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# THE ALAMEDA AERO CLUB

## NEWSLETTER

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November 2003

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### **First solos and a private checkride.**

On the 10th of September, at Petaluma airport, Ben Barron took to the skies in 739UL, leaving the other Ben on the ground this time! Flew around the patch a few times and even remembered to pick up his instructor on the way home. Congratulations Ben!

Let it be known Trey Watkins is here to fly. Only six weeks after his first time at the controls of a light aircraft he decided to do it by himself, soloing 854Achoochoo on Oakland's 27L. And with a fair crosswind to boot. Congratulations Trey. Joe Monks, student pilot no longer. On September the 5th, Joe passed his Private Pilot check ride with Lou Fields. Now if we can just convince him to stay in the Bay Area and not move back to Arizona. You know what those high temperatures do to density altitude, right Joe! Congratulations!

**Ben Freelove CFI**

### **But Wait There's More...Instrument Ground School**

I'm thinking of starting a small, informal instrument ground school. This would be ideal for anyone interested in the rating or as a good review for pilots who are already instrument qualified. We could meet a couple nights a week for 5-6 weeks. I'd like to find about 5 people who could commit to

this schedule. I might also form a similar course for private pilot studies. We need something flying-related to get us through winter now that it get's dark too early!! Anyone interested can email me (ben@benfreelove.com) or call 510-915-0384.

**Ben Freelove**

### **Flying to Tillamook**

That's where the cheese is made. There's also the Tillamook Naval Air Station Museum, housed in a large airship hangar (<http://www.tillamookair.com/>), at the Tillamook airport (S47).

I flew there a year ago, the flight being routine except for dodging vast clouds of forest fire smoke north of the Medford airport. Climbing out from Medford in Cessna 172AR, I soon found the ground obscured by smoke except for a narrow cone, its apex at my airplane.

My rusty IFR skills proved useful keeping the dirty side down until topping the smoke at about 8,500 feet. I guessed visibility at 3 to 5 miles in smoke, this extending about 50 miles. 172AC's autopilot kept me upright while I advised Flight Watch.

The rest of the flight went well, Tillamook appearing off 172AC's nose where and when it should. Tillamook nestles in a bay, roughly 50 miles west of Portland, Oregon. Worth seeing besides the air museum is the Tillamook cheese factory and miles and miles of sand dunes.

**Jay Smith**

### **Maintenance Report**

The club has really been taking a beating with maintenance issues the last two weeks.

4AC's fuel tank repair is still not complete - waiting for the welding to be completed. Hopefully it will be completed and back on line by Thursday.

4JG's 100 hour has taken nearly two weeks. With luck, it will be on line by the end of the day Friday.

12R went to Bay for a pitot static inspection (due by the end of this month) and Doug discovered that the altimeter is not TSO'd and is illegal. A new one has been ordered, but won't ship until tomorrow (Thursday). With luck, 12R will be back on line by Thursday midday. Justin will try to address the inop. right strobe while the plane is sitting at Bay.

9UL is doing okay, but some nagging problems persist - broken right seat PTT switch and inop. taxi and landing lights. 9UL will go in for annual next week and could be down for over a week, so keep your fingers crossed.

05D seems to be running fine, though the #1 radio still sucks.

36B is seeing more action, but is still pretty quiet.

Sorry to be the bearer of so much bad news ...

**John Ewing, Maintenance Officer**

## **Samoa Airport B & B**

In the Aug. issue of AOPA I read an article titled "Victorian Eureka." Seemed interesting, especially on the bed and breakfast ([www.northcoast.com/airbb](http://www.northcoast.com/airbb)) located at the Samoa Airport (O33). A phone call later and I had reservations. 280 miles north of San Francisco at Eureka, on a small sliver of land, the northern peninsula of the bay opening, is the airport. The B&B is located right there, used to be the barracks for the military blimp base back in the 40's. A lot of history, charming building, great hosts. Don and Shauna Burrow have rebuilt and run this facility for over 10 years. Don owns a Cessna 182, Shauna a Mooney M20C, so get ready for some hanger talk. Rooms run for \$80 to \$105 a night, breakfast included. \$105 gets you a kingsize bed, with a bathroom larger than a SF studio apartment. They have courtesy cars for \$20 a day, plus donations. So it makes it easy to fly in, drive around and see the sights. Walk to the end of the runway and you are facing the Pacific Ocean. Don will tell you that you breathing freshest air in the US since the jet stream sometimes comes down to sea level at this point. Eureka is not far, plenty of window shopping, old houses/buildings. Up north a few miles is Arcata, Humbolt State University, entrance into a redwood park reserve. 15 miles south is Ferndale, a restored old Victorian town, nice blacksmith shop featuring artwork from local artisans. Made for a nice weekend getaway, check with Don before flying up there for a weather report. Usually fogged in during the morning, clearing in early afternoon. Our departure day was clear as soon as we woke up, but we stuck around till the afternoon. On the way back we refueled at Clear Lake and had dinner. Coming over the North Bay saw the sun setting and the full moon rising. Made for a perfect ending to the weekend. Highly recommend this little side trip, better than just flying around the patch in

circles.

**Peter Bulena**

## **Leaning Tip**

For any novices who haven't had the experience of rough low rpm's on one mag, it might be worth leaving it on that mag, leaning out and fiddling throttle to see if the plug(s) can be cleared... When (if) the engine starts running more smoothly, you're there.

Charles Warren

## **Pilot Log Book Mystery**

I bought an old logbook at an estate sale years ago. It tells of a young student pilot, Mavis, flying out of Oakland beginning May 11, 1940, in 65-hp Taylorcraft. Her first flight, 30 minutes, straight and level, was endorsed by M. N. Gustafson, C-8957.

Mavis soloed (after only 8 hours and 15 minutes!) September 22, 1940, in Taylorcraft NC 24337 (65-hp Lycoming). Then touch and goes, cross-country flights, stalls, spirals, spins and wingovers ("cookies intact," she commented).

Her flying continued through November 30, 1941, then a gap of a month and a week. I wonder why? She resumed January 11, 1942, but not from Oakland. Instead, five flights out of Reno, Nevada. The log book ends with a flight on March 21, 1942, fifty-five minutes with Max Sanchez doing 720's and stalls.

What happened to the flying career of Mavis? Did she stop because of gas rationing? Did she begin another logbook? Did she join the Women's Air Service?

**Jay Smith**

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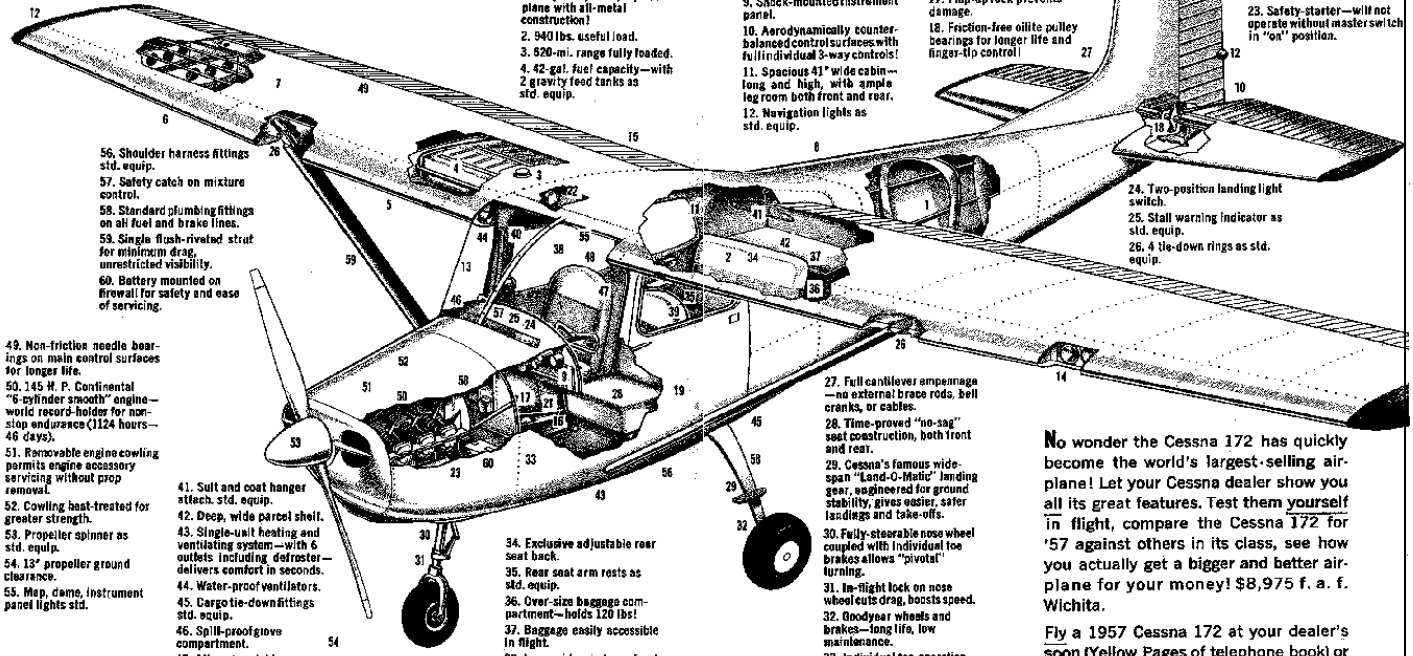
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- 56. Shoulder harness fittings std. equip.
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- 58. Standard plumbing fittings on all fuel and brake lines.
- 59. Single flush-riveted strut for minimum drag, unrestricted visibility.
- 60. Battery mounted on firewall for safety and ease of servicing.

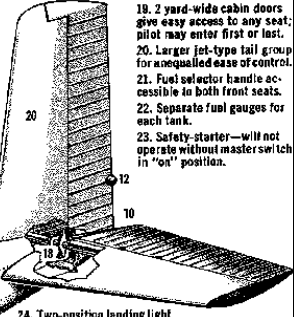
- 49. Non-friction needle bearings on main control surfaces for longer life.
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- 55. Map, dome, instrument panel lights std.

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- 47. All seats quickly removable.
- 48. Interior offers easy conversion to ambulance, photo installation.

- 34. Exclusive adjustable rear seat back.
- 35. Rear seat arm rests as std. equip.
- 36. Over-size baggage compartment—holds 120 lbs!
- 37. Baggage easily accessible in flight.
- 38. Large side windows, front and rear.
- 39. Entire left front window opens.
- 40. Courtesy assist straps as std. equip.

- 5. 36' wing span provides unsurpassed stability.
- 6. Tapered high wing—aerodynamically cleaner for smoother flight.
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- 8. 25' over-all length also adds stability.
- 9. Shock-mounted instrument panel.
- 10. Aerodynamically counter-balanced control surfaces with full individual 3-way controls!
- 11. Spacious 41" wide cabin—long and high, with ample leg room both front and rear.
- 12. Navigation lights as std. equip.

- 13. Excellent "over-the-nose" visibility—through the big 1200 sq. in. full-floating windshield.
- 14. Landing light wiring and brackets as std. equip.
- 15. 2926 sq. in. Para-Lift flaps—over twice normal size—give shorter take-offs, slower approaches, far greater stability!
- 16. 4 flap-position settings—for greater range of control.
- 17. Flap-up lock prevents damage.
- 18. Friction-free iddle pulley bearings for longer life and finger-tip control!



- 19. 2 yard-wide cabin doors give easy access to any seat; pilot may enter first or last.
- 20. Larger jet-type tail group for unequalled ease of control.
- 21. Fuel selector handle accessible in both front seats.
- 22. Separate fuel gauges for each tank.
- 23. Safety starter—will not operate without master switch in "on" position.

- 24. Two-position landing light switch.
- 25. Stall warning indicator as std. equip.
- 26. 4 tie-down rings as std. equip.

- 27. Full cantilever empennage—no external brace rods, bell cranks, or cables.
- 28. Time-proved "no-sag" seat construction, both front and rear.
- 29. Cessna's famous wide-span "Land-O-Matic" landing gear, engineered for ground stability, gives easier, safer landings and take-offs.
- 30. Fully-steerable nose wheel coupled with individual toe brakes allows "pivotal" turning.
- 31. In-flight lock on nose wheel cuts drag, boosts speed.
- 32. Goodyear wheels and brakes—long life, low maintenance.
- 33. Individual toe-operation of brakes assures more positive handling.

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