

Auburn Aviation Association

PROP WASH



May 2014

President's Letter

MEETINGS

Wednesday May 7

6:00 p.m. General Membership
Speaker Drew Townsend will present a historical account of the U-2 along with unclassified discussions on the current state of the aircraft.

See Potluck menu, below.

Wednesday May 21

5:30 p.m. Board Meeting

The board meeting is subject to change dates, but is generally held on the third Wednesday.

EVENTS

Monday, May 19

6:00 p.m. Auburn Air Fair Mtg
New volunteers welcome.

Future meetings: 6/23, 7/28, 8/11,
8/25, 9/8, 9/22.

AAA Membership Renewals

are due for 2014. It's a bargain at \$20.

Now you can pay online at
www.auburnaviationassociation.org/membership or contact
darcybrewer@gmail.com
(916) 517-0717

POTLUCK

Please bring a pot-luck dish (to serve 8) as listed below by the first letter of your last name.

A-H—Dessert

K-P—Main Dish

R-Z—Salad/Side Dish



important role in the Auburn Municipal Airport and its relationship to AAA, I thought you might be interested to know how he came to bring those traits to us today.

I first met Walt and Bonnie Wilson at church a long time ago, and always admired their steady dedication to service. Knowing more about his beginnings, I can see the seeds of that dedication. Walt's first job was as a 17 year-old busboy in a Southern California restaurant. Then he landed a job at the local airport as the all-around "fix it" guy who also managed tie downs. After high school, he attended Mt. San Antonio College and was attracted to an aviation program that got him his private pilot's license.

Time spent in the Navy in Vietnam on board a cruiser did not dampen Walt's love of aviation. After the service, he returned to college in Southern California. He focused on a career in aviation as an airline pilot, eventually building up 5,000 flight hours with multiple ratings! (At the same time, he also picked up a teaching credential that would eventually pay dividends when he later moved to Auburn.)

We all know that sometimes a decision to take a certain job will change your life and career path dramatically. That's what happened when Walt took a management job with Southern Pacific Railroad. He later discovered that the only aviation jobs available would require giving up that well-paying railroad position, so he stayed until retirement. Walt has kept busy in retirement by substitute teaching at Placer County high schools, tutoring math, improving the Placer County Library used book sale program, and serving many roles at the Placer County Historical Society. All paths eventually led Walt back to his first love—aviation—and to us, where he skillfully guides our AAA scholarship program and takes care of our airport. Thanks, Walt!

Bob Snyder

Auburn Aviation Association Newsletter



From The Prop Turner's trip to the Grand Canyon. Thanks to Wayne Mooneyham for most photos. Clockwise from top left: Chicken Strip is 1400' long and slightly up hill. Saline Valley sign does not indicate the clothing-optional status. Visitors at Grand Canyon. Bar 10 Ranch at Whitmore offers accommodations. Hot spring pool at Saline Valley. Mike Duncan and Don Gwinn enjoy some ground time in Lone Pine. Background: Solar array near Tonopah. Photos p.3: Just north of the Grand Canyon, is that a buzzard on the Whitmore sign? Wayne's 7KCAB and Don's Husky on the strip at "North Concourse, Gate A" at Whitmore International Airport. Duncan's 7KAB can be seen in the background. Photos p.4: Wayne's 7KCAB at Chicken Strip, a very long 1/2 mile walk from the hot springs in the background. Departing the Grand Canyon for Mesquite.

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Send us your news, events, and photos!

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Well now that tax time is over, the rains have stopped (not that they ever really started), the birds are building nests, and the flying weather is here, it is time to go fly. This past month, Ken Ristuben soloed for the first time at Lincoln Airport in a Cessna 172. Mike Poteet is his instructor. Congratulations to both of you on a job well done.

This past month I took a quick 3 day vacation to the Grand Canyon. Don Gwinn (Husky), Wayne Mooneyham (7KCAB) and I (7KAB) left on a Saturday morning to head for breakfast at Bridgeport. Wheels up just a little after 7:00am, a one hour flight over the South Tahoe airport, over Alpine County, pick up Highway 395, and south to Bridgeport, CA. The Hayes restaurant is just a short walk from where we parked the airplanes. At least it was dry when we landed there. Bridgeport has a nice airport with only



about a half dozen airplanes based at their and a 5000' foot runway. Much like Auburn, it is the fly out place for breakfast at the north end of the Owens Valley. The Marines have a mountain training facility nearby in which they do year-round training. While at breakfast we met a gentleman, named Brian, who is an instructor at the facility. He told us it would be alright to go and land at their dirt strip just north and east of Bridgeport if we wanted to. The strip is called Sweetwater. As we parted company, we thanked for the information and his company and bought his breakfast. Next stop is Sweetwater. Approximately twenty miles north and east and there it is. Plenty of room to maneuver around the airport and we all do a touch and go and then we are on our way. Look out



Bishop, here we come. Bishop is another 40 minutes away to the south and it is time for fuel. Bishop is a pretty nice place to land - two runways and a nice FBO with a courtesy car. An air ambulance is based there also. If we had had more time we could have gone in to town to

a place called Schatts. Schatts is a must stop for anyone wanting fresh bread baked every day and deli sandwiches of any kind made fresh. You can even get bread sent to you every day. There are dozens of different breads made. After a quick fuel stop we are on our way in directly to Lone Pine. Don wants to stop at a place called Chicken Strip. Chicken Strip is located on the west side of Death Valley in the Saline Valley. The runway is just under 1400' long, slightly up hill, and at an elevation of 1300' plus. Next to the runway (about a half mile away) there is a hot springs with a campground. We just had to see the springs. What we did not fully realize until we got there was that clothing was optional. What do you say to a naked man? After a little polite conversation, we are on our way. Actually the guy was very nice and he was a geologist studying the rock formation in the Saline and Death Valley for one of the state universities. About the time we get back to the airplanes the wind has come up and it is directly across the runway. We had to basically wait it out for about a half hour. A few dust clouds and dust devils came and as they died down we left. It is only about 40 miles to Lone Pine but there was something about a 11,000 foot

mountain between us and Lone Pine. Off we go to look for some lift and the low spot through the mountains. Lone Pine is located in the southern portion of the Owens Valley and only about 15 miles from Mt. Whitney (Mt. Whitney being the tallest mount in the lower forty eight states at 14,000 plus feet). The highest and the lowest points in the lower forty eight are only about seventy five miles apart as the crow flies.

Lone Pine has a two runways and a very under-used third runway which is used as taxi way. The motel was just off the end the runway and only a half mile walk (according to Wayne) from an eating establishment. Lone Pine is support by tourism, some ranching and

As the Prop Turns, continued from page 3

farming, but mostly by the water works companies. The Owens Valley supplies lots of water to southern California. There is also an annual film festival every year in October. A lot of western movies were made out there. There is even a film museum. The next morning we are off early because we think the winds will be coming up later in the day and we want to be on the ground at Grand Canyon Big Ten Ranch before they do. It is about a 2 ½ hour flight there. We fly almost a straight line there, up and over the Las Vegas Class B airspace. The air is moderately turbulent but the winds are directly across the runway when we get to Big Ten. To say the runway is hard surfaced is like saying that the abandoned runway for twenty years is a major through way. Big ten ranch is located on the north rim of the canyon and is a 2-3 hour drive from Las Vegas on a dirt road. The lodge is Spartan but comfortable. Accommodations consist of four rooms with two sets of bunk beds in each room, or you can sleep in the covered wagons which were parked out back. Three family style meals are served. You can go four wheeling, shooting, hiking, or even catch a helicopter ride to the bottom of the Grand Canyon if you want. Mostly the lodge caters to the rafters in the Grand Canyon. The rafters are brought up from the river to the airport to catch a plane back to Las Vegas, or vice versa. If you are looking for solitude you can find it here. The next part of our trip will take use to Grand Canyon West, from where most of the tour operators work. The other great attraction is the glass walk way out over the edge of the Grand Canyon. As I first stepped out on to the walk way and looked down, I got disoriented. Where is the hand rail? I made it all the way around on the walk way, but I really had to tell myself it was ok. I would not have thought it would have been that bad. I would rather flown down into the canyon upside down than go on the walk way, but I am glad for the experience. It was worth the trip. Onward to Mesquite for fuel and then we are home-

ward bound. One of the stops we passed on was Rachel, Nevada. Rachel is barely a rest stop on the road, but it is the home of the Alien Inn and Museum. Perhaps next time we'll stop. Tonapah is our last stop for fuel on the trip. Tonapah is another of the many abandoned military airports put into civilian use. An older couple runs the fuel concession and they waved up to the pumps and service our planes. I commented to them (jokingly) that there is so much empty space around here and such a long taxi to the runway that we may as well take off from here. They said "Why not? The locals do." So we did when we left, although I think Wayne missed the briefing on that one. The last leg was 2hrs 15 minutes and smooth as glass over the mountains with the setting sun reflecting off the clouds coming down the west side of the mountains. What a perfect end to a perfect trip. I encourage anyone to take a similar trip to the Owens Valley or the Grand Canyon if you can.

Bob Riordan and company are planning a fund raiser for Col. "Bud" Anderson's statue on May 10th. This event will coincide nicely with the event the Mach5 is sponsoring to see the Patriots Jet Team. As you return from seeing the Patriots you can enjoy a Barbecue and some plane rides to raise money for the statue. To top that off, Col. Anderson will be giving a talk on his flight test days. The Barbecue and talk will be free, but we will ask for donations to be made. The Biplane rides will require a donation, in what amount I do not know yet. Come out and enjoy the day. Another event will be held around October 10th the help us raise more toward the remaining amount we will need. You can see the life size statue of Col Anderson over at Doug Van Howd's studio. Keep an eye on the website at www.budandersonfundraiser.org for ticket information. Well that is about all for this month so Good Night Miss Daisy.

Mike Duncan, The Prop Turner



Around the Mach5 Clubhouse

It's been a month of 'beginnings' around the Mach 5 Aviation Club House!



The biggest news is the arrival of Jason Doty (pictured at left). Although busy making new pilots, CFI Lisa Doty still found time to bring Jason Douglas Doty into the world. All 5lb 6oz of him are perfect and mom and dad are doing great. Be sure to give Lisa a big 'congratulations' when you see her on the ramp.

We also completed our most recent Private Pilot Ground School with 12 new pilots starting their journey into flying. Most have already passed their written test and we are looking forward to their achieving 'pilot' status in the near future. As a part of the course, the students had the opportunity to tour the NORCAL

TRACON facility (pictured at right) near Mather Airport. It was a very informative tour given by the professional staff at NORCAL. We will continue to help coordinate these types of tours as opportunities present themselves. We are also very proud of our weekend customer service gal, Vanessa Ward, who will be graduating with honors from Del Oro High School on June 7th. She has been super to have around on the weekends and we are looking forward to her spending more time at 'The Clubhouse' after graduation.



Remember the raffle prize for a couple of lucky individuals to fly with Casey Long in the C-185 to Mercy Hot Springs? Well, money was raised for the AAA scholarship fund and two deserving people had the opportunity for an exciting adventure! Bob Burnett and wife Cindy were the lucky recipients and had a day of relaxation and fun. Thank you Casey and to the AAA for setting this up.



On the home front; John Crawford of Sierra Air Helicopters has been Mr. Mission Impossible. He had four students pass their Helicopter Flight Instructor check rides all in one week! WOW – this is a shining example of John's attention to detail, hard work and dedicated students. Congratulations to: Brian Rutledge, Austin Bowa, Dave Sipes (who you may know from behind the wheel of the fuel truck), and Cameron Boyer. This is an amazing feat in itself when you consider the national average for CFI initial pass rate is about 50%. Way to go, John!



On the fixed wing side of things, five students have passed their written test and are pressing forward towards their license. It seems to have been a month of 'refreshing' with many people coming in for their (biennial) Flight Reviews, instrument refresher flying and CFI renewals. Sean Carroll (pictured at left) SOLO'd on April 4th in the Warrior - congratulations to him and his CFI Beau Perry! Todd Pershing - who has SOLO'd in the past re-SOLO'd in the beautiful Cessna 182 that he purchased. He said although he did solo before, it was especially sweet flying for the first time by himself in his own aircraft. Congratulations Todd and to his CFI Andrew Moon - "Moon Man."

Finally, our own CFI Beau Perry (pictured at right) is also a NEWLY MINTED A&P!

Beau successfully passed his A&P practical test on 28 April and says he is ready to start 'bending wrenches.'

Don't forget to sign up for the May 10th Fly-Out & Tour of the Patriots Jet Team Hangar of Dreams...bring your airplane and your appetite. Point of contact is 'Homer' Samuel at Mach 5: (530) 889-2000 or mach5aviation@gmail.com.

