model.

The airplane was examined at Republic Airport on September 8, 2005. Examination of the airplane revealed holes in the engine case in the area of the #1 exhaust tappet and the #3 exhaust tappet.

An examination of the airplane's maintenance records revealed that the airplane's engine had accrued 7,069 total hours of flight time, and had accrued 2,771 total hours since major overhaul.

At 2153, the weather reported at Republic Airport included clear skies with 10 miles visibility. The winds were from 130 degrees at 10 knots. The temperature was 68 degrees Fahrenheit, and the dew point was 57 degrees Fahrenheit.

- *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!*

CALSTAR INSURANCE

CalStar flights can be quite expensive if you become seriously injured and require an emergency helicopter flight to a hospital. There is a way to pay \$25.00 per month per family and be covered in case you end up needing Cal Star's assistance. If you would like more information about this offer please contact the AAA President Evan Wolfe for more information at 530-885-4700.



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Auburn, CA 95602

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Permit No. 110

October Meeting!

October 5th , 2005 at 6pm

TO BE HELD AT THE PARKING WEATHER PERMIT

East end of the airport...Bring a sweater!!!

Potluck Dinner Information (By Last Name)

A-N : Side Dish/Salad

O-Q : Dessert

R-Z : Main Dish

Please bring enough for your family plus four