



propwash

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

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September 2005

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Next Meeting Date:

September 7th 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 August 31st at 6pm @ Barnstormers

AAA-AC meeting August 30th at 6:30pm @ CAP Headquarters

Youth Auxiliary – No meeting for September, 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.

Auburn Air Fair was a Complete Success!

This year's Air Fair was an outstanding celebration that brought the community together with the local aviation community for a fun-filled weekend. Thank you to everyone who joined the festivities!

The weekend started off with the traditional dinner dance on Friday evening. All the guests were transported back to the 1940's with a scrumptious dinner followed by the fantastic music of *Swing City!* As guests ate, drank, and danced the evening away the hangar came under the attack of two Japanese Zero's (T-6's in disguise) only to be fended-off by an American Hellcat (T-28 in disguise) and Army troops who were quick to man their jeeps with weapons in-hand as soon as the siren sounded. The guests were safe and happy to watch the American plane fly off into the sunset while completing a victory roll for his crowd. This Pearl Harbor-type reenactment just added to the 1940's ambiance of the evening. Everyone who assisted with the Dinner Dance did an outstanding job!

Saturday morning started bright and early for many of the Air Fair volunteers! The Pancake Breakfast was a hit as the gates opened to a crowd of hungry folks. At 10am on-the-dot 5 skydivers fell from Andy Robinson's Cherokee 6, one carrying the American Flag, to officially kick-off the day's events.

The rest of the day was filled with fantastic aircraft and car displays, good food and lots of booths. Of course there were plenty of exciting fly-bys throughout the day including fly-bys by the CDF, a Coast Guard C-130, 2 British Strikemasters, along with many more. A race between Auburn Airport's very own N3N and a Harley was a definite crowd pleaser! The entire day was a great success and enjoyed by all in attendance!

A great big thank you to everyone involved in this year's Air Fair as well as to everyone who came and enjoyed the events while helping to support the AAA's scholarship program and the new Sutter Infusion Center. We look forward to seeing you all next year!

- Chelsea Engberg
Newsletter Editor

Prez Says

It doesn't seem possible, but *Thunder in the Sky 2005* is already over. All that planning and anticipation finally came to fruition with what I think was possibly, on balance, the best show ever. The Dinner Dance was a "roaring" success. Only now can the details be told. I tried to warn everyone that it was an event not to be missed, but owing to considerations of top military secrecy, the details could not be divulged before. If you were there, you know what I mean, and if you were unfortunately not there, I am sorry that you missed it. The barbequed tri-tip and chicken menu was excellent. The musical group, Swing City, were very good and were reasonably priced. What I was not able to disclose in advance was the air attack that took place. We had intercepted enemy communications and broken their code. Their plan was to attack the dance just before sunset with two "Zeroes". We were ready for them. We had three anti-aircraft machine guns set up and two jeeps, along with some riflemen. We also had our resident "Hellcat" on standby for the intercept. After the dinner, a siren wailed at mid-field to warn that the field had been placed on "Alert", but the party continued with music and dancing. About thirty minutes later, the band took an intermission and while some classic Hawaiian music was thirty minutes later, the band took an intermission and while some classic Hawaiian music was playing, two "Zeroes" suddenly attacked out of the setting sun, with engines roaring and propellers rapping. The field was suddenly transformed into combat and the gunners let loose with a tremendous barrage of fire. There was a .50 machine gun mounted on one of the jeeps and two hand held machine guns and B.A.R. rifles trained on the marauders. As the "Zeroes" turned around at the east end of the field for another strafing pass, the "Hellcat" took off in pursuit. It startlingly burst over the hangar at full power, clawing for altitude on the trail of the "Zeroes". By the time they had turned back for another pass out of the west, the "Hellcat" was right on the tail of the trailing "Zero". Trying to escape the "Hellcat", the "Zeroes" fled

back in the direction from which they had come, into the setting sun. A brief battle ensued and the "Zeroes" were dispatched. Moments later, the "Hellcat" returned and overflew the field to the west and completed two victory rolls to signify the defeat of the attackers. During the attack, the noise was deafening. Some 700 rounds of anti-aircraft fire were expended from the flame belching guns. The field was suddenly quiet and safe again and when those in attendance could regain their composure, like the troopers that they were, the party was continued.

We were extremely grateful for our announcer, Tim O'Brien, our "Zero" pilots, Tom Dwelle Sr. and Ken Dwelle, Gary Guilliat who manned the .50 machine gun on his jeep and to Yergen Koschyk and his group of WWII uniformed reenactors with their handheld guns and jeep. Your humble president was privileged to fly the "Hellcat".

Angela Arroyo was the organizer of the dinner-dance and she did a superb job. Susan Wozniak served as the executive director of *Thunder in the Sky 2005*. It is an awesome responsibility and more work that you can imagine. The City of Auburn was wonderful in their support this year. We couldn't have asked for more than they did for us. Our thanks to Jerry Martin and City Council and employees for all that they did. I do not have space or time to thank everyone who worked tirelessly and gave generously to make the event happen. It shows how much can be accomplished when a lot of people work together to do something wonderful. The final accounting is not yet in as of the date of this writing, but the preliminary indications are that it was, in addition to providing a wonderful air show, a financial success that will be very beneficial to our charitable programs. I am very proud of our organization and airport. Well done, gang!!

Evan Wolfe
AAA President

September's Featured Destination:
Alpine County, CA (Q82)

Not far from Auburn sits an airport called Alpine County (Markleeville). Even though it's nothing more than a runway and tie-down area, this airport has a lot to offer to the pilot in search of a little adventure.

The airport is situated on top of a small plateau about 15 miles southeast of Lake Tahoe. About a mile to the east lies the Carson River at the bottom of a deep canyon. Immediately to the northwest of the field are two small lakes. Both the canyon and the lakes offer great trout fishing.

As you continue the flight to the south over the lower desert terrain, you'll see Heavenly Ski Resort to the west, and the higher mountains that it sits atop. Caution must be exercised during this portion of the trip if the winds aloft are blowing heavily out of the west. Turbulence and mountain wave downdrafts can be prevalent here.



Final approach to Runway 35.



Final approach to Runway 17.

A short hike to the east of the field will bring you to the edge of a ridge above the canyon. The views to behold are spectacular, and are reason enough to fly here. However, if you are feeling more adventurous, it's possible to hike down to the river to camp and do a little fishing. If you don't feel like hiking down into a river canyon to catch a few fish, the nearby lakes to the northwest are a short walk down a paved road.

As you approach the airport, you will probably see the two small lakes first. Look a couple of miles to the southeast, and you'll be sure to find the airport. The terrain rises rapidly while on short final to runway 35, so be sure to keep your approach a little higher than normal. A few extra knots of airspeed certainly don't hurt in this situation either.

Since this airport is rarely used, a low flyby is a must. A lot of times, the locals will ride their quads and motorcycles on the runway. Also, keep your eyes peeled for deer and other wildlife that may venture out onto the runway.

Due to the high elevation and terrain involved in a trip to this airport, mountain flying experience or a mountain checkout is a necessity before flying here.

If you're in the mood for a quick adventurous day trip or a picnic in a remote and beautiful area, it's hard to beat a trip to Alpine County Airport. It's the perfect destination if you just want to get away for a little while.

The flight to Alpine County is breathtaking. A direct route takes you past the Crystal Range of the Sierras, Pyramid Peak and South Lake Tahoe. The safest route involves flying up Interstate 80 towards Truckee and cutting across the north shore of Lake Tahoe before heading south. This route offers many more options in the event of an engine failure. As you pass over the northeastern shore of the lake, it is easy to see that Lake Tahoe is literally held-up by a ring of higher mountains. The water level of the lake is about 2500 feet above the Nevada desert to the east.

ALPINE COUNTY AIRPORT INFORMATION

CTAF: 122.9
 ELEV: 5867 ft MSL
 RUNWAY: 35/17 PAVED 4443' X 50'

Submitted by: John Kluenker

Upcoming Aviation Events

Southwest Region Happiness is Delano Aerobatic Contest

September 3rd-4th 2005

Practice & Registration on September 2nd
Primary through Unlimited Power and possible Gliders
if there is enough interest!

For more info email: tom.myers@stanfordalumni.org

Tahoe 2005 Air Fest

September 3rd 2005

Lake Tahoe Airport

South Lake Tahoe, CA

<http://www.laketahoeairport.com/airfest.html>

San Francisco Fleet Week

September 8th-9th

San Francisco Bay

<http://www.fleetweek.us>

42nd Annual Reno Air Races

September 15th-18th 2005

Stead Field

Reno, NV

<http://www.airrace.org/indexJS.php>

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://salinasairshow.com>

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/>

Get Involved!

Our Association is becoming better each day thanks to all the effort put forth by all the wonderful volunteers. If you are interested in getting involved in any aspect of the AAA please let us know! The 2005 Thunder in the Sky Air Fair is proof of the outstanding abilities of the AAA when our members work together. So don't hesitate and get involved! We'd love to have you! Talk to the people involved at any of the meetings and let them know of your interests! With such a great group of members our Association has the ability to become one of California's top aviation groups and make our airport a stop that no pilot can pass by! Remember to say hello to any new faces you see around the airport, it has been said by many visitors that Auburn is the friendliest airport they've been too! Let's keep up the good work and thanks again to everyone who helped make 2005 Thunder in the Sky such a huge success!

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	269-0711	csengberg@earthlink.net
5AC	Don Gwinn	878-9469	dgwinncost.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

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.

Just because it's summer doesn't mean you can forget about the dangers of IMC...

On August 1, 2005, about 2150 Pacific daylight time, a Piper PA-28-151, impacted upsloping hilly terrain about 1 mile northeast of the San Luis County Regional Airport (SBP), San Luis Obispo, California. The private pilot had borrowed the privately owned and operated airplane for his business-related cross-country flight. Instrument meteorological conditions (IMC) prevailed in the vicinity of the accident site. No flight plan had been filed. The pilot did not hold an instrument rating. The airplane was destroyed during the impact sequence and post impact ground fire, and the pilot was fatally injured. The flight was performed under the provisions of 14 CFR Part 91, and it originated from San Luis Obispo about 2145.

Work associates of the pilot reported to the National Transportation Safety Board investigator that on August 1, the pilot had departed his residence by 0700, and he drove to work in Selma, California. After completing work in Selma, the pilot drove to Fresno where he boarded the accident airplane and flew to his next job site, which was located near San Luis Obispo. After completing work at that site, the pilot was dropped off at SBP. The associates reported that the pilot's next work site was located in San Jose, California, where he was expected by 0730 the following morning. The associates indicated that upon departure from SBP, the pilot would have either flown to his Fresno home airport, or he would have flown to San Jose to position himself for the following day's work. Customarily, the pilot would have notified either his family or other work associates of his plans, but on this occasion no communications were received.

About 2150, witnesses located in the San Luis Obispo area reported observing a hillside fire about 1 mile northeast of SBP. According to a California Department of Forestry fire captain, who is also a current airplane pilot, upon responding to the accident site he noted that the clouds were nearly at ground level. The captain stated that the forward (horizontal) visibility was between 1/4 and 1/2 mile. The wind was calm. No moon or stars were visible. The sky condition was overcast. The fire area appeared symmetrically located on the left and right side of the airplane, and it had the appearance of being fuel-fed. Approximately 1/8 acre of native vegetation had been burned, and the airplane was consumed.

The elevation of SBP is 212 feet mean sea level (msl). The

elevation of the accident site on Islay Hill is about 660 feet msl. The distance and magnetic bearing from SBP to the accident site is approximately 1.1 nautical miles and 053 degrees.

At 2156, SBP's automated surface observing system (ASOS) reported the following weather conditions: Wind from 120 degrees at 3 knots; 10 miles (ground level) visibility; temperature/dew point of 14 and 12 degrees Celsius; altimeter 29.94 inches of mercury; and an overcast sky with the cloud base at 800 feet above ground level.

Keep an eye on your propeller...

On August 14, 2005, at 1217 Pacific daylight time, an experimental Prescott Aeronautical Pusher, N43PP, lost its propeller during flight and the pilot made a forced landing in a field 1/2 mile south of Redding Municipal Airport (KRDD), Redding, California. During the forced landing, the airplane impacted trees and sustained substantial damage. The pilot was operating the privately registered airplane under the provisions of 14 CFR Part 91. The pilot sustained serious injuries. Visual meteorological conditions prevailed for the cross-country flight. The flight departed from Pearson Field Airport (KVUO), Vancouver, Washington, at 0920, and was destined for Willows-Glenn County Airport (KWLW), Willows, California. No flight plan had been filed.

According to the pilot, he was going to stop at Willows for fuel, and then continue to Whiteman Airport, Los Angeles, California. He was established in cruise flight at 7,500 feet mean sea level when he felt a vibration. The vibration then became "severe" and he heard a series of clinking noises. He radioed the Redding Air Traffic Control Tower and advised that he needed to land immediately because he knew that his propeller had separated from the airplane. The pilot force-landed the airplane in a vacant field. The pilot stated that about 3 months prior to the accident he had removed the American Propeller and installed a different propeller. The new propeller was too long for ground clearance so the pilot reinstalled the American Propeller. The pilot did not have any other reported vibrations on flights leading up to the accident.

Post accident cursory examination by the responding airport personnel showed that the propeller was not on the propeller flange. Three of the bolt holes showed evidence of rubbing and partial elongation of the holes. The propeller was not immediately recovered.

- *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!*



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Auburn, CA 95602

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Permit No. 110

September Meeting!

September 7th , 2005 at 6pm

Program:

To Be Announced

Potluck Dinner Information

General Potluck

Please bring enough for your family plus four

Please no dessert as it will be provided by the AAA!!