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# The Alameda Aero Club Newsletter

May 2004

## Dr. Stewart-Morris to Speak at May Meeting

Malcolm Stewart-Morris, MD is an Aviation Medical Examiner as well as a commercial/instrument/multi-engine pilot. He does first, second, and third class medical exams in his office at Oakland Airport's North Field. I'm told he also assists in accident investigations.

Dr. Stewart-Morris will be our guest speaker at the May meeting. He will speak about the increasingly torturous medical certification process for pilots, and will answer questions. Should be very interesting to all of us who must run this gamut every couple of years!

If you have an idea for a speaker you would like to hear at one of our meetings, please email your suggestion to me at [activities@alameda-aero.com](mailto:activities@alameda-aero.com) and I'll see what I can do.

**Dave Penney, Volunteer Coordinator**

## First Solo!

On April 26 2004 Yih-Chun Hu successfully completed 3 full stop landings on 27L and 27R in N739UL without injury to persons or property! Congratulations Yih-Chun!

**Adam Johnson, CFI**

## New Club Members

New members include two lovely women, Allegra Bukojemsky, and Valerie Kraml-- both Sagittarius, and so should jump in with passion and enthusiasm. You go, girls!

...and Jonathan Alkema, a Virgo, who's never found it necessary to get a driver's license. This should insulate him from unlearning the "steering wheel" in the aircraft, saving time and instructor's frustration.

Also joining us is Nolan Housh, thirteen years old and a Leo. He understands soloing is way down the road, but intends to keep taking lessons at a relaxed pace anticipating the future. If Nolan is true to his sign, he'll find his biggest challenge will be his demand for perfection--not a bad thing for a pilot, when judiciously applied.

Newest is Douglas Mansel, a Leo and a highly qualified single- and multi-pilot. He's an aviation planner for the Port; we'd better keep an eye on him to make sure he's not a spy, else butter him up shamelessly to ensure our future. Let's hope Doug is happy BEFORE we're not happy, setting a precedent for anyone connected with the Port.

**Ginny Wilkens, Membership Officer**

## President's Corner

### Rates on Club-Owned Airplanes Rise to \$85

We hate to raise our rates. We are faced with a combination of circumstances quite out of our control. Avgas prices aren't doing their normal up and down fluctuations; fuel prices instead are stabilizing at more than thirty cents per gallon higher than last year. The C172s burn about eight gallons per hour each, that adds a couple of bucks to the hourly costs.

Oakland Aircraft Maintenance's rates have increased. North Field Aviation morphed into Oakland Aircraft Maintenance and is now independent of Oakland Flyers. The change has unequivocally been for the better. However, Justin, Eric and company have seen rent increases, increases in the costs of workman's comp. insurance, medical benefits, etc. They've had to raise their hourly rates. We still enjoy a discount from the published rate because we are long-time good customers; but maintenance is still more expensive.

We're facing two big expenses: a rebuilt engine for 9UL and the huge annual insurance bill in September.

## **Weekend Reservations**

Please, please if you can't go flying, cancel your reservations! This goes double if your reservation is on a weekend. Nothing is more discouraging than dropping by the club on a Saturday or Sunday and seeing airplanes on the ground. There are fixed expenses attached to airplanes, even if they sit on the tarmac. The spreadsheets show that each club airplane has to fly a minimum of about 32 hours per month to break even. Otherwise, that airplane costs the club money. This makes idle airplanes on weekends especially galling.

Many have complained that airplanes seem never to be available on the weekends. We're looking into whether this means that some members are booking reservations on the defensive, "maybe I'll want to fly so I'll tie up an airplane."

As I wrote a couple of issues ago, the last thing we want to become is "reservation police." If it turns out that some insist on dominating the weekend scheduling and then don't honor those bookings, we'll have to figure out something.

For many years now, we've done well using a simple honor system. If anybody has suggestions for solving this problem, please let me know.

**Steve Bevitt, El Presidente**

## **Airborne Engine Restart Checklist**

Remove seat belt

Open door

Trim nose up

Climb out on right main gear

Prop engine

**Michael Klink**

## **Maintenance Update**

4AC was down for several days at the beginning of April to address carburetor problems, inevitable landing/taxi light repairs, and then again for the last week of April for its annual inspection, ELT battery, and pitot-static/transponder inspection.

12R's 100 hour took about a week and numerous small squawks were addressed. AirWest (our source for 12R's new engine) looked at 12R to investigate excessive fouling of the plugs on one cylinder. They found everything to be in order and just replaced a couple of spark plugs. The inner tube in 12R's right main tire was replaced, due to a slow but persistent air leak.

It was a quite month for 9UL. Just an oil change, brake pad replacements, vacuum and oil pressure adjustment. Her engine is approaching TBO, but is running fine - good compression, low oil usage, and excellent static power. That said, we should still anticipate 9UL being down later this year for an engine replacement.

O5D is running well with the overhauled #2 cylinder. By the time you read this, the engine will most likely have switched from the mineral oil that used for break-in to regular oil. You can return to leaning the engine during cruise. Remember that O5D has a stock exhaust system and should not be leaned as aggressively as the club planes with the PowerFlow exhaust system. A simple and reliable way to lean in cruise flight is to move the mixture control out slowly until you observe an RPM drop, then enrich the mixture for maximum RPM.

Several club planes were found improperly secured---tie-down chains not attached or slack; sun shades, control locks, and pitot covers not installed; paper work improperly filled out. PLEASE slow down and take your time when securing the planes and filling out your paper work. Doing things right is important and really does make a difference.

**John Ewing, Chief Maintenance Officer**

## **Pine Mountain Lake**

I often fly to Pine Mountain Lake for two reasons. One, I am a member of the Pine Mountain Lake Aviation Association. The PMLAA is a social club of local pilots, members of the lake community, and aviation enthusiasts from all over. The club's claim to fame is the quality of speakers at the monthly meetings.

The March speaker was Major Brian Shul, the author and photo illustrator of the limited, aviation

centennial collector edition of Sled Driver, the definitive work on the SR-71 Blackbird. Shul began his talk by recalling his decision, at the age of eight, to become a fighter pilot. After watching the Thunderbirds push their "thuds" to the limit at an air show he said to his father, "When I grow up, daddy, I want to be a fighter pilot." "Well, son," his father replied, "you can't do both."

Shul's story was of inspiration and celebration of the human spirit. In Vietnam he rode his fighter into a fiery jungle crash. Although rescued almost immediately, he suffered what should have been career-ending injuries. After many surgeries and months of rehabilitation Shul passed the astronaut medical and qualified to be one of the few to fly the fastest plane in the history of flight, the SR-71. He spoke for an hour of its missions, and his experiences. Don't miss hearing Brian Shul speak!

Membership in the PMLAA is open to anyone wanting to join. Pine Mountain Lake is a pleasant one-hour flight in a club plane and the programs are top notch. The May 8<sup>th</sup> speaker, for example, will be Leon "Woody" Spears, an original Tuskegee Airman. In June it will be Sergei Sikorsky, son of Igor. If interested, log on to [www.pmlaa.org](http://www.pmlaa.org)

Even if you are not interested in joining the association, the trip is worth it just to walk along the taxiway. You may see a Lockheed Electra or a Spartan Executive being towed out of a residential hangar, a restored Waco in the pattern, or a restored DC-3 in United livery. You might even see Clay Lacy making low passes in the Cessna Citation he used to do the aerial photography for Top Gun.

**Barrett Giorgis**

## **More Places To Fly**

Spring time again, days are longer, flying weather is back. Quite a few airports have restaurants and accommodations for a leisurely stay.

Auburn Airport has a great restaurant for breakfast or lunch, and a patio overlooking the runway. Columbia Airport has a nature trail taking you to a turn of the century town, lots of restaurants, museums, hotels, and shuttles to Sonoma for more of the same. At the side the grass runway is a

camp ground made exclusively for pilots. Truckee Airport is 49nm east, rent a car at the airport, slide over to one of the B & B's for an overnight stay.

North up the Sacramento Valley is the small town of Willows, the airport's restaurant has great food, park your plane just steps from the door. Lampson at Clear Lake also has a great place to eat. Breakfast, lunch and dinner specials are good deals. Shelter Cove overlooks the Pacific Ocean up by the Lost Coast. The pattern is over the water, you are not over land until the threshold. There is a B & B and a small hotel by the water, a few suites (with kitchenettes).

South, inland from Monterey is Watsonville, with a diner at the airport. Monterey has a notable place to eat in the terminal, fuel up at the Jet Center and then ask if you can use the courtesy car for a jaunt into the city. Or rent a car, camp out at Laguna Seca, or rent out a hotel room.

Farther south, near the coast is San Luis Obispo, eat at the airport, shuttle in to the Madonna Motel and the Hearst Castle. Pismo Beach, Oceanic Airport, has plenty of eats/hotels within walking distance of the airport, shuttle to the beach, camping by the terminal, cool by the water.

Inland, Harris Ranch (2820 foot runway) near Coalinga, has a five star steak house with a runway leading to the door. The motel has an Olympic size pool, usually empty.

There's more out there to find. Maybe one that will stick in your memory as one of the best flights ever. Flying is the means for getting there and just the start of the adventure. Next thing is to make it worth it. See you there.

**Peter Bulena**

## **Charles Warren's Continuing Odyssey**

Went to Florida to visit family. Marathon Key has an airport, [editor's note: The Florida Keys Marathon Airport, MTH?] so I thought maybe I'd try to a lesson. It was my second day on the ground after a re-deye from SF. Rented bicycles for me and my son, Aidan, and rode past the airport.

Sure enough, there was a flying school at the airport. The lady behind the counter said, not today or tomorrow, because of weather. I said, "Looks like VFR right now." She admitted it probably was and asked if I wanted to fly right now. I asked Aidan if he wanted to go, and he said no. So I asked, "How about in an hour?" I dumped Aidan on his uncle and pedaled right back.

The CFI was a nice young man, and thorough. We shook hands and went out to look at the plane. It was a NEW 172! More power. Fuel injection. 13 fuel sample points. He handed me the checklist and we started the walk. He checked tire pressure as a finger width clearance between the tire and fairing. The locals are intolerant of dumped fuel, so the sampler has a little filter and you pour the fuel back. Available from Sporty's for not much. Then I started to really get in over my head.

Most everything is what you might expect, but in different places. The avionics master and the master-master is as expected. However, I have never flown an injected engine. It starts at idle cutoff, and you're supposed to get the mixture right in when the engine kicks. I stalled it first go by not getting the mixture in fast enough. Things didn't get better. I tried to lean for taxi, got a big beep when I pushed the button and pulled. I was told that mixture is adjusted by turning righty-tighty lefty loosie. Huh?

Taxiing, no problem and no surprise. Takeoff was a bit of a thrill. Ever hear of using right rudder? How about more right rudder. The new 172 has power. Climbs at about 850fpm at 80kts. About then my awareness deteriorated, as in a disconnect between what I was seeing out the window and what I was reading on the DG. Takeoff on 07 and guess where you're going, but somehow my brain got turned around. Wrong coast, maybe.

The day was hazy, no horizon. We did some turns and stalls. Power-on stalls come on after the airspeed nears the bottom of the scale. I kept letting the right wing droop a little. Maybe the new 172 has less turn to the yoke. By the time we were done, I was lost. There were islands scattered about, but when I saw the airport it was not where I expected it.

The landing wasn't anything to brag about. The instructor took over, flying the thing on the right

wheel. I didn't think that there was so much crosswind. Maybe it was just a demonstration.

Another 0.9 on the log. Maybe sharpened a few skills. Even got a few tourist pictures.

## **Charles Warren**

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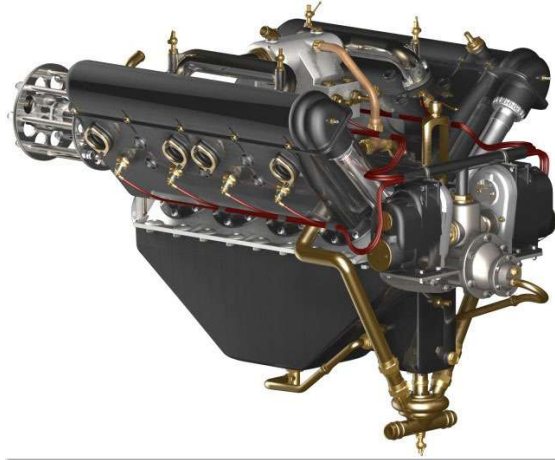
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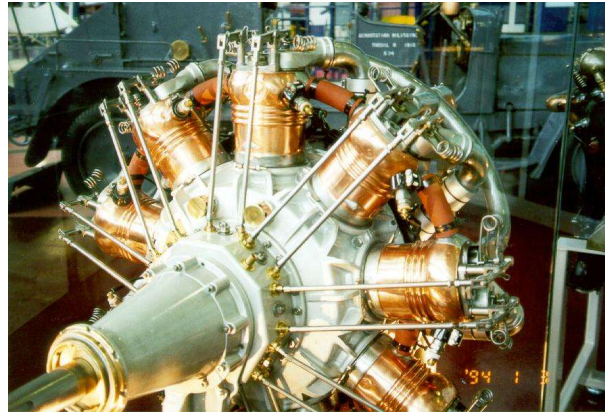
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**Hispano-Suiza V8, water-cooled. Used in SPAD 7 and SPAD 13 WWI fighters.**



**Salmson radial, water-cooled. Used in Breguet WWI aircraft.**