

TALE WIND

A chapter of the California Pilots Association



APRIL 2004

Aviation Ed Program Committee

A large part of the TCPA mission to education the public about general aviation. It is important to let non-pilots understand how aviation positively impacts their daily lives, helps rural communities, adds to the local economy and citizen safety, and how aviation projects are funded.

Therefore, TCPA is forming a committee to develop a program and train speakers who can represent TCPA interests at government venues, community events, and organization meetings.

The thought is to create a speaking outline, visual aids, and PowerPoint presentation that can be easily modified for each audience. Good starting points for educational information are AOPA, GA Serving America web site, California

Pilots Association, the new Weaverville Airport planning documents, California aviation statistics, and local research.

We are looking for three to four members with experience in public speaking, marketing, and/or aviation business to start this committee. Since most of the committee work will be done remotely, having a good Internet connection is required. Full-time residence in Trinity County is not required. A few face-to-face meetings will probably be needed to get the project rolling and along the way.

If you are interested in helping, we will be discussing this committee and its goals and purpose at the TCPA Annual meeting. If you are unable to attend the meeting and want to volunteer, please email Kelli Gant (kgant@tangella.com).

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TCPA Dues

We have 48 members whose membership expired at the end of 2003.

TCPA needs your support. Please see page 6 for an expiration list.

Annual All Member Meeting and Aircraft Display

April 25, 2004, 12pm—3pm, IOOF Building, Trinity Center

Come one, come all to the Annual TCPA meeting for business and pleasure. Join us for lunch at noon on Sunday, April 25 at the Community Hall/ IOOF Building on Mary Street in Trinity Center.

The cost is \$10 per person. Menu: Pasta veggie stir fry, Shrimp scampi on the side, bread and fruit salad, coffee, hot and iced tea.

This is the time to review the year's activities and to look at what's coming up. It is also our opportunity to elect officers. Our current slate of officers can be seen on page 3. If you would like to run, please contact Ann Elsbach.

In addition, TCPA is hosting a public display for historical aircraft. Certificates of Participation will be available to those members who display their planes. Aircraft will be on display from 11am to 4pm on the Trinity Center ramp. Transportation will be provided to the IOOF Hall and back.

See you there!

If you will be attending the TCPA Annual Meeting, please RSVP to Norma Puryear at 530-266-3607 or puryear@tds.net by 4/22

www.tcpilots.org

2003-2004 TCPA Officers and Chairmen

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Would you like to submit an article? Please email your submission to editor@tcpilots.org

Our organization goals and objectives...

- Preserve existing airports and airspace
- Advise and assist local groups
- Assist with local airport problems
- Monitor aviation legislation
- Sponsor safety and awareness seminars
- Communicate to members
- Grow aviation in California

Presidential Soapbox

by Ann Elsbach

Summer will be here before we know what happened and with it will come that summer bugaboo—density altitude. We all know what density altitude is, but how many of us consider it carefully before take off or landing here at our home base in Trinity County? It's easy to become complacent at one's home field. Let's look again at what density altitude is and how it can have a very grave effect on our summer flight operations.

To review:

Density altitude is pressure altitude corrected for non-standard temperature variations. Pressure altitude is the altitude indicated when the altimeter setting window (kohlsman) is set at 29.92" Hg. This represents standard air pressure at sea level with a standard temperature of 15 degrees Centigrade (59 degrees Fahrenheit). Aircraft manufacturers' performance figures for a given aircraft typically are keyed to sea level conditions.

The problem is that too often, especially in high mountainous areas such as ours, non-standard conditions prevail. When the air is hot, for instance, it is less dense and aircraft performance will deteriorate. In general, the higher the pressure altitude, the longer the takeoff and landing distance required. One thing we can count on—you can't stretch a runway, much as we would like to on hot days.

Density altitude varies directly with temperature and humidity and inversely with barometric pressure. Cold dry air and higher barometric pressure means low density altitude. Your plane will climb like a banshee. On the other hand, hot, humid air and lower barometric pressure means low density altitude. Aircraft performance will be much worse than the cold, dry air scenario. At Trinity Center, with a field elevation of 2,390 ft., on a hot summer day – say at 100

degrees F – your aircraft could perform as though it were at a field with an elevation of about 6,000 feet. Although your plane might make it off the runway, will it climb out sufficiently well? What about at gross weight? How much runway will it take on the roll-out?

A good rule of thumb for computing density altitude, in case you do not have your flight computer or an altitude conversion chart with you, is:

Add 10% per thousand feet of pressure altitude to the takeoff run. Next, add another 10% for each 10 degrees C (15 degrees F) above the standard temperature for that pressure altitude. Remember that the normal lapse rate is 3.5°F or 2°C per 1,000 feet of altitude.

For those of us with low performance aircraft, it's always best to plan our departures early in the morning before the heat builds up and our landings in the evening, after it has cooled down. When in doubt, wait for cooler weather.

We are looking forward to seeing you at the annual TCPA meeting on Sunday, April 25 from noon to 3 p.m. Plan to fly in to Trinity Center and we'll give you a ride over to the IOOF hall. This promises to be a fun program with a video and scrumptious food. See you there!

Be prepared, be safe, and have a fine summer of flying!



If you will be attending the TCPA Annual Meeting, please RSVP to Norma Puryear at 530-266-3607 or puryear@tds.net by 4/22

2004-2005 Slate of Officers

The following people have volunteered to be TCPA officers during our 2004-2005 year.

Elections will be held at the TCPA Annual Meeting on Sunday, April 25, 2004.

If you would like to run for an office, please contact Ann Elsbach.

Slate of officers:

President: Hal Pflueger

Vice President: Lee Wachsmuth

Secretary: Don Mullen

Treasurer: Norma Puryear



You haven't seen a tree
until you've seen its
shadow from the sky.
— Amelia Earhart

FAA Air Safety Online

The FAA Aviation Safety Program has undergone some changes—for the good. On March 12, the Air Safety web site went live—<http://faasafety.gov>

This site currently provides a searchable listing of aviation safety seminars and events nationwide. The web site can also send you e-mail notification of any selected regional seminars.

On the Aviation Safety web site you can set your preferences for notification delivery and regions about which you would like to receive safety information.

Air Safety's future plans for the site include:

- A searchable online aviation library
- Streaming video on aviation safety topics
- Interactive learning
- Automated administration of the WINGs program

When you register your email address with the FAA, at <http://registry.faa.gov/amsvcs.asp>, the FAA also emails you to let you know about these new online services.

AnyAWOS Free Phone Service

Have you ever been away from home, without your computer, and wanted to get the current AWOS for a destination airport? Up to now, you needed to have an airport guide or *Airport and Facilities Directory* to look up the AWOS phone number.

Now there is AnyAWOS from Mackinac Software—a free phone service that can connect you to any AWOS in the USA.

To use AnyAWOS, you must first know the 3-digit identifier for the airport with an AWOS. Then dial 1-877-ANY-AWOS. The recording asks you to enter the 3-digit identifier using the phone keypad. You then pick the correct airport from a verification menu. You are transferred to your selected AWOS or ATIS.

You can also enter the identifiers for those few AWOS locations that are not at an airport:

MHS: Mount Shasta, CA
SDB: Sandberg, CA
MLP: Mullan Pass, ID
SXT: Sexton Summit, OR
SMP: Stampede Pass, WA

Ok... you do have to listen to a short ad while you are being transferred. But, the service is toll-free and you don't have to drag directories to your hotel room.

BUSINESS SUPPORTERS

Please thank these businesses for supporting aviation in Trinity County

Carrville Inn B&B

Hillside Aviation

Hyampom Airport Apartments

Trinity Alps Realty

Trinity Lake Resorts

Mt Meadow Resort

Pflueger's Custom Aircraft Panels

Scott Museum

Wyntoon Resort

Yellow Jacket Grill

To find out more about these businesses, please visit the TCPA Web site.

New TCPA business supporters receive a one-time free ad in *Tale Wind* and a continuous ad on the TCPA Web site.



Live outside of Trinity County?

Follow the opinions and happenings in the new Weaverville Airport Project...

Subscribe to the Trinity Journal

Send your name, address, and check for \$37 to The Trinity Journal Box 340 Weaverville, CA 96093

Aerobic Tummy *By George Loegering*

For as long as I can remember I was immune to motion sickness even when everyone else was sick. So I had little sympathy for those who seemed to be subject to this phenomenon.

About 10 years after getting my pilot's license, I met a fellow pilot at work who was doing aerobatics in a Citabria with tandem seating. He rented the plane at the Santa Paula California airport.

Santa Paula is an interesting airport; at the time many historic aircraft were there and movie star Steve McQueen hangared his plane there.

I had done some limited aerobatics in a similar plane, but the owner had moved it out of state. I asked my workmate if he would be willing to share an hour if I picked him up at his home near the Van Nuys airport and flew him in my A-35 Beechcraft to Santa Paula. He said great, it would save a long car ride and he wanted some Bonanza time.

And, so it was that we taxied out, proceeded to the practice area, and he initiated a series of rolls, loops and spins in sets of five each. After a half hour I felt queasy and asked if I could practice some maneuvers as I thought we agreed. He refused to acknowledge my request and simply continued one gut wrenching maneuver after the other until I demanded that he take me back to the airport or I would puke in the plane. He begrudgingly did so.

I staggered to the cafe for a warm coffee as he took off for the practice area angry that I had wasted 10 minutes of flying time. It took me over an hour before my green pallor went away and my gyros stabilized so I could take my ex-friend back to Van Nuys. I still don't know why he decided not to share but after that time I became very sensitive to my passengers' airsickness proclivities.

Although I would never have wished it, my ex-friend had to bail out the following weekend because his severe aerobatics broke a rudder horn; needless to say he gave up flying after that experience.

If you have ever had to clean up an airplane after a passenger "gave it up" or even had to ride in the plane after someone put it neatly in a barf bag, you would do everything possible to see that it doesn't happen.

The preparations to avoid the problem include a discussion with new passengers well before flight time as to whether or not they are subject to motion sickness. If they are, maybe an over the counter medication such as Dramamine or an ear patch might be in order. Certainly if that conversation doesn't take place it is good to brief your passengers before takeoff on expected turbulence, necessary maneuvers during the flight, and the location of the barf bags.

Further, if they are susceptible, either put them in the front seat (near the centroid of the aircraft with the least motion) or otherwise instruct them to look at the distant horizon. Letting them take the controls is also a good diversion provided that they are smooth enough to not bother the rear seat passengers (or sneak the autopilot on).

There are other options to avoid the worst part of motion sickness not the least of which is simply to land. In a practical sense if that is not possible try to keep the airplane as straight and level as possible. This can usually be done better at higher altitudes farther from terrain generated convection. Usually a higher altitude and the drone of an engine will induce sleepiness, which will naturally relax them. On the other hand,

(Continued on page 5)

Tummy (continued)

(Continued from page 4)

sometimes a little O2 is effective in relieving the symptoms.

Also you might think about having a wrist worn anti-motion sickness electronic device onboard, which is effective for some people. Some Bonanza pilots employ a ventral stabilizer (airskeg) or other electronic stabilizer devices; tip tanks are an even better solution.

My son Mike denies my ultimate solution is effective; however, I feel facts are proof. The situation arose on an 11,000 mile North America trip of 40 days. Mike, at age 10, would erp within 5 minutes of departure—every departure to the annoyance of his brother Paul, Mom, and me.

During a hot summer refueling stop in Saskatoon, he requested a strawberry soda after lunch from a vending machine. I said yes and deposited the coins in the machine, but told him he had to drink it fast because we had to leave the glass bottle there.

Five minutes after departure, the lunch and soda painfully came out of his nose and mouth; no more problem after that for the rest of the trip and all subsequent trips even in the car (QED).

So this brings us back to the initial premise: airsickness can be avoided by many different techniques, but you must always be prepared in the event that the problem manifests itself.

I use to scrounge air sick bags from my airline flights but now find that an empty large coffee can works best even if needed for a potty. The remaining coffee aroma helps other passengers who sometimes would otherwise join in sympathy.

So avoid the aerobatic tummy with the suggestions above but like a good Boy Scout-be prepared.



3-D Tours of Smithsonian Aircraft Online

If you haven't yet had a chance to visit the Smithsonian's new Udvar-Hazy Center near Dulles Airport, in Virginia, now you can view a few historic aircraft and cockpits in detail on the Internet.

The cockpits of the Concorde, the Boeing 307 Stratoliner, the SR-71 Blackbird and more can be viewed in intricate detail from any vantage point.

Exterior shots of the J-3 Cub and a Monocoupe 110 can be rotated to view the airplane from either side, front or back, and anywhere in between.

The Smithsonian's National Air and Space Museum opened the Steven F. Udvar-Hazy Center in December of 2003. From March to November of 2003, the Museum moved over 200 artifacts to this new display facility to prepare them for public display where they will remain for years to come.

This artifact move was an unprecedented opportunity to photograph a large portion of the National collection of aircraft, spacecraft, and small objects in detail. Objects such as the Lockheed SR-71, Piper J-3 Cub, Bell UH-1H helicopter, and Lockheed Vega "Winnie Mae" will be obscured by exhibits or hung high above the floor, where they will be forever inaccessible to truly comprehensive photography.

The techniques employed to create the QuickTime Virtual Reality movies involved rotating objects in 360 degrees while individual images are taken of the object from every 10 degree angle. These images were then stitched together to create a seamless 360 degree view.

The results of this project will not only include QTVR views and panoramic photography, but a massive collection of still digital photography that will remain an important archival record for the Museum to aid in the preservation, public education, and appreciation of these artifacts for years to come.

About a dozen of the images are now posted at the National Air and Space Museum's Web site. Viewing the images requires Quick Time software, which is available free on the Internet.

Smithsonian Web site:

<http://www.nasm.si.edu/interact/qtvr/uhc/qtvr.htm>

Expired Membership

DUES EXPIRATION NOTICE: Yearly Association dues are payable January 1. The grace period for paying dues is March 31. After that date dues for the previous year (2003) expire.

The following members' dues have expired. For reinstatement for 2004, please send a check for \$20, made out to TCPA, to P.O. Box 402, Trinity Center, CA 96091.

Don Barich	E. Schmauderer
J. and M. Johanson	T. and E. Duzan
Ken Bayne	L.&E Scott
D. Long	S. Eberly
Bill Beerman	F. and C. Schultz
T. and K. Lorenzo	C. Erickson
Bob Bond	T.& K. Spencer
J. and B. Martin	B. Gilmore
J. and T. Bryant	D. Stemple
R. and P. Mckinley	B. Gray
B. Bullard	D. and E. Tews
A. and P. Melgoza	F. and A. Grugal
Sean Cahill	Trinity Lake Resort
Dr. R. Meridith	J. and L. Hall
Carville Inn	R. and B. Vasconcelos
R.& A. Moore	D. and D. Harmon
A. Cesafsky	L. Weaver
F. Moore	Bob Hawkins
C. David	Wynton Resort
J.Nelson	C. Hawley
F.& D. Davis	Yellow Jacket
B. Duca	H. Hilleby
S. Renton	
B. Dunn	

Photo of the Month



Redbud at Trinity Center

Taken Friday April 9, by Kelli Gant

Members: Please submit your digital photos for Photo of the Month to editor@tcpilots.org. Photos must represent Trinity County and should be aviation-oriented. All photos are placed in the TCPA Web site gallery.

19th Annual Eagle Field Big Band Dinner and Dance June 12, 2004

Join us to commemorate the 60th anniversary of D-Day, near Dos Palos, Calif.

The WWII planes, military vehicles, incomparable food, and the Big Band Music in the large hangar at this WWII airbase is as good as it gets. There is nothing like it anywhere, nothing that feels as much like 1942! Sign up for the very popular Swing Dance Contest and the Memorabilia Silent Auction.

Attendees may fly in, come in self-contained RVs, or by auto and stay at one of the nearby hotels. Warbird fly-ins receive one free dinner ticket. There is transportation to the hotels for all fly-ins.

Only \$60 Per Person.

For tickets, hotels, directions and other information Please go to <http://www.eaglefield.net>
Or call (209) 392-8264.

The Flying Season is here!!

Tale Wind happily accepts articles from members about their flying adventures.

Be sure to send us your photos for the web site and newsletter.

JUST LISTED!!! on LAKEVIEW DRIVE, TRINITY CENTER

- 1,776+ Sq. Ft.
- \$330,000

Original owners, built with quality and well maintained. Street appeal is worth everything!

This home has a 2-car attached garage (24x24) and 2-car detached garage (30x24)—so there is plenty of space for all your vehicles and toys. You can see the Airport and Lake just a hop and a skip away. There is a public walkway to the airport right across the street.

The rooms are spacious with good floor plan. Bathroom has double shower, vanity area, and entrance from hall and master bedroom. The kitchen is light and has a built-in bar. There are other built-ins and a lot of storage. The fenced back yard has garden and fruit trees. In the front are lovely Giant Sequoia trees, roses, rhododendrons, tulip tree, and sycamores. A redwood deck (12x24) adorns the front with cozy benches, and lots of brickwork. This is a must see today before its gone.



EXECUTIVE HOME IN TRINITY CENTER-COFFEE CREEK

- 3 Bedrooms
- 3 Bathrooms
- 3,200 Sq. Ft.
- 4.53 Acres
- Built in 2002
- \$785,000

A home like this comes on the market only once every few years! This home is for those that can appreciate quality, not only in workmanship, but in design and amenities. This home has an awesome view of Granite Peak. You are only 5 minutes from Trinity Lake, Trinity Center airport, and the marina.

The kitchen has everything—cherry wood cabinets, breakfast bar, tiled granite counters, and back splash, SS appliances, instant hot water, Nutone Kitchen Center, and lighted wine storage. Beyond the kitchen is the large laundry room.

Other amenities include a great room, deck, attached garage, upstairs “loft” with full bath, walk-closet and full bedroom, vaulted master bedroom ceiling, and private master deck.

See all home details and pictures at <http://www.trinityalpsrealty.com>

CONTACT DON OR ROBIN REILLY TO VIEW THIS VERY SPECIAL HOME AT
Trinity Alps Realty



PO Box 1390, 1247 Main Street
Weaverville, CA. 96093
530 266-3302 Evenings

Robin 530 227-1725 (c), Don 530 945-5244 (c)

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Business card size	\$ 5.00 per month	\$40.00 per year
Quarter page	\$12.00 per month	\$100.00 per year
Half page	\$25.00 per month	\$200.00 per year

All ads have a renewal date of Jan 1 of each year. Ads placed mid-year will be pro-rated. Ads will be placed on sponsor pages after newsletter articles and news.

For ad details and questions, please contact Kelli Gant, editor@tcpilots.org or 510-215-7205.

**TRINITY
COUNTY
PILOTS
ASSOCIATION**

**P.O. Box 402
Trinity Center, CA
96091**



**E-Mail:
tcpa@tcpilots.org**

**Safeguarding Trinity
County Aviation**

**We're on the Web!
www.tcpilots.org**

Membership Application

We encourage anyone who is a pilot or has an interest in flying, the preservation of airports, and air transportation to join TCPA. Dues are \$20/year renewable each Jan 1.

Name: _____

Spouse/SO: _____

Address: _____

Licenses: _____ Ratings: _____

Email address: _____

New Renewal membership dues #____ @ \$20/year \$_____

TCPA T-shirt Size _____ #____ @ \$15/ea \$_____

TCPA polo shirt Size _____ #____ @ \$20/ea \$_____

TCPA polo shirt, embroidered Size _____ #____ @ \$30/ea \$_____

TCPA baseball cap, printed Size _____ #____ @ \$8/ea \$_____

TCPA baseball cap, embroidered Size _____ #____ @ \$15/ea \$_____

California Aviation Charts #____ @ \$6/ea \$_____

TCPA Scholarship Fund donation \$_____

Shirt sizes: medium, large, extra large Order \$_____

**Trinity County Pilots Association
PO Box 402
Trinity Center, CA 96091**