

The Alameda Aero Club Newsletter

September 2004

September General Meeting And Election

...Wednesday, September 8 at 7:30 p.m. in the former FAA building next to the Western Aerospace Museum. We'll vote for board members. To throw your hat in the ring, contact Ben Barron, he is assembling a list of candidates, 510 527-4830.

New Plane Captain

Greg Savidge takes over 739UL from Ben Free-love. He may be reached at gsavidge2002@yahoo.com, 415-279-2061.

Not Your Costco Club Membership

After turning gas into noise, I turned to fill out the squawk sheet. Someone had used the last sheet and then the Master copy! The yellow stickie was still in the back of the binder saying "Master, Do Not Use!" How much effort does it take to use the copier and 3-hole punch? Then compare that to work to compose a new Master from scratch.

I hear complaints about the aircraft not being ready when expected. I see water bottles and food wrappers left about the clubhouse. We're a volunteer club and all is shared. Some contribute hours of time and effort, and are to be commended. If you're NOT one of these, consider what might be your contribution to the club. If you're thinking of owning an aircraft, we have a great deal for you! Being a Plane Captain will prepare you for the challenges of ownership. If you're considering applying for graduate school or a new job, this could be the volunteer position you're looking for to complete your application. Or it could simply be volunteering to clean up the Club Office and aircraft. We're looking for Club Officers, so submit your name to Ben Barron at 510-527-4830.

I'll leave you with a quote from The Laws of the Navy:

On the strength of one link in the cable,
Dependeth the might of the chain.

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Who knows when thou may'st be tested?
So live that thou bearest the strain!

Translation: a chain is only as strong as its weakest link.

Don't be that weak link.

Mike Klinke, Vice President

President's Corner

On September 1st, Rob Honeycutt's 2001 Diamond Eclipse C-1 joins the club. It's low wing and has a stick, seats two, and, though it's approved for VFR only, the bird features a Garmin 430 GPS. Rob's offering an introductory rate of only \$75 per hour wet tach for one month to give everybody a shot at getting checked out in the airplane. The rate will increase to \$85 per hour thereafter.



At the moment only Adam Johnson can check you out in the airplane. Adam's promised to check out our other CFI's.

N450DC is now on the scheduler.

Steve Bevitt, President

The Video Library

We've culled our underused video tape collection to just the best. Our addition of the DVD format is represented by the excellent series [Air Facts](#) by Richard Collins. Those read his columns in [Flying](#) magazine will recognize his friendly voice and matter-of-fact style, in beautifully-produced and entertaining segments on important topics. These are the [Air Facts](#) titles:

AF1 - The Prepared Pilot
AF2 - Flying Weather
AF3 - Practical Airmanship
AF4 - Instrument Flying Tips
AF5 - GPS Techniques
AF6 - Flying Conditions and Terrain
AF7 - Advanced Equipment

We still have a few classic video tapes:

Proficient Flying - The Very Best of Barry Schiff, 1992 (practical advice on several topics)
Weather, Flight Planning, and the Pilot, AOPA, 1990 (weather doesn't change with the years)
Mountain Flight with Sparky Imeson, 1988 (author of several books and master of this topic)
Flight Around the Axes, Duane Cole (basic aerobatic maneuvers and how they are taught by a master instructor)
Snap Roll, a Look at the Men and Women Who Fly the Airshows of America (great entertainment!)
Defensive Flying, 1991
Aviation Humor, 1991
IFR Tips and Techniques, 1993
...three titles by Rod Machado, the original "Laugh and Learn" guy
An Airman's Guide to the Airplane: Preventive Maintenance, and
An Airman's Guide to the Cessna 172: Under the Cowling
...these two fill a need, but are achingly underproduced and narrated by someone whose gift probably lies in wrenching more than speech

As for "real" education, we have

Sporty's Your Private Pilot Test, 1990
Sporty's Your Solo Cross Countries, 1990
King Schools Private Pilot Flight Test, 3 tapes
King Schools Instrument Flight Test, 3 tapes
King Schools Instrument Written Test, 7 tapes
King Schools Instrument Instructor Written Test, 7 tapes

The King sets rent for \$8.00/month; all other titles are \$2.00/ week.

There's worthwhile stuff here, despite their age. The new DVDs are stunning by comparison, and we have not given up on building a DVD library if demand is there. No matter which you choose, you'll learn something new.

Ginny Wilken, Captain Video

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My first trip to Oshkosh, Part One

I was 12 years old when I received my first Sport Aviation magazine. I thought it was the greatest magazine on earth. I'd carry this chest of treasures from the mail box, open the envelope carefully, check the front cover's experimental aircraft and dive in, leaving nothing unread. That was 1984, when a young middle-class boy in Israel could only dream of becoming a pilot. I'd hang out with my buddies at one of two general aviation airports (still the only two) near Tel-Aviv. We bicycled to the airport and spent the day watching the rich folks in their dream machines. Once, we were lucky enough to get the attention of a guy who owned a Seneca. We got our first ride in a GA aircraft, an event I will remember always.

The Experimental Aircraft Association's Sport Aviation taught me that even if you are not rich, want to fly, and are willing to invest effort and some risk, you can build and fly your own aircraft. This was unheard of then in Israel. Even now when I mention building a plane from plans or a kit to friends and family, the first response is "Build what !?!"

I tried for the airman program in the Israeli Defense Forces but failed due to childhood asthma. Being a pilot for the Israeli air force is a most prestigious military career. Anyone accepted (few are) who survives the program and becomes a pilot is much respected. On Friday afternoons when the roads were filled with soldiers hitchhiking home for a weekend with their families, you could recognize the pilots with their bright uniforms and wings on their chests, admired by all.

My military years passed, then my college years when I was so poor I suppressed thoughts of flying. I came to the U.S. after college and as an engineer with a decent salary I thought again of aviation. Though financially constrained by my wife's graduate studies, she knew what an aviation geek I was and convinced me to start private pilot training. With two lessons a week at Reid-Hillview Airport I got my license in 6 months. I was in the clouds!

I flew as often as I could, joined the Alameda Aero Club but felt something was missing. It was that

tickle in the fingers to build my own aircraft. I rejoined the EAA and read Sport Aviation and the Experimenter religiously. I have books on aircraft design and kit building, and took the path of most wanna-be-homebuilders, changing my mind frequently on my hoped-for first project. First the cozy MK-IV canard based on Burt Rutan's designs was the plane for me, then I considered the RV's, Acrosports, Fishers, Kitfoxs, Zeniths and so on. I've changed my mind many times. Do I want a plans built, standard kit built, or quick build kit? Since my career and family life is demanding I decided to try more pilot training. My instrument training is nearly finished, still I couldn't abandon the kit-dream. I had to do something, and it was – Oshkosh!

Next month concludes the author's account of his first visit to Oshkosh.

Elik Cohen

Events, Airshows

West Coast Cessna 120/140 Fall Fly-In Gathering. Georgetown, CA, September 10, 2004. 530-357-5440

Truckee Tahoe Young Eagle Flights and Pancake Breakfast. Truckee Tahoe, Truckee, CA, September 11, 2004. 530-587-4811

Fox Field Old Fashioned Fly-In. General Fox Field (WJF), Lancaster, CA, September 11, 2004. 661-270-3296

Palo Alto Airport Day. Palo Alto Airport (PAO), Palo Alto, CA, September 12, 2004.

Reno National Championship Air Races. Reno, NV, September 16, 2004. 775-972-6663
<http://www.airrace.org>

Flying Companion Seminar. Carlsbad, CA, September 18, 2004. Robin Gartman, 760-931-0546.

Classic Aircraft Display and Fly-In. Jackson, CA, September 18, 2004. 209-223-2376

22nd Annual West Coast Travel Air Reunion. Gillespie Field, El Cajon, CA, September 23, 2004. Harry Somers, 619-583-0758

Corona AirFaire 2004. Corona Municipal (AJO),

Corona, CA, October 1-2, 2004. Ed Hamell, 909-845-4906.

US Navy Blue Angels Airshow. Naval Air Station, Salinas, CA, October 2, 2004.
<http://www.blueangels.navy.mil>

Antique Aircraft Display. Frazier Lake Airpark, Hollister, CA, October 2, 2004. 408-779-2653

Canadian Forces Snowbirds Airshow. Salinas, CA, October 2, 2004.
<http://www.snowbirds.forces.gc.ca>

California International Airshow. Salinas, CA, October 2, 2004. 831-754-1983
<http://www.salinairshow.com>

Truckee Tahoe Young Eagles Flights and Pancake Breakfast. Truckee Tahoe, Truckee, CA, October 9, 2004. Charlie White, 530-587-4811

US Air Force Thunderbirds Airshow. Redding, CA, October 9, 2004.
<http://www.airforce.com/thunderbirds>

EAA Chapter 1261 Fly-In & Open House. Mariposa, CA, October 9, 2004. 209-966-2143

Antique-Classic Aircraft Display. Modesto Airport, Modesto, CA, October 9, 2004. 209-610-1180

MCAS Miramar Air Show. MCAS Miramar, Miramar, CA, October 16, 2004. 858-577-4258
<http://www.miramarairshow.com>

Classic Aircraft Display and Fly-In. Jackson, CA, October 16, 2004. 209-223-2376

US Navy Blue Angels Airshow. Marine Corps Air Station, Miramar, CA, October 16, 2004.
<http://www.blueangels.navy.mil>

AOPA Expo. Long Beach, CA, October 21-23, 2004. <http://www.aopa.org/expo/2004>

AAC Board Members 2003/2004**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-ero.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

Bookkeeper

Dona Lynch kotb@alameda-aero.com

Plane Captains**4312R**

Jay Smith 12r@alameda-aero.com
650-591-0342 ext. 235: Tuesday, Wednesday 11:30
a.m. - 9 p.m., Thursday, Friday 9 a.m. - 6 p.m.
510-547-8428: all other days and times

854AC

Adam Johnson 4ac@alameda-aero.com
510-336-0053

739UL

Greg Savidge gsavidge2002@yahoo.com
415-279-2061

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