

Auburn Aviation Association

PROPWASH



February 2015

President's Message

MEETINGS

Wednesday February 4

6:00 p.m. General Membership. WWII Bronze Star recipient and C-47 Crew Chief Noall Bybee will present his accounts of flying missions in Europe and Asia.

Wednesday February 18

5AC Meeting

Saturday February 28

E-Waste Drop off at Placer High School to benefit Grad Night Alive. 275 Orange Street. Call Chris Haven (530) 401-6082 to arrange airport pick-up of items on Friday February 27.

Saturday, March 14

Completed applications are due for AAA flight scholarships.

NOTICES

Back issues of the Propwash are available on our website at auburnaviationassociation.org

Membership dues are due.

\$20 per family. Bring a check to the meeting, or mail it to:

PO Box 6454, Auburn, 95602

Or pay online at our website.

www.auburnaviationassociation.org

And click on the membership tab.

Darcy Brewer (916)517-0717

darcybrewer@gmail.com

As I put pen to paper, it occurred to me how lucky we are to live in an area with such wonderful weather. The northeast portion of our country is being buried with snow, some coastal townships being pummeled by the ocean, plus winds up to 60 mph in gusts. Our January did give us a couple of windy days and a few foggy valley days but, overall, - Great Flying Weather!

Speaking of flying...we, as a fraternity of pilots and aviation advocates, are always striving to be good neighbors within our sphere of non-flying neighbors and nearby airport residents. Yes, I know this will fall into the "Preaching to the Choir" category, but this month there were several aircraft noise complaints - more than we usually receive.

Without going into details, these complaints could have been avoided, or at least mitigated to a large degree, simply by more professional, yet safely, applied technique of dialing back the engine by a modest 100 to 150 rpm. Another option would be to practice multiple takeoff and landings at one of our nearby airports that have less noise sensitive issues.

When using RW25 for pattern work, our existing 20 degree bend in departure path works for almost all types of aircraft. For the more "noisy" types, flying the crosswind leg farther east of Grass Valley Hwy will likely result in fewer complaints from our airport neighbors.

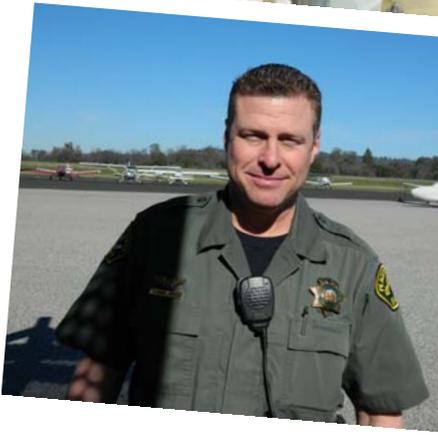
So, in closing, I urge you to join me in sharing the message with our local pilots, students and visiting aviators as well as reminding our resident aircraft owners. Many of our "locals" are not members of our Association and thus may not realize the significance of the situation. A polite explanation of our problem would do wonders to solve this ongoing concern. As your President and 5AC Chairman, I have been involved in several conversations on this "touchy" subject. My suggestion is to spread the word and create goodwill to all involved. We want our airport to thrive and continue to be a "destination airport" for fellow aviators.

Happy flying!

Wayne Mooneyham
President



Around the Airport



Top left: Some of the wait and kitchen staff at our favorite haunt, WINGS. Top Right, CFI and helicopter pilot Austin Bowa runs fuel for his day job. Right side, 3 photos: Artist Nancy Hakala is painting a mural in Hangar 76, Neil Munro's place. Stop by and see his new C-J 7. Bottom: Bob Sullivan is almost checked out in the CAP plane. Left center: Dan Bogardus is one of the Placer County Sheriff pilots keeping us safe. Center, Bill Cola prepares the Flyers TBM for a run to their new office in Bloomington, CA, acquired along with the Poma Companies in January.

AAA 2015 Board Members

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 Scholarship Walt Wilson—530-878-6640—bonwally@hotmail.com
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 Newsletter Editors Chris Haven—530-401-6082 — origamigirl5@yahoo.com
 Mike Duncan—916-632-9506 – Duncan7kcab@sbcglobal.net

Send us your news, events, and photos!

AAA 2015 Officers

President—Wayne Mooneyham
 530-401-0594
 waynemooneyham@cebridge.net
Vice President —Tim Pinkney
 pinkney@bgmtrunorth.com
Treasurer—Carol Uhouse
 530-878-9496
 carol.uhouse@camoves.com
Secretary—Joanie Mooneyham
 530-401-0595
 joaniemoneyham@cebridge.net

The New Years Resolutions for Jon Escalenta, Ken Ristuben, Talon Heying, and Diana Hammer have already been accomplished this year. All four passed their Private Pilot Knowledge tests with flying colors. Talon will be starting his flight training shortly, Diana is only a flight or two from soloing, and both Ken and Jon are only weeks away from getting their certificates. We should be hearing more about them in next month's newsletter. Bryce Mitchell acquired his Commercial Helicopter rating in a R-22 helicopter on 26 Jan 2015 thanks to his instructor David Redmond. Oren Breedlove was his pilot examiner. Many others have taken advantage of the great weather this winter to accomplish their resolution of flying more this year. What is your resolution for the coming year? Initially mine is to walk more, eat better, and to quit procrastinating about the previous two. The only one I am having a hard time with is the last one. Hopefully, yours is to fly more and plan a great adventure in flying. Personally, I am planning a trip to Alaska with friends in June or July. The second thing I would like to do is see if we can get an alternate grass landing area on the airport. Perhaps parallel to the current runway, on the north side. Anyone interested? Anyway, Good luck with your resolutions for this year.

I met a gentleman last week named Mike Kranz who flew in late one day and was on his way to South Dakota. He had just taken delivery on a 75 horsepower Champ 7AC in Livermore earlier that day and this was as far as he got



before dark. The airplane did not have an electrical system — no lights, starter, generator, or radios. OK, he had a portable comm radio and a GPS. The airplane cruises at 80 - 90 mph and burns about 4 ½ gals per hour and he only has 13 gallons of fuel on board. The airplane is stock except for the slightly more horsepower than the original 65

FEBUARY POTLUCK

Please bring a dish for sharing according to the first letter of your last name

A-H—Dessert
K-P— Main Dish
R-Z—Salad

horsepower engine 7AC. He'll fly over the Sierras, across the high desert of Nevada, then over the Rocky Mountain east of Salt Lake, then the high plains and Continental Divide, and onward to home. He is allowing three to four days for the trip. When he gets home he will be flying off of his dirt strip on his ranch. I am looking forward to hearing more about how his trip went.

A couple of HUEY helicopters have shown up here.



It seems that Auburn is the only local airport out of the fog in order for them to do some training. They are based out of McClellan, but the fog has been so bad lately they could not fly. With the first break in the weather they came up to here to fly. Auburn is living up to it's reputation of being below the snow and above the fog. It is nice to have the activity and for Threshold, the fuel sales, and for Connie (Wing's), the extra meals. Tom Brady, they will only be around for a few days - or maybe a little longer.

A new T-6 has been seen about the airport. Navy blue and pretty nice. It belongs to John King from Carson City and he hopes to move it down here along with his American Champion Scout as soon as he can find a hangar for it. If you see him about, welcome him to Auburn. John hopes to be able to race one year at Reno, but for now he has another pilot race his plane for him. Perhaps the Dwelles can give him a few hints on how to win.

Well, that is about all for now. See you at the meeting on the 4th. Good night Miss Daisy.

Mike Duncan, The Prop Turner

Photo, at left: Mike Kranz's Aeronca Champ 7AC looks just like this one. He flew it over the fog into Auburn, and on to South Dakota. At right: A picture of a T-6 very similar to John King's new plane.