
THE ALAMEDA AERO CLUB

NEWSLETTER

December 2003

New Private Pilots

On November 3rd Trey Watkins , having successfully taken his checkride with Richard Batcheldor, became the club's newest private pilot. And he gets one of cool new certificates too! Congratulations Trey!

Wednesday November 26th saw Volker Hausman prove his flying prowess to Mr. B. He is now a proud holder of a private pilot certificate. Congratulations Volker!

Ben Freelove CFI

New Instructor

Craig Jimenez, a new AAC member, is a CFII and ready to work with students.

Craig Jimenez
craig@AwIBiz.com
<http://AWLBIZ.com/fly/>
510-847-4139 mobile

New Plane Captain

Ben Barron has volunteered to be the plane captain for N6605D. Contact him at 510-527-4830 or babarron@comcast.net.

John Ewing

"The Ants Go Marching On..."

Ants have taken over the club-house---they're everywhere, and we need a united front to rid ourselves of this pestilence! Please take all food with you, including wrappers and drink containers and do not leave them in the trash cans at the club. The nearby bathroom has trash cans perfect for anything you might throw at them.

Mike Klinke, Vice President

Maintenance Update

The past month has seen a slew of annoying problems for 12R. The stall warning horn stopped working. Then various lights quit working, one by one. As of this writing (Nov. 25, 2003), all but the panel lights have been restored. There were several delays in getting the parts needed to fix these problems and that is why it may have appeared as if nothing was being done.

Though the stall warning horn is not listed as required equipment in Title 14 Code of Federal Regulations 91.205, it is listed as required on the plane's equipment list (found in the weight and balance binder inside the plane). Remember that the beacon, ALL of the position lights, and BOTH strobes must be working for night VFR operations.

When in doubt about inoperative equipment, check the plane's equipment list, then consult 14 CFR 91.205. If the inoperative equipment is not listed as required in either of those places, the plane can be flown but the inoperative equipment must be removed or placarded as inoperative.

4AC also had some taxi and landing light problems, but all were fixed as of this writing.

9UL had lighting problems and a cracked fiberglass cap on the right end of the horizontal stabilizer. Remember that if you want to hold part of the plane, grab where there is a line of rivets. Otherwise, you may break something, increase maintenance costs, and down a plane for several days!

05D's turn coordinator has a loud whine and will be replaced in early December during the 50 hour oil change. Also, the #1 radio has a bad squeal when transmitting and should only be used for receiving ATIS. Use the #2 radio for transmitting. Some have noticed that the auto-squelch on the #2 radio quits working when the radio warms up. Several members have reported the #1 radio's nav and com frequency selection can lock up. These are known issues and, unfortunately, there are no simple or inexpensive solutions. The board will consider replacing this equipment when our finances permit,

but for now we'll have to live with the quirks and inconveniences.

As the primary maintenance guys for the club, Adam and I receive emails and phone calls every week about squawks. By all means, if you find a problem, log it in the squawk log and contact the plane captains, Adam, or myself. Sadly, some emails take on a decidedly unpleasant tone. While it's frustrating to find a plane downed, unable to be flown at night, et cetera, please remember that we're a VOLUNTEER organization. Those of us who willingly take on responsibility for club functions do so at our own expense. There is a lot of unseen work going on keeping the club and the planes running. So if you feel like sending a nasty-gram because you were unable to fly, remember we're all in this together.

John Ewing, Maintenance Director

Club Video Collection Overhaul

We are revamping the club video collection. While many of our tapes are old enough to be interesting historically, there is little call for an introduction to Loran, first generation personal jets, or how to navigate in TRSAs. New technology has made format changes a logical progression, so we have started collecting aeronautical information on DVDs. Our first set of DVDs is Sporty's Air Facts collection by Richard Collins.

We need input on other titles, notably instructors' and students' comments on choices for standard course supplements for PPL and IR's, whether to get complete courses, or test reviews only, and also whether you could make such courses a standard part of your instruction, to supplement your own ground and flight instruction.

We want a more efficient rental system, one which will make it easier to check out and return DVDs on time, and allows sufficient time for adequate study. We feel this collection could and should become a much more valuable adjunct to our club services and benefits, and we'd like your help in designing it to work well for you. Please email me with your thoughts so we can do something really constructive. I'll post any changes in rental procedures on the scheduler site.

Ginny Wilken, Membership Officer

Entertainment for IFR Weather and Rainy Nights

Fate is the Hunter, by Ernest K. Gann, is worth repeated readings. It is Gann's life in aviation and can be taken chapter-by-chapter in sequence, or as separate short stories. Worth reading for Gann's writing craft alone, the book rewards also for sheer adventure. Flying a loaded C-54 out of La Guardia field during World War II, the takeoff went well until one engine quit. Feather, retrim, and you're OK on three engines in a C-54. A second engine quit, then a third. At once the ailing engines caught and died again. Gann decided it was prudent to declare an emergency and return to La Guardia. With the active runway in sight the C-54 had a bare 50 feet over New York's East River. The wheels came down as the plane touched the runway. All four engines behaved perfectly during the return to the terminal.

Gann based at least two novels on such experiences, Island In the Sky and The High and the Mighty.

If gasbags are your delight, try John Toland's Ships in the Sky, reissued as The Great Dirigibles. Like Fate is the Hunter, it can be taken chapter-by-chapter in sequence, or sections in any order. It is a history of mostly disaster such as the breakup of the U.S. Navy's Shenandoah in an Ohio line squall September 1925 and the loss of Roald Amundsen's and General Umberto Nobile's semi-rigid dirigible the Norge on a polar expedition.

Hell's Angels, directed by Howard Hughes and released as a talky in 1930 (it started as a silent film), has spectacular flying sequences, including a color sequence of the bombing of London by a World War I Zeppelin and its destruction, in flames, by English night fighters.

Listen to airplane noises at your whim on Round Sounds Volume 2. The CD may be ordered online at <http://www.aircraftrecords.com>. Evocative tracks are the Martin 404 engine start (TWO Pratt & Whitney R-2800 radials), Sea Furie (P & W R-4360 radial) and Bearcat (Wright R-3350 radial) engine starts, and the B-29 engine start (four Wright R-3350 radials plus a single-cylinder APU).

Jay Smith, Newsletter Editor

Alameda Aero Club
P.O. Box 1043
Alameda, CA 94501
510-638-4149
www.alameda-aero.com

510-521-1722

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.
510-793-2816: 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

AAC Board Members 2002/2003

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

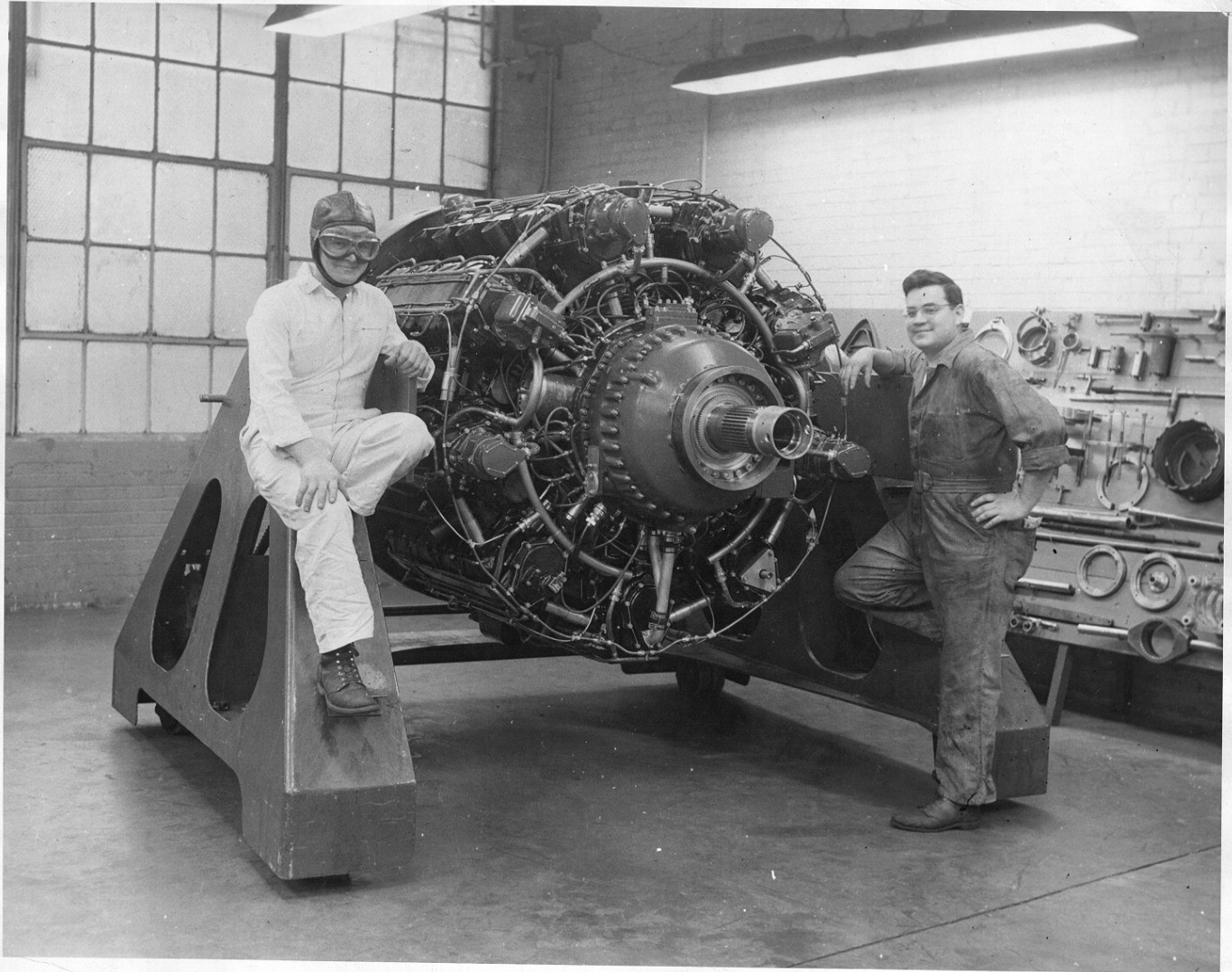
Non-Board Member Officials:

Colonel Video

Ginny Wilken videos@alameda-aero.com
510 521-2168

Bookkeeper

Dona Lynch kotb@alameda-aero.com



**Lycoming XR-7755 – 36 cylinders, liquid-cooled, 5,000 hp
at 2,600 rpm (1943).**