

The Alameda Aero Club Newsletter

August 2004

September General Meeting

...will be Wednesday, September 8 at 7:30 p.m. We will vote for board members. If you would like to throw your hat in the ring, please let Ben Barron know, he is assembling a list of candidates.

Jay Smith, Newsletter Editor

First Solo

Roy Morgan took 4AC around the patch all by his lonesome on Wednesday, July 28th, doing the requisite two touch and goes and a full stop landing on Oakland's 27L. Even the otherwise sullen tower controller told Roy "nice job."

Andy Kaplin made solo flight in 12R from runway 27L at Oakland on a beautiful, albeit busy, Sunday afternoon, July 11. He received several on-air "congratulations" and afterward was seen walking several feet off the ground.

Congratulations Roy! Nice goin' Andy!

John Ewing, CFII

John Hawkey, first solo June 26 at Oakland, and Evan Hellman, first solo July 12 at Oakland.

Adam Johnson, CFI

New Private Pilot

Wednesday July 14th, Chad Scott took to the skies with DPE Lou Fields with fewer hours under his belt than the average pilot candidate. Afterward, Lou pronounced Chad's knowledge and flying as being "pretty good" and gave him a temporary airman certificate.

Thursday, June 24th, Ken Lutz was fed into Designated Pilot Examiner Lou Field's practical test wringer as a student pilot. Several hours later, Ken emerged as the club's newest private pilot.

Congratulations Chad! Congratulations Ken on a job well done!

John Ewing, CFII

New Club Members

New members in July include Che Barnes, who drives helicopters and things for the USCG. He's a CFI with a couple thousand hours, and an Aquarius, meaning he's really good with people and loves to teach.

Also, Christian Goetze, choosing CFI as his second career, and us to practice it on. A Leo who loves cats, he owns, appropriately, a Grumman Tiger, and yes, we are discussing a possible leaseback.

Wendy Klinke, El Colonel's wife, joined as a family member. A Gemini, under "other skills or ratings" on the application, she indicates she'll cook for flying. Now we just have to decide on a date for the party.

Three new members joined in June: Roy Morgan of Alameda, a medical engineer and a Taurus-cusp Gemini, studying with John Ewing. Also Alec Holcombe, grad student at UCB, a Pisces, and studying with Joel Klein. Finally, Kevin Ho, Oakland, self-described as a "rebel without a job", and an Aries-cusp Pisces with a PPL.

We've had a few resignations as well, notably Russ Boyer, who is relegating himself to a life of hard retirement in Hawaii, complete with flying.

Welcome aboard all!

Ginny Wilken, Membership Officer

Maintenance Update

After 6 weeks in the paint shop in Las Vegas, 4JG will be back the first week of August with a shiny new paint job. Flap gap seals are being installed which will increase cruise speed and improve low speed handling. For better night visibility wingtip strobes will be added.

Will Bartlett, 4JG Plane Captain

Sport Pilot

A year ago, my Aunt let me know she wanted to begin flying lessons. She was always chagrined at how I'd offer my cousin (her son) to a flight, it never occurred to me that she'd want to learn to fly. Realizing she wanted to learn, we started the flight syllabus, but soon received disappointing news from the Aviation Medical Examiner. Her medical condition would not allow her to receive

a Third Class Medical. Although sorely disappointed, she forgot about her troubles each time we flew over the Golden Gate.

We decided to continue her training since I am her favorite nephew and she wouldn't miss spending time with me, especially if we're flying somewhere. We've flown to Monterey, Eureka, and points between always trusting that soon the sport pilot rule would become reality and then she wouldn't need medical certificate, just her driver's license.

You may have heard the sport pilot rule has been officially announced. This is great news and should revitalize aviation by making training cheaper for students and allow some pilots to continue flying when otherwise they couldn't without a current medical. You can read this for yourself at Sportpilot.org's website. The specifications for a sport pilot aircraft require a maximum gross weight of 1320 pounds, maximum level speed of 120 knots, day VFR only, and for yourself a driver's license medical. You can operate using your PPL, without a medical, but you must comply with the sport pilot restrictions.

Unfortunately, the FAA maintains that if a sport pilot applicant has received a medical certificate denial letter, then you must first clear that before you can receive a sport pilot license. This means that you must get a medical or you can't fly. You should always consult your private physician regarding fitness for flight. The unstated is that if you had a disqualifying (according to the FAA) condition and never applied for your medical, then as long as your private physician thinks that you are fine you can proceed.

Despite the setback of not being able to use her driver's license, Aunt Betsy and I are still flying together and even heading to Eureka soon. See you at the Club.

Mike Klinke, Vice President

Risk Management

Someone saw me with Steve Bevitt recently and wondered if it was legal to have the President and Vice President flying together. You can just imagine the embarrassment if something happened during that flight.

Risk management might be something you've read about in passing, but I've taken the equivalent of the graduate course in it. Flying for pleasure is quite different from having a military

mission to fulfill. Some aviation communities such as the Army or some Navy squadrons have score cards that must be filled out before each flight. They list such things as currency, weather, proficiency, and difficulty and questions specific to each category. It asks if you've eaten and had adequate sleep, etc... Some questions are weighted more than others and at the bottom of the sheet, you must total your responses. If your number is more than a specified number, you don't go. It's as simple as that.

Risk management forces you to address risk factors of a flight. Unless you sit down and think, gee, it's nighttime, I've had a long hard day at work, the weather is lousy, and there is nothing pressing me to make this flight, you might go ahead and fly. Before every flight, complete a mental IMSAFE checklist and if you're flying with someone, tell them if you have any issues. If you say that you're not at your best, your copilot may realize that she isn't either. You could modify your flight or even forgo that flight for another day. Consider accident rates and fatality rates. If you are in an accident at night, the fatality rate is much higher than during the day. Night IMC is even higher.

There's the old saying, "I'd rather be on the ground wishing I was up in the air than in the air wishing I was on the ground."

Mike Klinke, VP

The Hills Are Alive...

My first solo accomplished on June 14, 2004, it was up to the Sierras for mountain flying with Tom Meadows of Todd Aero at Truckee/Tahoe Airport. Tom has 6,000 hours in his Cessna Skyhawk, "Red Devil." With warm weather, full tanks, climbing out and down thru Carpenter valley we were losing altitude. I hugged the ridge line, kept my nose down and made a 180 out of there. I circled Castle Rock from a safe distance but had to get closer to check out a woman who was at the very top spinning with her arms outstretched...as I continued my turns about a point (getting closer and closer, as my coach suggested) I saw it was Julie Andrews.

I trust my instructor but I find this story hard to believe.

My Progress In Learning To Fly.

I really did solo on June 14, 2004 (OAK 27L) and I did go to the busy Truckee/Tahoe airport and had a wonderful time. The folks at there are very

friendly. It was a pleasure to fly with Tom. He and his wife Lynn recently flew a cross country trip in the "Red Devil" which took them to mountains, Midwest farm country and even to Kitty Hawk. I highly recommend his mountain flying instruction. We circled all the airports near Incline on our AAA map, checking them out. Not much at Carson City. Minden-Tahoe Airport, Nevada was so hot we almost left, but decided to stay since local John Brown had an air-conditioned office. John offers a three-day mountain flying class (www.flyingstartaero.com).



Minden Valley from 21,500 feet

Judy Barron, Treasurer

Events, Airshows

35th Annual Palms to Pines Air Race for Women. Santa Monica, CA, August 6, 2004. 310-397-2731

Antique Aircraft Display. Frazier Lake Airpark, Hollister, CA, August 7, 2004. 408-779-2653

Willits Fly-In. Eells Field-Willits Municipal Airport, Willits, CA, August 8, 2004. Elizabeth W. Williams, 707-262-0548

Truckee Tahoe Young Eagles Flights and Pancake Breakfast. Truckee Tahoe, Truckee, CA, August 14, 2004. Charlie White, 530-587-4811

Antique - Classic Aircraft Display. Modesto Airport, Modesto, CA, August 14, 2004. 209-610-1180

Vintage and Antique Aircraft Display. Rialto, CA, August 14, 2004, 11 a.m. - 2 p.m.

Wings Over Wine Country Airshow. Sonoma County Airport - Charles M. Schulz, Santa Rosa, CA, August 21, 2004. 707-575-7900, www.pacificcoastairmuseum.org

Classic Aircraft Display at Jackson. Jackson, CA, August 21, 2004. 209-223-2376

Thunder in the Sky 2004 Airshow. Auburn Municipal Airport, Auburn, CA, August 21, 2004. 530-863-3497, www.thunderinthesky.org

Santa Maria Museum of Flight Fly-In. Santa Maria, CA, August 27, 2004. 805-922-8758

Thunder Over The Valley. Santa Maria Public Airport, Santa Maria, CA, August 28, 2004. Mike Geddry Sr, 805 922-8758, vfwpost2829@msn.com

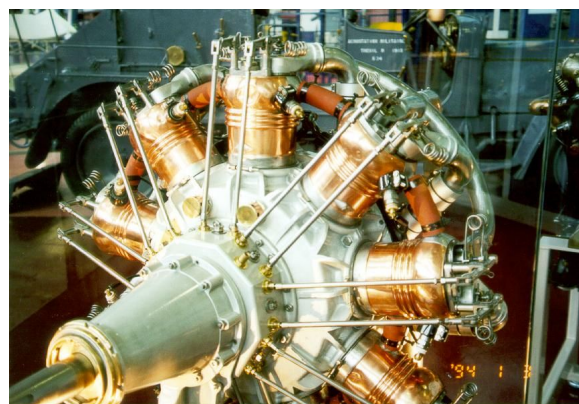
...and of course,

41st National Championship Air Races and Air Show. Stead Field, Reno, NV, September 16 - 19, 2004. www.airrace.org

More WWI Water-Cooled Aircraft Engines



Rolls-Royce Eagle, 225 hp – 360 hp. Used in Handley Page O/400 bomber, Vickers Vimy bomber.



Salmson 9-cylinder water-cooled radial, 280 hp. Used in Salmson 2A.2 observation plane.

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