

SUTTER BUTTES

June-July 2010

Edited by Shana Nussbaum, af_shana@yahoo.com

Timeline Tidbits

June 27 – Fall River annual fly-in. Breakfast from 7 – 11 am. Clint Eastwood just moved to the neighborhood so everyone's expecting the place to be spiffed up a bit!

July 5-9th – International Conference in Hawaii
<http://www.ninety-nines.org/index.cfm/conference.htm>

July 6th – Our Chapter has been invited to EAA Chapter 1175s next meeting to hear Patty Wagstaff as guest speaker. She will be flying the spotter plane for CalFire this summer out of Nevada County (GOO). Let's say hellow to a fello 99 from the Alaska Chapter. More meeting details will follow on e-mail and Facebook!

July 17th - Our chapter has the opportunity to participate in the EAA event, type and scope of involvement is yet to be determined, contact Sandy Mills for more info.

July 27 – Aug 1st – Oshkosh

August 8th - 19th Annual Willits Airport Day and Skunk Train Fly In. Fly in Saturday, ride the Skunk Train, stay at the Baechtel Creek Inn and Spa, or fly in Sunday for a morning Skunk Train ride, then attend the afternoon Airport Day festivities, food, displays, awards, and lot of fun. Info at www.willitsflyin.com.



CONGRATULATIONS!

**MARY FAIRBANKS WAS
AWARDED AN AMELIA
EARHARDT SCHOLARSHIP!! IFR
HERE WE COME!**

**JESSICA KRAEMER PASSED HER
FAA WRITTEN, "ONLY HOOPS
LEFT ARE MY ORAL AND FLIGHT
FOR MY LICENSE"**

Learning "Loose" Formation Flying

On Saturday May 15th, Valarie Bush and I flew to Auburn in the Tiger to take part in a safety seminar presented by Mach 5 Aviation and sponsored by the Placer Gold 99s. They made it very clear that this was NOT teaching us how to fly close formation, but how to fly safely with more than one airplane in close proximity. There was about an hour of basic information: air-to-air frequencies, distance to maintain, what to do if you get separated from your flight, procedures as you approach your destination airport, etc. For our flight to Petaluma, we were divided into groups of 3, where we chose a flight leader, and a name for our flight for identification on the radio. I was #2 in our flight and flew about 7 to 7:30 1,000 feet behind and 100 feet below our leader. #3 was on the right side of #1 and same distance apart. #1 was our designated communicator with ATC and was given a transponder code; #2 and #3 put our transponders on stand-by to make it easier for ATC and we were a "flight of three". We were on 2 frequencies, listening to #1 talking to ATC on the main, and the second was for air-to-air communication.

It became immediately obvious that other flights were using (and abusing) the #2 frequency—filling it with constant chatter—making it impossible to hear either radio. I eventually turned both radios down, and simply stayed glued to #1's 7 position. About 10 miles from Petaluma, he told us he was beginning a shallow descent and we were to go into trail— me directly behind him now and #3 behind me, with our same separation distance. I followed him on the 45 to runway 29, then downwind, base and final and actually landed while he was still on the runway, slightly offset to the left. It worked out perfectly as it should have, and I was very comfortable at that distance of spacing. Shana Nussbaum flew in a rented C172 in another group and we barely saw each other. It was great to have Valarie and her two extra eyes verifying frequencies and watching for traffic.

My only complaint was the congestion on the air-to-air frequency, which I conveyed to Dennis at Mach 5 the next day and he said he'd address that if and when they hold another similar seminar. Fun to learn something new—and get credit for Wings besides!

-submitted by Carol Andrews

VFR Vitamin

Day VFR Required Equipment: **TOMATO FLAMES**

Tachometer	Fuel indicators
Oil pressure	Landing gear indicator (for retractable)
Manifold pressure (for any altitude engine)	Altimeter
Airspeed indicator	Magnetic compass
Temperature gauge (water-cooled engine)	ELT
Oil temperature gauge (air-cooled engine)	Seatbelts (& shoulder harnesses)



Note that this list includes the ELT (which is *not* required for certain operations, see 14 CFR 91.207(f)) but does not include the transponder, which **is** required for many operations (see 14 CFR 91.215)

Night VFR Required Equipment: **FLAPS**

- Fuses
- Landing light (if for hire)
- Anticollision light
- Position lights
- Source of electricity

IFR Insight

When flying in solid IMC, regularly look outside at the exterior of your airplane for signs of ice. Find out where ice normally forms first in the type of aircraft you fly. This is often a small, sharp protrusion, such as the Outside Air Temperature probe, or part of a strut.

REMINDER FROM YOUR \$\$\$TREASURER:

DUES ARE DUE: Time to start thinking about mailing in your \$20 chapter dues to Willa by August 1st.
CHAPTER SHIRTS: Willa has ordered shirts for those of you requesting them. If you've ordered one, and not paid for it, send your check for \$24.68.

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If you would like to receive the newsletter by snail mail, just let me know. For those who request a print copy, please also let me know if you intend to use the facebook site. We respect that many members have personal or practical reasons, and want to make sure you are not left out of the conversation. By letting me know I can add a synopsis to your e-mailed or mailed newsletter!

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