



# propwash

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involvement and education since 1984.

## OCTOBER 2006

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### **President's Message**

I can't believe how fast the summer has gone for me this year. They say that time flies when you are having fun. Also, the older and the busier you get, the faster it will go by also. I have all three of those things going against me. I am old, busy and having way too much fun. My clock is going to wear itself out at this pace. We just had an Air Fair debrief meeting and we resolved to get started on Thunder In The Sky 2007 before the end of the year. In general, we felt that the 2006 show went very well, but we can always find things to improve upon. We needed more volunteers. We needed cheaper gas, more publicity and less competition from the State Fair. We put on a great show and made money, but only about \$7,500.00. That was not as much as in several prior years, but better than a loss. Making money for charity is just a by-product, in my opinion. The event itself is the main goal. The show entertains and educates thousands and it promotes aviation and our airport. I invite all of the members and friends of our association to start planning for and working on Thunder In The Sky 2007.

On a sadder note, we have lost another old friend. Lucien (Lou) Mather succumbed to injuries as a result of being run down by his own car. Lou was ninety-three. One can only guess how long he would have lived were it not for that unfortunate accident. Lou looked more like he was a hyperactive seventy year old. He was always on the go and was a great supporter of our association and the airport. Instead of a moment of silence at our last meeting, I was tempted to call for a round of applause and cheering to celebrate Lou's life and example of energy and service. We will sure miss him.

The last newsletter was delivered on the eve of our September meeting and even later for some. As a result, the meeting attendance was down but those who came enjoyed good food and fellowship. I was on vacation for ten days immediately following the Air Fair and I asked Chelsea to "stop the presses" to allow me to submit my monthly message and "Tricks" article, so I must take the blame for the delay. Hopefully this edition will get to you earlier and we can have a great turnout for the October meeting. I'll look forward to seeing you there on October 4th.

Evan Wolfe  
AAA President  
2005-2006



## OLD "INDIAN TRICKS" FOR PILOTS #10

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

Inventing new "old tricks" every month can be taxing. Some months I feel less "tricky" than others. This month, I want to talk about a procedure that is often overlooked in instruction, the go-around. Having a plane that is parked out near the runway, and needs to be worked on a lot, I get to watch a lot of flight activity at our airport. For several reasons, Auburn Airport often causes pilots that are unfamiliar with it to misjudge the approaches. I have seen a lot of bad approaches that were terminated by poorly executed go-arounds. That, coupled with the recent crash off the departure end of runway 7, prompts me to discuss the subject.

That crash was actually a botched attempt at a takeoff rather than a go-around, but it was caused by a similar mind set that ruins a lot of go-arounds, that being lack of a good plan, and indecision. The hapless Cherokee pilot was apparently trying to take off with his plane fully loaded and quite likely over gross weight, uphill, and with what witnesses stated sounded like partial throttle. At a certain point in the ill fated attempt, he reportedly decided to abort the attempt, and then decided that he was too late to abort, and tried to put the power back in again and could not lift off before reaching the end of the runway. Like most aircraft accidents, it was the result of poor planning and poor judgment initially and then a series of rapidly occurring mistakes.

If for any reason you need to abort a landing attempt and do a go-around, you will do a much safer job of it if you have thought through the procedure in advance, and hopefully practiced it in a non-critical environment first. The most common mistakes that I see are indecisiveness followed by a seeming fear of putting in full power once the go-around decision is made. For some reason, many pilots seem to be reluctant to use full take off power. If you are at low altitude and in the landing configuration with full flaps down, you need all available power. You wouldn't try to take off with full flaps because the high drag would greatly inhibit the planes ability to climb. You need more power, not less

than for a normal takeoff. Once you decide to go-around, smoothly and decisively push the throttle in to full power. If you have a constant speed prop, you should have already have pushed the propeller control to the full r.p.m. position by the time you were on short final. The next step on most aircraft would be to reduce the flap setting to one-half or one-fourth of full deployment. The second half of flap deployment adds a lot of drag and not that much more lift than the first half. If you dump the flaps quickly and entirely, most planes will sink quite a bit before they accelerate but you can usually dump them to half flaps and shed a lot of drag with very little sinking. At that point, you are in your normal take off configuration and the plane should climb normally as with any other departure.

If your plane is equipped with retractable gear, you will probably want to retract the gear as the next step to cleaning up the plane for normal climb capability and then bleed off the rest of the flaps. One thing to be aware of is a much higher rate of gear-up landings on retractables after doing a go-around. Always re-set your mental checklist and check your gear at least three more times. Try to return to your full normal landing approach procedure sequence again before attempting the landing. If you are over sixty, like me, check your gear a few additional times.

Look for more "Old Indian Tricks" in future issues.

### Photo of the Month



Falcon 900 with an F-15D in the background.  
Stead Airfield – Submitted by John Kluncker

# 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



Rockwell 100 Darter Commander

## 2006 Reno Air Races



This year's Reno Air Races have gone down as another successful and accident-free year in the books. Of course when I say "accident-free" I

mean in regards to human injury, not necessarily aircraft maintenance. The two big Unlimited racers, Rare Bear and Dago Red, both were out of the races due to engine problems. On top of this 3 P-51 Mustangs ended up blowing their motors or something of the like knocking them out of the races.



But September Fury, a Sea Fury, took first place in Sunday's final Unlimited Gold Race with speeds as high as 481.919 mph. Congratulations to Mike Brown and Race 232 for the win!



Many of you may know Jeff Watkins, a local pilot in the area who also flies for the California Highway Patrol. He also raced in Reno this month in "Devil in da Skies", his Pitts S1S, in the Gold Class.

The Thunderbirds were also in Reno displaying their incredibly proficient formation and aerobatic flying abilities. They wowed the crowd, young and old, alike. Of course they were not the

only military aircraft doing demonstration flights. The F-18 Demo Team was there exciting the crowd with the jet's capabilities. As well, the East Coast F-15 Demo Team was also there and a very close friend of mine from childhood, who is a pilot in the F-15 and a member of the Demo Team was with us. Of course this led to some behind the scenes experiences for myself, John, Andy Robinson and Andy's younger brother.



Reno also had a slew of other amazing performers including one of this year's Red Bull Air Racers, Mike Goulian as well as aerobatic pilot David Martin. Both pilots wowed the crowd

with their well choreographed and incredibly technically difficult shows.



Kent Pietsch also made the crowd gasp with his numerous different aviation stunts including jumping out of the plane after appearing to have been illegally in the airspace and running-off in an orange prisoner's jumpsuit only to be picked but by a truck from Section 3. Of course what the crowd appeared to love most was his ability to land his airplane on top of a moving motor home.



So in a nutshell, Reno's Reno Air Race Association put on another amazing race weekend and air show. If you've never been or haven't been for some time, mark your calendars for next year. It's not to be missed for those who love aviation!

Also, remember to mark your calendars for Fleet Week coming up on Saturday October 7<sup>th</sup>, 2006. Not only will the Blue Angels be performing the amazing show, but the Red Bull Air Races will be happening over the Bay during the show that day as well!

By: Chelsea Engberg (AAA Newsletter Editor)

## 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.*

### California Loses a Firefighting Aircraft and 2 Good Men

On September 6, 2006, about 1039 Pacific daylight time, a North American Aviation, Inc., OV-10A, N419DF, (call sign "Air Attack 410") impacted trees and rising mountainous terrain while maneuvering during an aerial observation flight about 22 statute miles northeast of Porterville, California. The accident occurred in the Mountain Home Demonstration State Forest (MHSF). The airplane was owned by the State of California Department of Forestry & Fire Protection (CDF), and the United States Forest Service. The airplane was destroyed during the impact sequence and post impact ground fire during the public-use flight. The airline transport certificated pilot and passenger were fatally injured. The pilot was an employee of DynCorp, McClellan, California, and was working under contract for CDF. The passenger (observer-crewmember) was a CDF Battalion Chief, and he was working as the air tactical group supervisor (ATGS). Visual meteorological conditions prevailed during the accident flight. The flight was conducted under the provisions of 14 CFR Part 91. The airplane was dispatched using CDF's flight following procedure, and it departed from Porterville at 1025.

On the day of the accident, and during several preceding days, three fires existed near the MHSF. The CDF's airborne mission involved using air attack (reconnaissance) airplanes and airtankers (fire retardant droppers) to address the fires. The mission of the air attack airplane was to provide tactical coordination and communication with the incident commander (IC) on the ground.

CDF management reported to the National Transportation Safety Board investigator that during the accident flight, the only CDF airplane flying over the MHSF was the accident OV-10A. The accident airplane was operating pursuant to its prescribed mission in the air attack capacity. The crew's specific mission during the accident flight was to fly over the designated fire areas within the MHSF and adjacent areas. During the flight, the ATGS was responsible for communicating with the ground-based IC. The ATGS was tasked to identify and report the status of the previously observed fires, and identify the onset of any new fires.

After the pilot received his duty assignment and signed the CDF's flight release document, he proceeded to preflight the airplane. The ATGS similarly received his duty assignment, and thereafter both crewmembers boarded the airplane.

During the takeoff sequence, the Visalia Emergency Command Center (ECC) communications personnel received communications from the ATGS indicating he had just departed Porterville. At no time during the accident flight were communications received indicating that any mechanical difficulty or unusual situation had occurred.

Witnesses located in the MHSF near the Bear Creek Road reported observing and/or hearing the accident airplane as it flew in a northeasterly direction toward the accident site. One witness observed the airplane flying between 400 and 600 feet above the treetops, as it was proceeding in a northerly direction up the Bear Creek. Another witness reported hearing the airplane's engines revving up, and thereafter he heard the sound of an impact.

- *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**

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## **October Meeting**

Wednesday October 4<sup>th</sup>, 2006  
6:00pm

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

A-E : Desserts  
G-L & T-Z: Main Dish  
M-S: Side Dish/Salad