

The Alameda Aero Club Newsletter

October 2004

First Solo!

On Tuesday, September 7, Dan Whalen took 12R around the pattern at Oakland all by himself. Braving the heat and numerous freight arrivals, Dan persevered, doing the usual two touch-and-goes and one full-stop landing. Way to go, Dan!

John Ewing, CFI

Maintenance Update

4AC's 100 hour uncovered a cracked exhaust baffle. Worse, the manufacturer (Power Flow Systems, Inc.) is in Florida and wasn't immediately available to answer their phone (let alone ship products) because of hurricanes.

12R was to go in for an annual at the end of September, however our mechanics were too busy and we decided to let the plane fly until the annual expired.

9UL's engine went 200+ hours past TBO, and has reached the end of the road. After several failed magneto checks and numerous fouled plugs, the Board decided on a rebuilt engine from Lycoming (better quality control) rather than a field overhaul from a local source. The engine should be installed and broken in by the second week of October.

4JG had problems with the newly installed flap gap seals---our local mechanics did the repairs.

05D has been running well, though the turn coordinator is not aligned properly and will be adjusted.

0DC is very popular with club members and has flown a lot. Rob, the aircraft's owner, asks that we secure the plane carefully, just as you would any of the club planes. Remove any trash from it, dress the seatbelts and prop, and leave it as you'd like to find it.

Be careful when filling out the end-of-flight paperwork. Many are failing to record the starting tach time for the next person, prepare a fuel slip and, in some cases, leave the key at the clubhouse. Take your time and do things right.

John Ewing, Maintenance Director

Summer Barbecue and Other Events

While the main purpose of our club is to provide aircraft and "big FBO bells and whistles" to our members at reasonable rates, we also have a secondary purpose that's just as important: HAVE FUN AS A GROUP! So the AAC is hosting a barbecue and everyone is invited! Join members on **Sunday, October 17th from 4 p.m. until 8 p.m. at the clubhouse.**

If you can bring food, beverages, tables, chairs, or anything else, let me know when you RSVP. Please RSVP to me, your Volunteer Coordinator, at chad@idworld.net or (925) 570-1488.

We are planning other events, such as birdbaths and "fly-to" picnics. If you have any suggestions for group fun things, please let me know! The success of our club depends on us all and I aim to get all of you engaged in an event at least once.

Happy flying!

Chad Scott, Volunteer Coordinator

President's Corner

While most pilots say that all Cessna 172s fly the same, many of us secretly believe otherwise. What brings this up is that I've been hearing a lot from 9UL fans recently. Will we get a new engine for the airplane (yes), when will it arrive (next Wednesday), and when will it be up and running (around Oct. 8th)? You would think it's the only C172 in our fleet. When I tout the virtues of 4AC, or 12R, or 05D, no one wants to hear about it.

I've noticed airplanes develop followings. 9UL was something of an ugly duckling when the club first purchased her, now she's popular. 4AC's reception was lukewarm until we had DME installed and an engine replaced before TBO, now she's a workhorse. 12R has soldiered on, consistently popular, except when cylinder problems intervened. Now, we have 05D which is slowly developing a loyal following. Of course, Will's airplane (4JG), Rob's Eclipse, and Dave's Aerobat all have their passionate advocates.

When in a sober mood, I regard this loyalty to a

particular airplane as a bit irrational. After all, all our Airman's Certificates say Airplane Single Engine Land—except for those who have a multi rating—the plane shouldn't make much difference. Right?

Wrong. Someone asked me which was my favorite airplane. I replied without hesitation, 12R, and further I was certain this particular airplane loves me, understands me, and would never let me down. Even now, I'm glad 12R's back is turned when I take 05D up for a spin. I'm afraid she'll be jealous. So much for rationality.

Don't worry, 9UL fans. She'll be up soon.

Steve Bevitt

Get Homeitis...

I took off through the clouds for some airwork with the Mrs. We practiced above the gorgeous clouds; how fascinating as they push up against the hills to the East and then stop. Approaching the Oakland ILS 27R we heard another pilot contact NORCAL. He gave only his call sign and destination, Oakland—a poor initial radio call. He didn't have ATIS, so the controller had to broadcast it. He didn't give his location. He said he'd sneak under the clouds and land at Oakland. My spidey senses tingled. A few minutes later, he called NORCAL saying "can't see the ground" and he was "in the clouds over the hills." After moments of tense silence, NORCAL instructed him to climb immediately to 3000. More silence, and I wondered if he was a candidate for the Darwin awards (<http://www.darwinawards.com/>). Finally he announced the airport in sight.

An hour and a half later, returning home between San Leandro and Castro Valley, I looked up to see blue sky above. Nearly the spot where this guy flew and nothing to remind us of the marine layer that blanketed the area earlier. Why didn't he land at Livermore and wait out the clouds? What was so important that he risked his life?

Mike Klinke, Vice President

My first trip to Oshkosh, Part Two

As a low-time pilot (~120hrs) with no instrument ticket I felt flying to Oshkosh in an AAC aircraft

was too bold...so I flew Northwest Airlines with several aviation geeks. I saw thousands of aircraft filling Wittman Regional Airport. The biggest fly-in on earth and I was there! It's so big I took a shuttle to get from the campers' registration to the other side of the campground.

I became an airport bum again, spending hours by the runway with an air-band scanner listening to ATC land 4 planes at a time on the two main runways (the runways are split allowing two planes to touch down on the same runway at once). I respect the pilots for coping, and admire the ATC folks for safely managing all that traffic.

I woke each day at 8:00 a.m. after a short sleep, having earlier noted events to attend. I budgeted time for walking along rows and rows of aircraft, time in forums and workshops and time in the airshows. At the end of each day I was so tired that I did not care I hadn't seen all. My goal was to make a short list from the designs I've considered. I culled the list to the Zenith 601, Zenith 701 (ugly but functional) and the Sonex. I became comfortable with the idea of using modified automobile engines, and especially the popular-with-kit-builders VW four-cylinder air-cooled engine. I attended several forums on the subject, and saw many airplanes with automobile engines.

The peak of Oshkosh was Burt Rutan's and Mike Melvill's presentation on SpaceShipOne. Thousands filled seats in the open theatre. Rutan pledged to bring SpaceShipOne to Oshkosh, sell \$5 raffle tickets, the winner to sub-orbit as a passenger in SpaceShipOne, and donate it to the Air & Space Museum. His advice to young innovators: "Don't be afraid to try new stuff". Even in 1984 Rutan was an established hero in the pages of Sport Aviation, and successful in selling plans for his canard designs. Walking through the rows



SpaceShipOne gliding to base

of Long-EZ's, VariEze's and Variviggen's at Wittman Regional I was impressed to see what he's done for the benefit of general aviation. Oshkosh's AirVenture was a profound experience. I hope to attend many times. I learned new things, saw much, and was privileged to hear and meet fascinating people.

Elik Cohen

Airport Beat - Beware The FOD

We who work at airports spend much time on maintenance. We repair buildings, electrical and water systems, jet bridges, baggage carousels, and, the topic of today's column, runways and taxiways.

To repave these surfaces to the required strength, the old asphalt concrete (blacktop), Portland cement concrete, and aggregate base (rocks) must be demolished and removed. The new material must be placed, compacted, and surfaced. This involves jack-hammering, loading, trucking, scraping, dumping, pouring, bulldozing, and finishing.

Pilots should be aware of these operations at any airport. They can mean runway or taxiway closures, rerouting of traffic, and sometimes temporary airport closures (see Notams). Airports do their best to remain operational. That is why pilots find themselves taxiing near construction, and this can lead to FOD, Foreign Object Damage.

Usually, taxiways are cleared of the gravel found on their shoulders. If the plane stays on the centerline, it is unlikely to pick up a rock. When taxiing near construction, it is much more likely that sand, rocks, and other foreign objects will be on, or blowing across, the taxiway. These can be picked up by the prop, damaging the windscreen, the leading edges of the propeller, wings, or tail.

As it is almost impossible to taxi clear of this material when using the taxiway, a better method is to use a different route, when available.

As I write this, North Field's taxiway Delta is undergoing major renovation. All the construction noted above is happening. As with all construction contracts at the Oakland Airport, housekeeping is part of the process. Sweeping trucks run regularly

after other equipment. This lowers the chance of FOD, but does not eliminate it. Consider taxiing from Kaiser Fuel back to parking via taxiways Delta and Juliet to the threshold of 33, and then along taxiways Foxtrot and November, reversing the route normally taken from parking to the 33 run-up area. The extra few minutes may help avoid FOD to a club plane.

Joel Klein, CFII, Club Instructor
"I'm here to help you"

Events, Airshows

Redding Air Show, Redding, CA, October 9, 2004 - October 10, 2004

For More Information Contact: 530-222-4400

EAA Chapter 1261 Fly-In & Open House

Mariposa, CA, October 9, 2004

For More Information Contact: 209-966-2143

Antique-Classic Aircraft Display, Modesto Airport, Modesto, CA, October 9, 2004

For More Information Contact: 209-610-1180

Annual Cal-Rods Car Club Hot Rods and Airplanes Championship, Brackett Field, La Verne, CA, October 16, 2004

For More Information Contact: Tom Bruner, 626-967-1811

MCAS Miramar Air Show, MCAS Miramar, Miramar, CA, October 16, 2004

For More Information Contact: 858-577-4258

<http://www.miramarairshow.com>

Classic Aircraft Display and Fly-In, Jackson, CA, October 16, 2004

For More Information Contact: 209-223-2376

US Navy Blue Angels Airshow, Marine Corps Air Station, Miramar, CA, October 16, 2004 - October 17, 2004

<http://www.blueangels.navy.mil>

Santa Maria Vintage Fly-In, Santa Maria Public Airport (SMX), Santa Maria, CA, October 22, 2004

For More Information Contact: John Ready, 805-925-8758

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