

# The Alameda Aero Club Newsletter

## June 2005

### **New Private Pilot P. J. Gupta**

On Monday, May 3, 2005, after much training, studying, and hard work, club member P. J. Gupta graduated from Student Pilot to Private Pilot! Congratulations, PJ!

**Mike Klinke, CFI**

### **Maintenance Update**

Recently our aircraft have gathered a few mystery bumps. 9UL looked as if something drove under the wingtip, scraping the aluminum and cracking the plastic. 36B, no longer on the roster, suffered a ding in the leading edge of the horizontal stabilizer while parked on our ramp. 12R had a chunk out of the prop. But the scariest is 4AC, which suffered a very hard landing, hard enough that one gear leg deflected far enough to tear the belly skin above it and crack the gear fairing. Also the tailring was flattened. The damage required crack-checking the gear leg, which was fine - but what if it had not been? This plane was sent out into service without a word, the damage not easy to detect, to fly other members, your friends and co-owners. A gear collapse can be a catastrophe to the plane and occupants; the burden of responsibility for the incident difficult to live with. Please TELL US if something like this occurs! If you want, tell us anonymously. Please do not send your friends into the air in a possibly damaged aircraft. We have no idea how long it was flying in such a state, but a quick maintenance check would have assured everyone, or taken the plane out of service as should be. We cannot keep high maintenance standards without your help, so drive carefully on the ramp, preflight thoroughly, fly gently, and please 'fess up if you have an incident of any kind. We'll promise not to be angry!

**Ginny Wilken, Maintenance Director**

### **President's Corner**

#### **A Letter From Maryland**

Hello, fellow AAC pilots! Two items to report from

this coast. First, every day I've been here there's been a different article in the Washington Post on the intrusion into restricted airspace by the Cessna 150 flying from Lancaster, Pennsylvania to Lumberton, North Carolina. The items have varied from complaints about the coordination among various security agencies to people demanding to know why the unfortunate Cessna wasn't blown out of the air.

People's feathers are definitely ruffled. The White House, Supreme Court and the Capitol were immediately evacuated; however, the average federal employee and D.C. resident wasn't even notified. So questions remain about communications, evacuation procedures, and the list goes on.

Of course, this has been a big black eye for GA and the ignorance of flying shines through most of the press coverage. When my sisters ask about the incident, all I can say is that mistakes were made, a flight plan should have been filed, frequencies should have been monitored, and a C150 isn't exactly a terrorist's weapon of choice.

In this morning's edition of AVweb's AVflash (an electronic aviation newsletter), the two pilots on board the C150, Jim Sheaffer and Troy Martin, state that they were trying to avoid the restricted zone over Camp David when they drifted into other restricted airspace. They further state that they couldn't raise anybody on the frequency that a Blackhawk helicopter displayed on a sign until much after their interception by a pair of F-16s.

This is a case of "stay tuned ladies and gentlemen." My initial impression was that the pilots were idiots; but it appears that, on further examination, there will be plenty of blame to spread around.

The second item is on a much happier note. If you're in the D.C. area, check out the new Steven F. Udvar-Hazy facility of the Smithsonian's Air and Space Museum. Near Dulles International, there are over 200 airplanes on display in two enormous hangers that are almost the size of the blimp hangers at Moffet Field. Some airplanes there are: the Langley that crashed nine days before the Wright Brothers first flight; the Enola Gay; the space shuttle Enterprise; an SR-71 Blackbird; and, a Concorde—all in a gleaming white, air-con-

ditioned facility.

Unlike the downtown D.C. Air & Space Museum, the Udvar-Hazy facility has much more Airplane Geek appeal. Computer displays show the cockpits of the airplanes from a pilot's eye view. You can scan the instrumentation and view from the windscreen and peer from top to bottom and right to left: fascinating stuff, and well worth a visit. Even my wife enjoyed herself.



**National Air and Space Museum Steven F. Udvar-Hazy Center**



**Inside Udvar-Hazy Center**

In the meanwhile, general aviation seems to be on everybody's radar screen. Be extra special careful up there.

**Steve Bevitt, President**

## **Do-It-Yourself Aircraft Interiors**

Your aircraft interior can be done by you or a non-

FAA approved repair station within limits. For example, if your new interior is not done as an STC (Supplemental Type -Certificate, meaning that it is a new design first approved then inspected by the FAA) there are limitations that are placed on the aircraft. If you don't use a kit that has been PMA'd (Parts Manufacturing Authorization made under strict FAA guidelines) or if you don't buy a kit from the original equipment manufacturer, you will be limited to non-commercial flights. If you want no limitations, you will need have it done by an FAA-approved shop, use a PMA'd kit, or get an STC and have it signed off with an inspection by the FAA or their representative. Getting an STC (basically a design verification to test the engineering aspects of a new design) is a lot of work and few outside the aviation community would pursue it, however buying a kit that has been PMA'd or buying an upgrade from the original manufacturer could be done but that would normally require installation from an authorized repair station.

But before you get started, I suggest you talk to the FAA to discuss your project and to hear it from their own lips as to what you can and can't do on your aircraft.

I will be lecturing again at Oshkosh this year on aircraft acoustics and how to make an aircraft quiet. Also I just had an article published in the April issue of Sport Aviation (the magazine of the EAA of which I am a member) on the same. I have another article coming out in July in Sport Aviation but that one is on being a presenter at OSH.

**Dan Newland**

## **Flying Destinations: Chico Airport & Pearson Field Airport**

Having canceled my flying vacation to Portland in early May (unstable weather), I drove instead. When I came home I wanted somewhere to fly. I've never flown to Chico (KCIC), so off I went. There's a good lunch place, Rosie's Deli on the Runway. To the left of Rosie's Deli are five almost-derelict airplanes in a fenced enclosure, two Lockheed P2V Neptunes, a Lockheed Ventura, an Antonov AN-2 Colt, and a Yak 52. The Antonov

sparkles, the others are faded jewels. These airplanes belong to the Chico Air Museum, scheduled to open Saturday, May 28, 2005, 10 a.m. to 4 p.m. The Antonov is the museum's first restoration project.

I saw four or five men open the gate to the enclosure, I asked if I could come in, and did my reporter bit. I snapped a few pictures, talked to one man, who showed me the indoor museum in its embryo state. My photos are at <http://www.california.com/~bookman/ChicoAirMuseum.html>.

Aside from the Chico Air Museum, Chico Airport has several air tankers parked on the ramp, at least one shiny DC-4.



**Shiny DC-4 at Chico Airport**



**Suspected DC-4s, Chico Airport**

So I didn't fly to Pearson Field Airport (KVUO), Vancouver, Washington! I drove to it during my visit to Portland, Oregon. Pearson Field is the oldest, active airport in the United States, and is home to the country's oldest wooden hanger. The Pearson Air Museum is there, too, and is worth a stop if you find yourself in Portland. The museum is at the first step of recreating the pre-World War II Army Air Corps Field that was there in the 1920's and 1930's.

While admiring the display of model aircraft engines, I heard the characteristic rumble of a Pratt & Whitney R-1830, hurried outside and saw a DC-3 cranking its engines. Pure heaven to an air-

plane engine nut!



**Engine smoke from DC-3**

Jay Smith, Newsletter Editor

## Events, Airshows

**Antique and Classic Display Day at Paso Robles Airport (PRB)**, June 11, 2005. For More Information Contact: 805-237-3877 <http://www.pasoairport.com>

**Hemet Air Show, Hemet, CA**, June 11, 2005  
For More Information Contact: 760-863-8247

**Westover Field Classic Aircraft Display**, Westover Field (O70), Jackson, CA, June 18, 2005, 9am-1pm. For More Information Contact: 209-223-2376

**KJWL Father's Day Fly-In & Airshow, Fresno Chandler Executive (FCH)**, Fresno, CA, June 18, 2005

**Father's Day at the "Planes of Fame" Museum**, Chino, CA, June 19, 2005. For More Information Contact: 909-597-3722 <http://www.planesoffame.org>

**Intl. Stinson Club 30th Anniversary Fly-In Columbia (O22)**, Columbia, CA, June 24, 2005  
For More Information Contact: Pat or Sheridan Smith, 408-229-2386

**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