
The Alameda Aero Club Newsletter

April 2004

New Private Pilot

Almost on St. Patrick's Day, Mar 19, 2004, Heather Kimball performed above and beyond the Practical Test Standards and Examiner Richard Batchelder's standards so well that she earned the Private Pilot Certificate in trusty 4AC.

Outstanding, Heather!

Mike Klinke, CFI

Surly Bonds Slipped...

On March 7th Rahul Pandhe slipped the surly bonds, alone this time. Three trips around the patch on Oakland's 27 Left, three nice landings in 854AC.

Congratulations Rahul!

It had nothing to do with the luck of the Irish this St. Patty's day (March 17th) when Greg Savidge took the reigns of 4312R solo around Oakland's 27 Left. Although he did bring a green T-shirt for the club wall.

Congratulations Greg!

Ben Freelove, Chief Pilot

New Club Members

Recently the Board voted in several new members:

Kenji Nakai, Japan
Daniel Whalen, San Francisco
Evan Hellman, Alameda

Gentlemen, welcome, and happy flying to you!

Ginny Wilken, Membership Officer

Is Your Slip Showing...

...the proper information? Many flight slips with no name, date or member number have been placed

in the paybox. This requires lots of back tracking trying to figure out who flew the aircraft.

A fine is levied for more than three errors a month. An incomplete flight slip with no name, date and member number counts as three errors.

Check your flight slip carefully before putting it in the paybox!

Dona Lynch, Keeper of the Books

Our New Digital Library

To begin the conversion of our video library to digital media, we offer the Air Facts series by Richard Collins. There are seven topics (about an hour each), interesting and nicely produced, with excellent and valuable insights to improve your flying. Ask for:

AF1 - The Prepared Pilot
AF2 - Flying Weather
AF3 - Practical Airmanship
AF4 - Instrument Flying Tips
AF5 - GPS Techniques
AF6 - Flying Conditions and Terrain
AF7 - Advanced Equipment

These will rent at the same low rate of \$2.00 per week or portion thereof, for each title.

Expect to see at the club house an ongoing yard sale of our old video tape cassettes. \$1.00 each, the proceeds will be to purchase new DVDs. Pick up some real classics and historical items without going to flea markets or aviation meets! Watch for the big self-service box with instructions soon. I'll keep filling it until they are gone.

We'd like to know what you want in the library, and especially, from instructors on your choice of instructional DVDs. Please email me with suggestions and rental requests.

Ginny Wilken, Colonel Video,
videos@alameda-aero.com

Maintenance Update

A rash of bad luck for 12R and especially 05D. Their engines will get cylinder repairs. An intake valve on 05D decided to hang during climb out from Oakland. The result: a damaged valve bearing and a bent push rod. The engine continued to run and develop power, 05D's pilot elected to return immediately to Oakland.

12R suffered repeated plug fouling possibly caused by oil blowby in the #2 cylinder. Seems the rings in that cylinder just never completely broke in. The good news is that the company that overhauled the engine, Air West Aircraft Engines, San Carlos, will pay for most of the repair. The bad news is that 12R will be down for a few days while the mechanics at the San Carlos airport attend to the cylinder.

05D had its rigging adjusted and at least two club members report improved handling and higher cruise speeds. 05D went down with its cylinder problem before other club members could verify the results, but this sounds promising and some of the other planes may have their rigging adjusted, too.

12R and 4AC have had numerous landing and taxi light replacements and repairs, while 9UL's new HID lighting has been getting rave reviews for both brightness and reliability.

Some club members seem to think there's nothing wrong with using club planes as trash cans, leaving oily rags and dirty paper towels in the seatback pockets of the planes. Not only will the oil ruin the upholstery, it is a potential fire hazard. So take a paper towel or two from the clubhouse when you go out to preflight, then dispose of it in a trashcan. Be considerate of the next pilot and leave the plane (and the paper work) in the condition in which you would like to find it.

John Ewing, Maintenance Director

First Solo Cross Country in a Beech Skipper

Just went solo cross country from HAF to SNS. The coach said stay under the stratus and turn around if the cloud base is too low. I went on up to

3500' through a broken layer. The Skipper has rudder trim, you can easily trim it out for hands-off. Considering all the charts, plotter, E6b airport guide and clutter distributed about the right seat and deck, that rudder trim was real handy.



Half Moon Bay Airport

Great views! The clouds divided into a few on the coastal ridge and a line offshore, leaving my route clear except for one puff hiding the cement plant at Davenport. I stared at the E6B for a minute before my mind clicked, worked out the time, speed, distance thing without having to read the manual.

Leaving Salinas, I noted one of the advantages of Oakland over Half Moon Bay is you get used to dealing with towers. Salinas tower was most patient with me when I started off down 13 instead of crossing straight to the taxiway for 26. I figured it out while I could still handle it with a bit of a left turn.



Salinas Airport

Light winds everywhere neither challenged my navigation nor my plane handling skills. Clear with at least 10 miles visibility in misty haze. On the way back 4500' seemed pretty good, until I realized that the B space over Half Moon Bay is at 4000'. I figured it out at about the time my descent got me out of trouble. A lovely day, the biggest challenge of which was getting back to pick the kid

up from school on time. Didn't make. At least I had an excuse. When I got up to Montara on 1 the road was closed and everyone had to go back to 92. If I'd been in an airplane, I'd have been there already, right?

Charles Warren

Proposed New FAA Regulation

1000.A No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of the pilot or pilots may try, or attempt to try or make or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Federal Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by the Administrator.

1000.B If the pilot, or group of associated pilots becomes aware of, or realizes, or detects, or discovers or finds that he, or she, or they, are or have been beginning to understand the Federal Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

1000.C Upon receipt of the above mentioned notice of impending comprehension, the Administrator will immediately rewrite the Federal Aviation Regulations in such a manner as to eliminate any further comprehension hazards.

1000.D The Administrator may, at his or her option, require the offending pilot, or pilots, to attend remedial instruction in Federal Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

John Hawkey

AAC Board Members 2003/2004

President

Steve Bevitt president@alameda-aero.com

Vice President

Mike Klinke vicepres@alameda-aero.com

Treasurer

Judy Barron treasurer@alameda-aero.com

Secretary

Ginny Wilken secretary@alameda-aero.com

Membership Officer

Ginny Wilken membership@alameda-aero.com

Maintenance Director

John Ewing maintenance@alameda-aero.com

Deputy Maintenance Director

Adam Johnson 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

Dave Penney activities@alameda-aero.com

Board Member Emeritus

Doug Johnson dougjohnson@alamedanet.net

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: Tues, Wed 11:30 a.m. - 9 p.m., Thurs, Frid 9 a.m. - 6 p.m.
510-547-8428: all other days and times

854AC

Adam Johnson 4ac@alameda-aero.com
510-336-0053

739UL

Ben Freelove 9ul@alameda-aero.com
510-915-0384

7336B

Dave Penney 36b@alameda-aero.com
510-521-7000

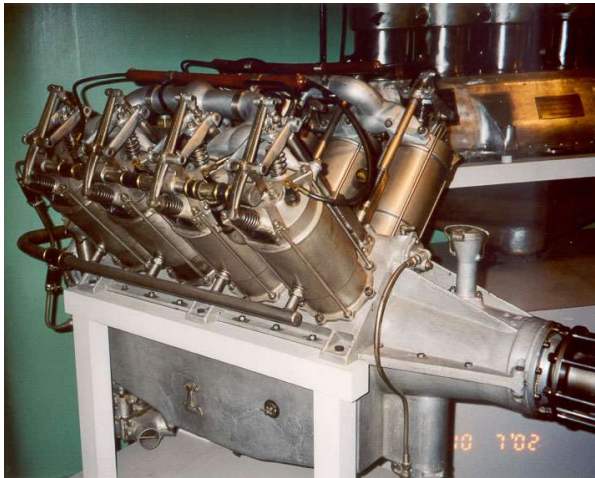
234JG

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

6605D

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

More Pictures of Old Airplane Engines



**Curtis OX-5. Water-cooled V-8, used in trainers such as the Curtiss JN-4 (Jenny).
90 hp at 1400 rpm.**



Liberty. Water-cooled V-12, used in many WWI airplanes, post-WWI airplanes, boats, and even some tanks. 420 hp at 1700 rpm.