



PROP WASH

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October 2007

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President's Message

We just returned from a long, windy 10 days in Reno at the National Championship Air Races. This was a spectacular year and it wasn't all good. We lost three of our pilots in accidents on three different days. Needless to say, it affected us all and we are greatly saddened. The NTSB and the FAA are doing their jobs but I don't expect a report anytime soon.

On a better note, the Auburn contingent of racers did great! Earl Allen finished first in the Biplane Bronze at 176.209 mph. Ken Dwelle placed fifth in the AT-6 Gold at 224. mph (he out-qualified his dad) and Tom Dwelle won the AT-6 Silver at 225.774mph. Chris Farinha who crewed on Critical Mass is now on the Rare Bear Team and went after the Gold. Congratulations to all of you...your all winners!

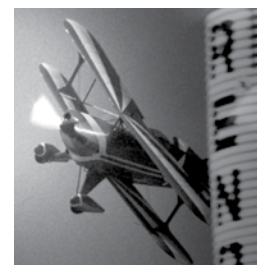
Our AIR FAIR 2008 is off to a good start. The next meeting is on Monday, October 1st at 6:00 in the meeting room. We need all of you to be involved for a great show so please volunteer your talents.

At the last meeting we sold 8 of our new hats, the 50/50 raffle prize was \$42, and Richard & Penny Pearl generously bid on the Official Air Race poster the Tom Dwelle auctioned off. The poster has now been signed by the top two pilots of the Unlimited Gold Race. Thanks to everyone for their generosity. We want to keep on giving those Scholarships!

POWER AVIATION will be doing our program this month and I'm sure you won't want to miss that or the GREAT food we have been having. See you on Wednesday, October 3rd at 6:00.

Blue Skies and Happy Flying

Peggy Dwelle



Aviation Dates

Oct 5-7: - San Francisco Fleet Week - Blue Angels

Oct 6: AFI Flight Training Center celebrates 40 years with Open House, 10-4, Aircraft Displays, Food Fullerton, CA Airport. Contact (714) 773-0741

Oct 6: Mariposa-Yosemite, CA Airport fly-In and open house. Pancakes, tri-tip lunch, planes, m cars, prizes. 7-4, Contact Maria Liddle (209) 966-2143

Oct 12-14: MCAS Miramar Air Show - San Diego

Oct. 13: Apple Valley Airport Open House, Fly-in and Great Desert Air Race, 9 a.m.- 3 p.m. Limited to 20 airplanes. Contact (760) 247-2371 to reserve your place.

Oct. 13: Corona Municipal Airport (AJO) Annual Airfare and Fly-in, Corona, CA. FREE. Contact Richard Brodeur at (951) 736-2289

Oct. 18-21: Western Waco Association fly-in with special guest Lockheed 12 owners,. Pioneer airport, Chino, CA. See www.westernwaco.com por contact Les Wittlessey at (949) 780-4565, ex 14

Oct. 28: Wings, Wheels & Rotors, 10-4, Los Alamitos Army Airfield, Joint Forces Training Base (Katella at Lexington, Orange County, CA) Open House. contact 1-562-598-6659 or www.WWREXPO.net or call (800) 367-1185

Oct 27-28: - Holloman AFB Air & Space Expo, Wirefly X oruze Cup, Holloman AFB, N.M. Call 1-877- SPACE or see www.xpcup.com

Nov 2-4: Combat Helicopter Pilots Asso. 3rd annual reunion & Meeting, Imperial Palace, Las Vegas. Contact (800) 832-5144

Nov 3: - Boulder City Airport Day - Boulder City, NV.

Nov 8-11: Aviation Nation, Nellis AFB, Nev. The capstone event of the U.S. Air Force's 60th Anniversary and the largest Air Force event of the year-long celebration. Contact Amanda Hayes, Marketing Manager, at 702-506-2065 or email amanda@aviationnation.org.

Reno Air Race

Tom Dwelle

The 2007 Reno air Race was “interesting” to say the very least. There were three fatalities, the first in three years. Formula one racer, and defending Champion, Gary Hubler; Jet Pilot, a Rookie this year, Brad Morehouse; and Biplane racer Steve Dari who was



reportedly flying a test hop. Never before have there been three fatalities in one year. This makes 18 fatalities in the 44 year history of the races. The common thread seems to be pilot problems. We who fly all know that the atmosphere, like the sea, is terribly unforgiving of any incapacity or neglect.

Auburn fielded three entries at Reno this year: Earl Allen won first place in the Biplane Bronze race in a Pitts special “the Other Woman”; Tom Dwelle Sr. won first place in the AT-6 Silver race in “Tinkertoy” and Ken Dwelle finished fifth in the AT-6 Gold race flying “Kitchen Pass” at 225 mph. Tom Dwelle formally “retired” from Air racing after his Silver win. Tom said “after 20 years, it was nice to finish up with a ride in the fire truck with all the crew”.

There was more drama this year than ever before. Mike Brown qualified

fastest in the Unlimited class in “September Fury”, a Hawker Sea Fury at 472.8 mph. John Penny qualified 2nd in the Unlimited Division in a Grumman Bearcat at 452.3 mph. It is significant to know that September Fury had been fitted with the short wings from Tom’s “Critical Mass” Sea Fury, and the Rare Bear was re-engined with the Wright R-3350 also from “Tom’s Critical Mass”. Tom put his money on the Big engine, but the question was: Will the “Critical Mass” engine finish first, and the short wings second...or vice versa. The Rare Bear refused to operate at full power all week, and the mood was “electric” going into the big race on Sunday.

Nine aircraft came down the “chute” on the wing of the T-33 jet Pace aircraft at about 550 mph...and Steve Hinton called “Gentlemen, you have a race” and pulled up smartly. OK, fights on! Dreadnaught was disqualified for breaking the East deadline, “September Pops”, another Mike Brown Sea Fury, declared an in flight emergency (IFE) early on, as did Race 5 “Voodoo”. Rare Bear was really spooled up now and it

appeared that the big engine was putting out more than 4000 horse power. Rare Bear is camped right on top of “September Fury” in close formation...so close that “September Fury” cut pylon 5 on the first lap. I don’t know if John realized that, but he was able to pass Mike in front of the crowd on lap two. You could hear the





crowd for miles. John was losing Mike at about two seconds per lap and on about lap four of five, Mike's big engine blew up and there were flames & smoke all over the aircraft.

Rare Bear finished up the win at 478.39 mph, but it's not over yet! John pulled up to 10,000 feet to discover that the throttle is stuck full open. A lot of Bondo had come off the engine cowling, entered the right air intake and was ingested into the engine jamming the throttle wide open. We could see black smoke momentarily on the white flag lap (next to last), but it cleaned up immediately and the engine was good for another lap to finish. So here's John at 14,000 feet with 30 gallons (3 min) of fuel remaining, shut down the fuel and magnetos and he's gliding at 160 knots. Mike Brown is stuck in the middle of the long runway with a blown engine and we are all wondering how John would get out of this one. John is coming on board now whether anybody likes it or not...with no other option. The tow crew cleared "September Fury" off the runway as John was on short final (whew). Chris Farinha was the head Mechanic for the "Bear", and when asked "You are responsible for the aircraft...why did the throttle fail?", he replied "I only guaranteed John full throttle". Ho Hum...another average week at Reno.



Flight of the Phoenix

Mike Duncan

Photos - Andy Robinson

On September 3rd of this year a Stearman flew again for the first time in over three years. Don Gwinn was at the controls. This was the culmination of a three year,

engine was installed and then after numerous owners into Al's hands for a complete restoration. The original restoration took over twelve years to complete. Both Al and Don flew the airplane after that for about three years treating many people to the great joy of aviation of over fifty years ago. Al always said it was his Harley Davidson of the air; loud, windy, uncomfortable, no forward visibility, slow, and fun to fly. However, in a moment of weakness and frustration Al sold the airplane, a move which he regretted almost as soon as he did it but a deal was a deal.



The new owner was a low time tail wheel pilot with about 100hrs in a J-3 cub and while trying to get checked out in the airplane he flipped it over on to its back at the Auburn Airport. After much negotiating over several months Al and Don were able to buy back the airplane and rebuild it. Along the way

and hundreds of man hours by Al Casner and Don Gwinn who rebuilt an airplane that was flipped over at Auburn Airport. The big red biplane flew again.

Originally built in 1941 for the Army Air Corp as a trainer and later used as a crop duster, where a Pratt and Whitney 985





they managed to collect enough parts to build possibly two more aircraft. The next one will hopefully be finished in about two years and who knows about the third one.

While wondering around the east end of the airport you might see a big red biplane with gold trim and a big shiny uncowed engine, stop by and admire it. Don and Al would be glad to answer any questions you might have about the airplane. Who knows you might even find yourself under its spell and roaring around the skies of Auburn in a big, noisy, windy, slow, and uncomfortable Harley Davidson of the skies



Name The Plane!

The Editor

Last Month's picture

Last month's picture was the Concept Jet, V-tail prototype from Eclipse Aviation, photographed at EAA at AirVenture Oshkosh 2007.



Safety Wire

Richard Pearl

DON'T "DIS" MOTHER NATURE



Some safety articles are, unfortunately, easier to come up with than others. In my previous "Safety Wire" articles I wrote about density altitude as it relates to mountain environments. But we don't have to fly to the high country to experience the effects of D.A. or other performance limitations on our aircraft...we can see the results right in our own back yard.

On August 30 a Beech A36 was taking off from Cameron Pak airport en route to Ensenada, Mexico when it could not remain airborne and crashed about 200 yards north of the runway. Two people were killed and two were seriously injured. According to newspaper accounts, the pilot (hospitalized) held commercial, CFI, and A&P ratings.



As it turned out, this was the second accident of the day – the first one being the crash of a Kitfox that departed Cameron Park and went down in the Placerville area. A news reporting team at the Cameron Park airport doing a background clip was shooting film of departing aircraft and, incredibly, captured the entire A36 crash. You can see the footage at: <http://fox40.trb.com/>. It's really scary.

I have not found any preliminary FAA reports – excluding the initial bare facts, so the following is an unofficial commentary gleaned from various news and other sources. The issues, however, certainly point in one direction.

The weather was VFR with a Fire Department-reported crash scene temperature of 107 degree F. Humidity was low; pressure was roughly at standard 29.90. One would assume that the temperature would also be hotter on and just above the runway. The airport is at 1,293 MSF with a slight bowl in the center of the runway. Density altitude should have been about 4,500 ft at noon. The airplane was most likely at, or marginally

over gross weight – given four adults plus 271 pounds of baggage (including, according to one report, a full ice chest of sodas). The A36 took off to the north with a 5-8 MPH tailwind. If you look at the video you see the airplane on its takeoff roll, then accelerating almost 2/3 of the way down runway 31 before getting airborne. Once airborne the airplane climbs slightly before settling down towards the ground, the wings wobbling. The airplane pancaked into the rising terrain at the end



of the runway, slid on the ground, and abruptly nosed over on to its back. There was no discussion of engine roughness from the bystanders.

WHAT WAS THIS GUY THINKING?

You can't "dis" aircraft performance when immutable parameters are staring you in the face! Almost anything could have broken the chain of events leading up to this tragedy: leave earlier - or later - in cooler weather, reduce total weight, take off into the wind. It's a simple fact: multiple ratings and time in aircraft won't get you airborne when the lift ain't there.

Now, I would suspect that most of us have pushed the performance envelop at one time or another. I know I have. I only suggest that we learn from the mistakes of others. As one philosopher said: "those who forget the past are doomed to repeat it." A re-reading of, and adherence to, our aircraft performance charts might be in order.

Auburn Aviation Association Membership Form

Please Provide the Following Information:

Member Name: _____ Spouse: _____

Street Address: _____

City: _____ State: _____ Zip: _____

E-Mail: _____

Phone:
Home: _____ Business: _____ Mobile: _____

Type of License: Student _____ Glider _____ Rotocraft _____ Other _____

Rating(s): Private _____ Commercial _____ CFI _____ Instrument: _____ Other _____

Aircraft(s)
Type: _____ Type: _____

Mail Form plus a Check for \$20 made Out To:
Auburn Aviation Association
P.O. Box 6454
Auburn, CA 95604-6454

For Questions, Call Richard Pearl
(Membership Chair)
(530) 885-8602

Auburn Aviation Association			
Officers 2007			
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October Meeting

Wednesday October 3rd, 2007
6:00pm

A - E Salad/Side Dish
F - L Dessert
M - S Main Dish
T - Z Salad/Side Dish

(Potluck information is divided by first letter of your last name)