
THE ALAMEDA AERO CLUB

NEWSLETTER

October 2003

All The Club News That's Fit To Print

A good crop of new solo students and private pilots this month!

New Solo Student — Charles Thompson

July 31, 2003: Club member Charles Thompson meets with Designated Examiner Lou Fields. There is much talking about things aeronautical and then much flying, after which Lou presents Charles with a temporary private pilot airman's certificate — good until the FAA gets around to sending the permanent one.

Congratulations Charles! — **John Ewing**, CFII

New Solo Student -- Scott McCarthy

On Sunday, August 10th, Scott McCarthy discovered that a Cessna 172 will indeed fly without an instructor on board. What, you thought it was all of my hot air that kept the plane airborne?

Congratulations Scott! — **John Ewing**, CFII

New Solo Student — Dhinuke Rodrigo

Club member Dhinuke Rodrigo had already soloed in a Cessna 150, but that was a while back and in the peaceful confines of South Dakota. Today (August 14) he soloed in a Cessna 172 for the first time on Oakland's RWY 27L, which is a whole 'nother ball game.

Nice goin' Dino! — **John Ewing**, CFII

New Private Pilot -- Jeff Soldau!

On Friday Aug. 22, Jeff Soldau performed above and beyond the P.T.S. and Examiner Lou Fields's standards so well that he earned himself the Private Pilot Certificate in his own Cessna 172AR.

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Very well done, Jeff! — **John Hill**, CFII

New Solo Student — Randy Sehn

Despite all of Randy's misgivings, instructor Mike Klinke stepped out of the 'plane and Randy soloed from Oakland's 27L in 2AR on Saturday 8/24.

Congratulations Randy! — **Mike Klinke**, CFI.

New 172 Being Purchased

As noted below in John Ewing's maintenance report, the club is buying a 1980 Cessna 172 for other-than-primary-training purposes (as with 4JG). Hope this helps reduce the crowded schedules a bit...

Vote Early, Vote Often (Part 2)...

As noted last month, it's club election season again, and, as per the bylaws, Russ Boyer canvassed the club for candidates for the Board. The following members have volunteered to stand for election:

John Ewing, Steve Bevitt, Ginny Wilken, Dave Penny, Mike Klinke, Ben Freeloove, John Hill, Brad Dispensa, Adam Johnson, Judy Barron, Jay Smith

The election itself will be held at the September general meeting (9/10, 7.30pm, usual place), so come along and vote!

News News

Since your editor / webmaster seems to spend all his waking hours now doing *real* work (some would say photography ain't real work, but never mind...) rather than flying (I can barely remember what an altimeter looks like, let alone how to spell it...), I'm stepping aside after three years as newsletter editor and webmaster after this issue to let someone new pick up the reins.

It's been an interesting and dynamic time for the club, and keeping track of it all on the web site and in the newsletter has been a lot of fun. Thanks to all who contributed, and good luck to whoever takes on the challenge!

— Hamish Reid

Maintenance Report

Two club planes were downed recently by strikes: **36B** suffered a prop strike and **12R** a bird strike. **36B**'s engine was getting long in the tooth and an engine overhaul was already in the offing.

12R had a close encounter with a vulture after takeoff at Gness. Half of the leading edge skin on the right wing and two internal ribs had to be replaced. **12R** was down for over a week and the vulture was unavailable for comment.

Two different club planes have been found at their tie-down spots with a fuel cap completely loose. Another plane was found with the door wide open and the control lock not in place. Refueling at Kaiser is often a hurried affair and it's understandable that folks are in a hurry to get back after a long flight, but please make sure you get the fuel caps back on, that the plane is tied down properly, and that you've removed any trash or debris from the plane. Leave the plane in the condition that you would like to find it yourself.

12R's intermittent radio failures were finally tracked down to a couple of heat sensitive capacitors. These were replaced and no further problems have been reported. Thankfully, Dale, of Bay Avionics, was able to get to the bottom of this tricky problem.

9UL, **4AC**, **2AR**, and **4JG** are running well and with no significant problems to report.

Last, but not least, the club is adding a 1980 **172N** to the fleet. The club's purchase of **N6605D** should be complete by September 2nd and the plane should go on line shortly thereafter. This plane will be for use by club members who hold a private pilot certificate or better and won't be used for primary training. **05D** has very nice paint and a spiffy interior, too.

Treat her right!

— **John Ewing**, Maintenance Officer

President's Corner

Honoring Our Own

Last month **Al Burri** tried to quietly leave the Alameda Aero Club. Some of us saw his name on the "resigned" roster and decided: "We can't let him do that!"

First, some history: **Al** joined the club in either

1961 or 1963 — he's a little fuzzy on the exact date. His member number is 129, which speaks volumes now that we are approaching 3000. Back then, the "Alameda" in the Club's name referred to the fact that we were located on the Naval Air Station Alameda field. We didn't move to North Field, Oakland until 1983.

Over the years **Al** has taught almost two generations of students the fine art of VFR and IFR flight in almost any kind of airplane that has wings. The dean of our flight instructors, he served as Chief Pilot for many years. He's been sometimes a scold and a disciplinarian — our conscience, really, always thoroughly devoted to keeping Club pilots and Club airplanes safe.

In the absence of a scheduled general meeting, the Board of Directors decided that we couldn't let such a man drift away from an organization he has helped keep afloat for so many years. So we voted unanimously to elect **Al Burri** an Honorary Member; a small gesture for a fine man. **Al** joins the illustrious company of **Bob Stover** and **Doug Johnson**, our AAC founders.

We'll honor **Al** at the September 10 General Meeting. We'll have a few "Al stories" (contributions welcome), we want to roast him gently with just a few turns around the spit; but we'll let the man of the hour have the last word.

Bylaws, Rules and Regulations

Yes, we've been working on updating the Bylaws, Rules and Regulations. Mostly it's been a question of *don't mess with success*. However, we have evolved over the years. The vast majority of the changes reflect the reality of how we do business now. For example: we now have our Keeper of the Books who tracks our money and membership lists and also pays our routine bills; we have a plane captain system to give aid and support to the Club's Maintenance Officer; and, we now use new-fangled contraptions like computers and web-based schedulers. Don't expect any drastic changes, but you might want to check out the revisions on the AAC website, we'll be voting on them at the September 10 meeting.

See you there! — **Steve Bevitt**, President, AAC

Alameda Aero Club

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