

The Alameda Aero Club Newsletter

August 2005 – The Badge Issue

Three New Private Pilots

On July 11 a representative of the U.S. Government (Designated Examiner Rich Batchelder) granted Student Pilot Alec Holcombe his Private Pilot Certificate with all attendant privileges.

Joel Klein, CFII

New member Frank Riebli Passed his Private Pilot ASEL checkride with Steve Benedict on Monday July 18th.

Congratulations Frank!

Adam Johnson CFI.

Saturday, July 23 was a hot day for a check ride - 40 degrees Celsius at Concord - but club member Roy Morgan was up to the task. DPE Richard Batchelder was suitably impressed and Roy walked away with his very own Temporary Airman Certificate.

Congratulations Roy!

John Ewing, CFII

New Solo

On Thursday, June 30th, David Foss took 4AC around the patch at Oakland by himself, doing two nice touch-and-go landings and one full stop. David had soloed before in a Cessna 150, but now has learned the ways of the 172. Congratulations David!

John Ewing, CFII

President's Corner

LSA and My Crystal Ball

Most involved in general aviation have been aware of something brewing, the Light Sport Aircraft (LSA) category. You probably are acquainted with the high points: 1320 lbs gross weight, not over 120 knots, two place, day VFR (if equipped per FAR 91.209 may be operated at night by a private pilot with at least a third-class

medical). And you probably know the most important part of the rule (for we senior pilots, anyway), that the pilot can fly as long as he or she has a valid driver's license. This means no more sweating a 3rd class medical, or waiting months while various expensive correspondences and test results float in the ether between here and Oklahoma City.

What could this mean for a club like ours? Here's where my crystal ball gets a little murky. Maybe in five years, the club'll be doing exactly what we're doing now: staggering along on old airframes but at the same time realizing the opportunity to fly anything sure beats the alternative.

I believe we have to keep in mind who are we as a club. As I see it, we appeal to people at the beginning and end of their flying years. That is, people who want to learn how to fly or get new ratings and a lot of us who want to keep our currency, take friends for rides and make the occasional cross country. In the middle, we also have a lot of "alumni"—God bless 'em—people who own airplanes or have professional flying jobs. For them, we're a nexus for keeping in contact with their friends and fellow pilots. They pay dues and contribute enormously to our sense of being a unique organization.

If the Light Sport Aircraft category pans out, it could offer real benefits to many of our members. We'd have to purchase or lease-back at least one LSA to supplement our regular, IFR-equipped, four-seat airplanes. These airplane(s) should be cheaper to fly. The weight and speed restrictions should mean burning less fuel, four to five gallons a tach hour versus eight or a little more. Carrying only a pilot and one passenger and operating only under VFR conditions, should mean diminished liability insurance, and younger airframes with less complex avionics should mean substantial savings in maintenance. I hasten to add these are theoretical savings, maybe the insurers won't play along, maybe the airplanes will be just as expensive to operate as our C172s. But it is just possible that LSAs could mean lower-cost training for new pilots and keep our older pilots flying longer. We'll see how the light sport movement works out in the real world. We don't have to jump on this bandwagon right away.

Sport Pilot Catch-22.

A while back I was talking to my old friend, Lou Fields. Lou, as he so often does, came out with some valuable information. If your next medical is looking iffy, and you're considering continuing flying as a light sport pilot, when your current medical expires, don't apply for another. It's important to realize that when you fill out the application form in the medical examiner's office, you invalidate your previous medical. This means that if your new 3rd class medical is denied, in the eyes of the FAA you cannot fly as a light sport pilot because you will have had a history of having a medical denied. In other words, if you want to take advantage of the no-separate-medical-required provision of the new sport pilot regs, don't apply for a 3rd class medical—unless you want to keep flying as a private or commercial pilot.

Steve Bevitt, President

Badges?

Unlike the character in "The Treasure of the Sierra Madre", we do need badges if we plan on flying our club aircraft.

I found myself without a valid badge recently when it expired without my noticing. The usual excuses apply here, life, not flying in winter, dog ate my homework, you know. It had been expired more than a month.

For those, like me, who have forgotten the badge renewal rules, here is a review. Your badge is valid for a maximum of two years from the time you are issued it after completing the security training class. You can renew your badge from one month before, to the day it expires, by bringing it to the badge office. If you've changed your appearance in any remarkable way they'll take a new picture, otherwise they'll use the old picture and create a new badge.

If you miss the expiration date, 12:01 a.m. on the day after your birthday, you have 30 days to renew, by presenting a new badge application form and paying the \$8 badge fee. However, you have to get an application, without club access, track down the club signature, and bring that to the security office. Degree of difficulty increased.

OK, you're like me and have exceeded the 30 day limit. It's no longer a renewal, it's a reapplication. You need an application, 10 year security check

or finger printing, and best of all you need to re-take the security class.

I just went through the renewal process, about two months worth. It was almost enough to quit the club. Granted I ran into some extra issues. A signed application is only valid for 30 days. So once you have it, you need to get the security check or fingerprinting done, and take the security class before that window expires or you have to track down another application.

What prompted me to write this is that during the reapplication process I received my monthly club statement. In it I found that the club was charged \$25 for my badge having expired. In that statement was the bill from the Port, which showed I wasn't the only member missing the deadline. Misery does love company, but I hope we can have it be more lonely in the future, and avoid badge expirations.

I noticed while updating my BFR and Medical information on the Aircraftclubs.com website that there was an extra reminder available for a "Club Review". I've now set this up as a badge reminder. I really don't want to have to go through this process again, and I hope the reminder helps someone else avoid this situation.

Remember PIC applies to all aspects of life and flying, including badges.

David Verespey

Don't let this happen to you: Gate Pass Saga

That beloved badge you worked so hard to get does not last forever. Take a look at it right now and check the expiration date. It is usually on your birthday. Mark it on your calendar and start marking one month before the expiration date. You are allowed to renew it within the month after its expiration.

Here is what you do.

Take yourself and your badge into the airport security office and turn your badge in and you get a new one.

OR

You can just let it expire since you're not going to need it right away and when you get around to needing it again here is what you do.

Fill out a new application and get the membership officer to sign it.

Try to make some special arrangements to get the application and signature since you no longer can just come over and get into the clubhouse

If it has been a month since expiration you will need to wait to be given a date to take the airport security class again. You remember the entire half a day you spent at the airport?

If several months go by you will need to get the work verification form completed or take the finger print route.

It is a tiresome chore not only for you but for the club officers as well.

Questions? Security Office: 510-563-2867

Judy Barron, Membership Officer

[Your editor let his gate pass expire. Here's hoping I can renew it within 30 days.]

Sentimental Journey

One day I slipped my hand way down to the bottom of my club folder and voila! I pulled out a CX-1 Pathfinder [editor's note: an ASA electronic E6B] with a little note attached. All it said was "Judy, I thought you might be able to use this, Doug." I had to swallow twice because I realized I would never get the chance to thank Doug. "Uncle Doug" as Steve often called him had already passed away. I realized that Doug didn't do things for a pat on the back or a bunch of thank you's. Doug was just a nice guy who nurtured people and our Aero Club.

So now that I have mastered my mechanical E6B I have decided to take my CX-1 with me as I finally take my FAA written.

Thanks Doug, you were special and so is my CX-1.

Judy Barron

Events, Airshows

Wings Over Wine Country Air Show, Santa Rosa, CA, August 20, 2005 - August 21, 2005

For more information contact: 707-575-7900
<http://pacificcoastairmuseum.org/airshow2005/airshow2005.asp>

Thunder Over the Valley, Santa Maria Public Airport, Santa Maria, CA, August 26, 2005 - August 28, 2005

View over 50 aircraft on the ground and in action. There will be fly-bys, special displays, plane rides, vendors, food, police and CHP exhibits and more. 9 a.m. to 4 p.m. Saturday, admission \$5.00 for adults, \$4.00 for children 7-12, 6 and under free and Sunday from 9 a.m. to early afternoon, admission \$4.00 for adults, \$3.00 for children 7-12, 6 and under free. Contact the Museum of flight for additional information. 3015 Airpark Dr., Santa Maria Airport, Santa Maria, CA. Phone: 805-922-8758, or see <http://www.smmof.org> .

"Victory over Japan" at the Planes of Fame Museum, Chino, CA, September 3, 2005

For more information contact: 909-597-3722
<http://www.planesoffame.org>

Reno National Championship Air Races and Air Show, Reno Stead Airport, Reno, NV, September 15, 2005 - September 18, 2005

For more information contact: 775-972-6663
<http://www.airrace.org>

AAC Board Members 2004/2005**President**

Steve Bevitt president@alameda-aero.com

Vice President

Mike Klinke vicepres@alameda-aero.com

Treasurer

Chad Scott treasurer@alameda-aero.com

Secretary

Ginny Wilken secretary@alameda-aero.com

Membership Officer

Judy Barron membership@alameda-aero.com

Maintenance Director

Ginny Wilken maintenance@alameda-aero.com

Deputy Maintenance Director

Ben Barron maintenance@alameda-aero.com

Newsletter Editor

Jay Smith newsletter@alameda-aero.com

Web Master

Brad Dispensa webmaster@alameda-aero.com

Chief Pilot

Ben Freelove chiefpilot@alameda-aero.com

Volunteer Coordinator

Chad Scott activities@alameda-aero.com

Non-Board Member Officials**Colonel Video**

Ginny Wilken videos@alameda-aero.com

Bookkeeper

Dona Lynch kotb@alameda-aero.com

Plane Captains**4312R**

Jay Smith 12r@alameda-aero.com
650-591-0342 ext. 235: Tuesday, Wednesday 11:30
a.m. - 9 p.m., Thursday, Friday 9 a.m. - 6 p.m.
510-547-8428: all other days and times

854AC

Kurt Borowski 4ac@alameda-aero.com
510-523-8757

739UL

Greg Savidge 9ul@alameda-aero.com
415-279-2061

234JG

Will Bartlett 4jg@alameda-aero.com
415-933-9300

6605D

Ben Barron babarron@comcast.net.
510-527-4830

612SP

Stephen Ashley
stephen.ashley@strattonpress.com 415-759-5270