

The Alameda Aero Club Newsletter

December 2004

New Private Pilot

One checkride was cancelled a week earlier due to heavy rain, but today club member Andy Kaplin finally got the chance to show his stuff to DPE Richard Batchelder. After the stubborn morning fog cleared, Andy completed the oral portion in fine style, then completed a whirlwind flight in 4AC just before sunset and Andy walked away with a temporary airman's certificate PP-ASEL.

Congratulations Andy!

John Ewing, CFI

President's Corner

Some Things That Bear Repeating

We've taken on board a bunch of new members in the last few months. Perhaps it's time to remind everyone how this club operates and why we remain in business.

First, we are not-for-profit. Our aim is to offer our members the opportunity to fly at the least cost possible. For this reason we charge members for club-owned airplanes what it costs to keep them in the air and cover club expenses. Except for the rare maintenance flight, when an airplane has to be ferried somewhere, or a new engine broken in at set RPMs, we all pay the same per hour in every airplane. There's no favoritism. I, and the other members of the Board of Directors, pay exactly the same hourly rate as everybody else. Similarly, we all have no special access to airplanes; we have to book them over the scheduler just like everyone else.

Nobody's making a living, let alone getting rich off this club. Member CFI's may charge other members for their services. For CFI's teaching represents a labor of love: most have other "day-time" jobs. Or, they scramble for students at various flight schools and FBOs.

Second, we are an all-volunteer operation. Too often the volunteers are taken for granted. Without Ginny Wilken carefully walking members through the elaborate post 9/11 security and background process, few of us would have our OAK badges. Without John Ewing supervising the

incredibly complex business of maintaining our airplanes, we'd never have any airplanes available. Without the assistance of Adam Johnson and the Plane Captains, we wouldn't have John—he has no spare hair to tear out. Without our "Board Member Emeritus," Doug Johnson, we'd be blind to our past and keep making the same mistakes over and over again. Without Jay Smith, we wouldn't have a newsletter; without Judy Barron, we'd be paying bills we don't owe—the list of individuals who contribute their energies to keep this club running goes on and on: Brad Dispensa, Mike Klinke, Ben Frelove, Ben Barron, and many more. Give them all a good word when you next see them. In the interest of full disclosure, the only "paid" employee we have is our bookkeeper. For the last several years, we've been lucky enough to have a fellow pilot and club member as our Keeper of the Books. Dona works incredibly hard for the nominal sum we pay her. Hence, all members should remember THE rule around the Alameda Aero Club: "Don't make Dona mad!"

Various people in the flying community have asked me over the last four years what accounts for our "success." One San Jose official said that she'd heard we were one of the "best managed" flying clubs around. After I stopped laughing, I told her that the answer is simple: a not-for-profit operation run by people who care.

Steve Bevitt

Plane Spoken

12R's engine woes have continued, but it appears the problems will be solved soon. After addressing previously undiscovered induction system leaks, two cylinders were sent back to the engine rebuilder for overhaul – again. Seems one cylinder had a bad intake valve and the other did not break-in properly. With luck, 12R will be back in fine form by the second week of December or so.

Many thanks to club members who helped with the long, boring, engine break-in flights for 9UL and to those of you who waited patiently for her to be ready for general use. It all paid off, 9UL's new engine is running well, and everyone seems to be enjoying flying her again.

4AC's 100 hour inspection revealed cracks in the right fuel tank. One crack near the filler neck was

likely caused by members not holding the fuel nozzle properly during refueling. If the nozzle is allowed to rest against the filler neck with little or no support during refueling, the weight of the hose creates considerable stress and the result is an expensive repair and unexpected down time. PLEASE use care when refueling so that these expensive repairs can be avoided.

05D's #1 nav radio has been plagued by intermittent OBS display problems. Luckily the problem occurred and Bay Avionics witnessed the odd behavior. But when it was removed and put on the bench, it ran flawlessly. A loaner radio will be installed for a few days to further diagnose the problem.

Our newest lease-back, N612SP, has seen plenty of action. While the hourly rate is higher for this late-model 172, those who have flown her have been impressed with the cabin, the radios, and the auto-pilot. If you hold a private pilot certificate or better, get a check-out and experience the plane for yourself.

To Diamond ODC's loyal following, please remember to clean the canopy and the leading edges with Pledge after each flight, dress the seat belts, and install the cowl plugs. When refueling, be especially vigilant in keeping track of the fuel cap as it is not chained to the plane. Tight turns on the ground can be hard on the tires, so be sure to let the inside wheel turn a little bit during tight turns.

Our club is a cooperative organization and it's incumbent on each of us to treat one another and all the club aircraft with respect. Secure the planes properly, remove garbage and oily rags from the cabins, and return the aircraft clean. Many have failed to fill out their paperwork at the completion of their flight. One member put in the wrong ending tach time, inadvertently adding 100 hours and making the next pilot think the 100 hour inspection was past due. Filling in the aircraft tail number, the hourly rate, and the ending tach is remarkably easy if you take your time, avoid the "leave it for the night shift" mentality, and do things the right way. Thank-you to the club members who do things correctly and who patiently listen to these diatribes.

John Ewing, Maintenance Director

N612SP

N612SP, a 2000 Cessna 172SP, has joined the Alameda Aero Club fleet. It has a 180-horsepower engine and cruises at 124 knots. It has a KLN 94 color GPS (IFR approach certified), a KAP 140 autopilot, and dual KX 155A nav/comm radios. The KAP 140 will navigate a course programmed into the KLN 94, flying from waypoint to waypoint, from the departure procedure through the instrument approach procedure. Though not available for primary instruction, it is ideal for instrument training using the latest IFR technology. (The new Instrument Rating Practical Test Standard expressly recognizes the value of competence in the use of autopilots and GPS units). N612SP rents for \$115 wet tach.

Because of differences in the 172SP's fuel system and avionics, a separate checkout in N612SP is required. Instructors Ben Freelove (510-915-0384), John Ewing (510-872-9566), and Stephen Ashley (415-759-5270) (the plane's owner) can provide checkouts.

Stephen S. Ashley

Poetry

Because I fly,
I laugh more than other men;
I look up and see more than they,
I know how the clouds feel,
What it's like to have the blue in my lap,
to look down on birds,
to feel freedom in a thing called the stick . . .

Who but I can slice between God's billowed legs,
and feel them laugh and crash with His step
Who else has seen the unclimbed peaks?
The rainbow's secret? The real reason birds
sing?

Because I Fly, I envy no man on earth.

-- Anonymous

Odd Jobs

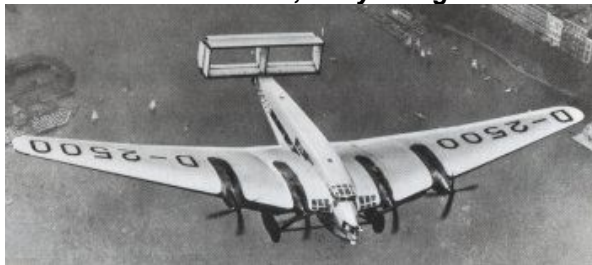
The Junkers G 38 (first flight 1929), was planned and used in Germany as a passenger plane, then later as a military transport. Only two were built. First fitted with four Junkers L88 V12 engines, it

was later fitted with four Junkers Jumo 204 two-stroke diesels. Its wingspan was 144 feet, speed about 120 mph. There were seats for 34 passengers, some in the wing roots!

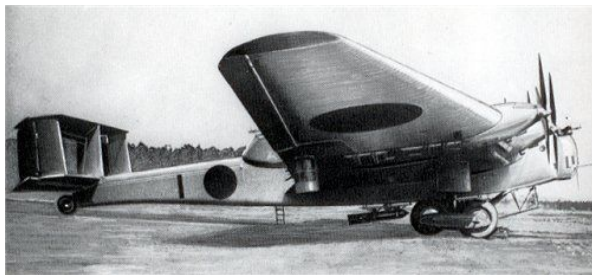
Mitsubishi of Japan acquired a license to build the G38, and called their version the Ki20. The Ki20 was used until the beginning of WWII as a heavy bomber aircraft by the Japanese forces.



Junkers G38, early design



Junkers G38, later design



Mitsubishi Ki20

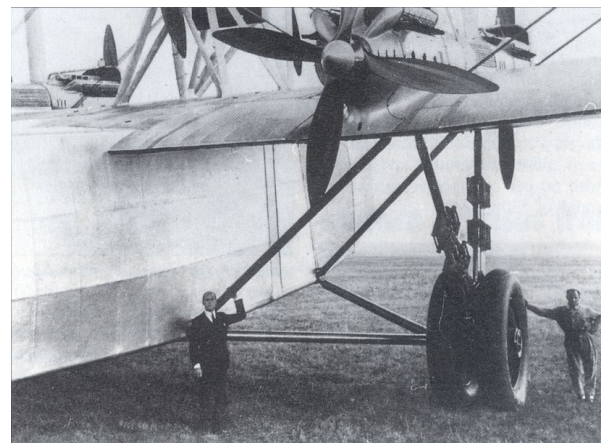
Caproni Ca90

First flown in 1929, this Italian bomber had 6 1,000-hp Isotta Fraschini Asso W-18 engines in tandem pairs, and a 152-foot lower wing. In 1930 it was the biggest landplane, only the Dornier Do X flying boat being larger. It set records for altitude and duration carrying a useful load (10

tons). Even in 1930 it was outdated, a fabric-covered biplane braced by struts and wires and much too slow (about 120 mph).



Caproni Ca90



Caproni Ca90 landing gear

Jay Smith, Newsletter Editor

Student Question Corner

Can you tell from the chart if an airport has radar? How do you find out? Email your answer to newsletter@alameda-aero.com

Question posed by Judy Barron, Treasurer

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