

# The Alameda Aero Club Newsletter

## July 2004

### July General Meeting

The July General Meeting is canceled in honor of Bastille Day! Next meeting will be September 8, 2004, for club elections. All members are welcome at the Board of Directors meeting, August 11, 7 pm. at McGrath's Irish Pub, 1539 Lincoln Avenue, Alameda.

Jay Smith, Newsletter Editor

### Passed the Written, More Work Still!

Charles Warren passed the written test for the Private Pilot's license. Congratulations! He hopes to complete his FAA check ride in July.

Jay Smith, Newsletter Editor

### And Now For Something Completely Different

Future pilot Lillian Grace Fleming was born to club member Heather Kimball and her husband Scott Fleming on May 23, 2004. For weight and balance she was 7 lbs 10 oz and she has no balance whatsoever! Lillian is doing great and mom hopes to be in the air again soon.



*Lillian Grace Fleming, 7 lbs. 10 oz.*

Heather Kimball

### Board of Directors Meeting, June 9, 2004

Despite stellar and well-advertised guests, the turnout at membership meetings has been lousy, so the Board decided to skip the July meeting and call it summer recess. The Bylaws specify at least quarterly meetings, at a time determined by the Board. We must have a general meeting in September for the Board election. Board meetings are open to all, but unless it is advertised as a general meeting the members who attend cannot vote on club business.

We hope that Ben Barron will serve as the nominating committee for the September Board elections.

The club phone bills have been unusually high, possibly due to the scheduler connection not timing out. Mike Klinke solved the problem after the Board meeting by leaning on SBC. Mike got us a flat unlimited rate for both lines, plus a reduction in the last bill for SBC's being unhelpful about the options available to us. A big thank you to Mike!

Finances look good. Upcoming expenses, in addition to insurance and the engine fund for 9UL, include flap tracks and a Powerflow exhaust for 05D, and a plan to redo interiors in the three original 172s. We may ask Lou Fields for advice or see if he would perform the work.

Ginny noted little interest in acquiring instructional DVDs. The Board decided and it is agreed that the almost \$1000 expenditure should be postponed indefinitely. The severely attenuated video library index will be posted on the website.

Ginny Wilken, Secretary

### Maintenance Update

June was a busy month for the club aircraft, with more downtime than we would want.

4JG was down for a long annual, then it was up for a few days, then Will flew it to Las Vegas for paint job.

12R continued to have squawks about rough idle and fouled plugs, so we bit the bullet and had the #2 and #4 cylinders serviced and re-ringed.

Seems the rings on those cylinders never properly seated. Then the plane had to be flown carefully to seat the new rings properly. By the time you read this, 12R should be back to normal with a working parking brake and (at least for a while) working landing and taxi lights. Note the break-in procedures on the reservations website:

### 12R Engine Procedures

Two cylinders on 12R's engine were re-ringed so some special handling is required until we put 20 hours on the engine.

- Avoid areas where the outside temperature is HOT
- Avoid prolonged running on the ground.
- Avoid over-leaning the mixture
- Avoid sudden power changes (e.g. no touch and goes, stalls)

9UL was down for a significant 100 hour inspection that included treating landing gear corrosion, carburetor air box repairs, and re-packing the nose gear steering mechanism.

With two of the training aircraft down, 4AC saw a lot of action and did an admirable job. Some minor repairs were required - new tires, landing light repairs - but overall things went smoothly.

05D's annual inspection included treating corrosion in the tail section, new rudder bearings, and a brake rotor replacement.

Let's hope July brings less downtime so club members can enjoy the excellent flying weather.

John Ewing, Maintenance Director

## planecrashinfo.com

An instructive and sometimes disturbing web site.

Cockpit voice recorder **last words** can be read, or listened to with an MP3 player.

Unusual accidents include the crash of an Imperial Airways Armstrong Whitworth Argosy on March 28, 1933 near Dixmude, Belgium. A fire, possibly started by a passenger attempting to commit suicide, caused the plane to crash killing all 15 aboard. This is thought to be the first act of

sabotage on a commercial airliner.

The site's aviation accident database includes:

- All civil aviation accidents of scheduled and non-scheduled passenger airliners worldwide, which resulted in at least one fatality (all U.S. Part 121 and most Part 135 fatal accidents).
- All military aviation accidents involving transports which resulted in a high number of fatalities.
- All aviation accidents involving helicopters, both civil and military, which resulted in a high number of fatalities.
- All aviation accidents involving airships, both civil and military, which resulted in fatalities.
- Aviation accidents involving the deaths of famous people.
- Aviation accidents or incidents of noteworthy interest.



*Armstrong Whitworth Argosy*

Peter Korwin

## Into the Fog – Night Cross-Country

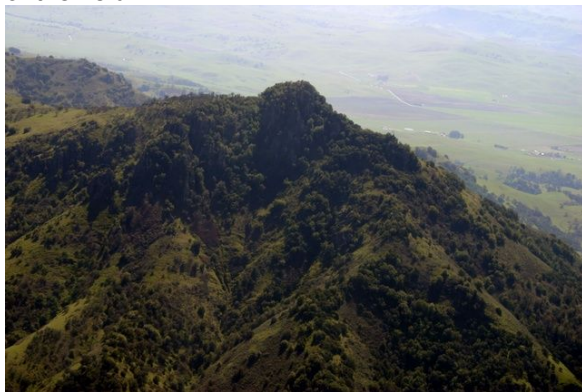
I guess the third time's the charm. For two weeks my night cross country was scrubbed by weather (fog). Not unusual for Half Moon Bay, but still annoying. Then more of the same. Clear, cool, humid all day. Stratus forming on the ridge tops down the Peninsula. The forecast called for VFR until 0300. At 1600 I called the coach. He said that he was seeing about what I was seeing, let's meet at the hangar, so without much expectation that we would go, I drove down the coast. At Golden Gate Park was scattered stratus at about 1000', then broken and piling up on Diamond Heights and Twin Peaks. At the the highway 280, highway 1 cutoff, it was a solid deck.

Approaching Pacifica I drove into it, Pt. San Pedro peeking under the clouds. Ceiling down to 700' or less, with OK visibility underneath. At Devil's Slide everything got tight, visibility a mile or less, clouds right in my face. Oh \*&###! Go check in and get a cup of coffee.

The coach was pre-flighting the Cessna. "Twenty minutes ago it was clear. Tanks are full and oil is ok. Do you trust me, or want to check?" "If it's ok with you, it's ok with me." Visibility was 5+ under a 700' deck which might rise to 900' or so to the south. "I guess it's good to go, but what about coming back?" "Smoke and mirrors," was the comforting reply. I plugged in my headset, stuck charts, plotter, E6B into a pocket, hung a flashlight from something and we rolled. "Left traffic after dark. Stay away from the houses." When we were over the breakwater, I wrote the time on the kneeboard and took a look at the cheat-sheet, 150° for Pigeon Point, 20 miles. Making the turn at Pigeon to Davenport the whole cloud deck slanted away toward Pt. Lobos. The moon rising. The original plan was Salinas, Modesto and return via the Bay. Could we go that way without flying under the Golden Gate Bridge?

Then the lights of Salinas. Four landings later, two each 26 and 31 with different cross winds, we started the return leg. Used one of the full stops to get rid of the leather jacket. Warm on the clear side of the marine layer.

"Ok, here's your first divert. What can you tell me about Hollister?" Oh, bother! Nothing on the cheat sheet. About the same direction as Modesto. "You want to see the city lights ahead. Then you know you're above ridge altitude." Now, where in ??? is that beacon? The most visible thing is some very well lit industrial building South of the field.



**Peak Near Hollister – Hard to See at Night**

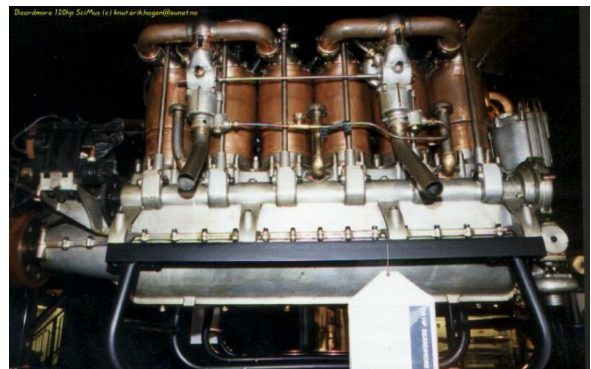
Four landings later it's off to Watsonville.

Beautiful clear night. The hillsides are faintly visible. "Like snow", says the coach who flew Iceland for the Air Force. The terrain was just a bad feeling in my peripheral vision.

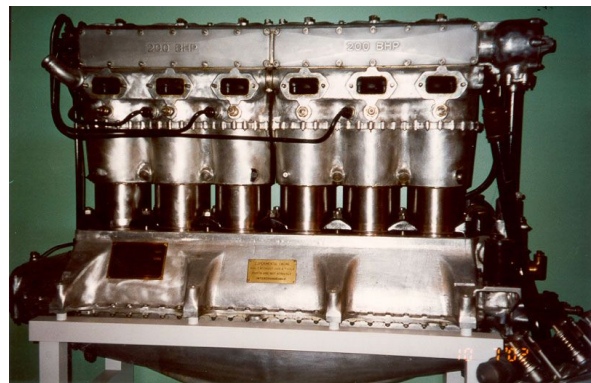
Now comes the fun part. Pigeon Point light is visible. So is the fog bank. Any room left under there? As it turned out, there was. Just about the same 800 feet as on the way out. Landing without the runway lights, however, was a bit of a challenge. Dirt actually does look different from concrete at 20'. It worked better on the second try. Lights on that time. So one more checkoff.

**Charles Warren**

## **Two British WWI Inline Water-Cooled Aircraft Engines**



**Beardmore 120-hp Engine (early WWI)**



**BHP Siddeley Puma 230-hp Engine – a redesign of the Beardmore engine**

**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**

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