

TALE WIND

A chapter of the California Pilots Association



JULY 2005

Annual TCPA Meeting

Despite a rainy week and an IFR Saturday, the annual Trinity County Pilots Association annual meeting on Saturday June 18 was well attended.

MEETING MINUTES JUNE 18, 2005

The meeting was opened by Hal Pflueger, our president, at 12:20 pm in the T.C. I.O.O.F hall.

Hal introduced the present and new officers —

President: Mike Balzano
Vice President: Lee Wachsmuth
Secretary: Don Mullen
Treasurer: Barbara Dahl



Officers and guests: Mike Balzano, Judy and Hal Pflueger, Angie and Lee Wachsmuth

Norma Puryear was celebrated for her great contribution to the TCPA in filling the position of Treasurer for the last ten years along with her other countless contributions. Norma was given flowers and awarded a certificate in recognition and thanks for her services.

Norma and her husband Bob, a retired airline pilot, will soon be moving from Trinity Center to a new home in Davis, CA.

A part of Norma's departing words of appreciation for her friends and co-members was to give special recognition to a number of individuals that had given significantly to the our organization and airport.

At the top of her list was Lee Wachsmuth, whom she announced as the member of the year because of all the things he has been doing for the pilots and airport in general.

Kelli Gant was praised for all the great work she has done with the newsletter, which has been the crown jewel of our organization.

Kelli talked about the membership statistics. About 4 years ago we had about 160 versus 88 members today including 32 members with Trinity County addresses.

Of those members lost, 16 were from Weaverville, 16 from Trinity Center, and 7 from other parts of Trinity County.

A discussion was held about why we lost members and how to get membership back up. George Loegering, now less involved, was given credit for being a major recruiter of members in past years. Suggestions consisted of fly-ins, poker runs including Trinity County's five

Inside this issue:

New member	2
Historical aircraft display	2
Labor Day BBQ	2
Summer weather	3
From AOPA	4
Missing email addresses	4
2nd Qtr financial report	5
Wings over Wine Country	5
Pilot sayings	6
Sponsors	7

2004-2005 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

Annual meeting (continued)

(Continued from page 1)

airports, mailings to all pilots in the county listed with the FAA, advertising, etc.

Meeting was adjourned by Mike Balzano, our new president.

A scrumptious lunch was served by the Yellow Jacket, followed by friendly conversation.

Submitted by Don Mullen, TCPA secretary



TCPA members visit after the meeting.

Historical Aircraft Display

TCPA is hosting a public display of historic aircraft at Trinity Center Airport over the Labor Day weekend —

September 3, 4, and 5

Certificates of participation will be available to aircraft owners.

Mark your calendar for the Annual North Lake Lion's Club BBQ, fly-in, and craft fair on Sunday September 4, 2005 in Trinity Center.

The BBQ is within walking distance to the runway. This is a fun and worthy event. More details will be provided in next month's newsletter.

Welcome New Members...

Steven and Stephanie Byers
San Diego
New home in Trinity Center

Thank you for supporting TCPA

Summer Weather Reminders for Pilots *by FAA*

When the blustery winds of winter finally die down and the warm sunshine starts breaking through, flying a general aviation aircraft is an enjoyable way to travel. Even as nice as summertime travel is, it is not without its unique concerns. The pilot should be aware of special summer weather conditions.

Thunderstorms

This information applies to the northern hemisphere:

1. Avoid cells by 20 miles--this means having 40 miles between two cells.
2. Provide extra distance from cells moving at 20 knots or greater and the cell at the south end of a line of storms. This cell does not have to compete for moisture with other cells so it has an abundant "fuel" supply to generate turbulence.
3. Surface dew point and temperature are a good indicator of storm severity. Thunderstorms forming over an area where the dew point is 50 F or higher with more than a 30 degree spread between temperature and dew point indicate a potential for extremely strong storms.
4. If flying a radar-equipped aircraft, learn to use the antenna tilt feature effectively to identify tops of the moisture and to determine if rain is so heavy that it is attenuating the radar beam. Cells shapes and rain gradients provide key information on the hazards of storms. Many commercial training courses are available for instruction in use of weather radars. Remember, radar is for avoiding, not penetrating, storms.
5. Storm hazards are linked to the overall instability of the atmosphere. Check the convective outlook, or "AC Note" as it's referred to, which categorizes the thunderstorm risk in a warning area as "slight," "moderate," or "high." Use extreme caution when flying in the warning area, especially where the risk is moderate or high. The "AC Note" is accessed by FSS briefers with the command: RQ MKC AC on request. DUATS provides this in the "Severe Weather Warning" section.
6. Check the winds at 18,000 feet (500 millibar level). If they are southwesterly, you can expect storms to form.
7. Consider flying in the morning before the afternoon heat can trigger storms.
8. Consider delaying takeoff when a cell is closer than 20 miles to the departure airport.

Density Altitude

1. Always check density altitude against aircraft performance figures. Density altitude is pressure altitude (the altitude read from the altimeter when 29.92 inches set) corrected for nonstandard temperature.

2. When departing a high density altitude airport in a non-turbocharged aircraft, be sure to LEAN THE MIXTURE, according to the pilot's operating handbook. A temperature of 105 F at sea level means a density altitude of 3,000 feet, and proper leaning is important.

3. If you're flying with a full load from a short field with high density altitude, it may be safer to take passengers and payload in two trips to a nearby airport with longer runways. Then fully load the aircraft and depart on course. Be sure to stay within the aircraft's performance capabilities and your personal minimums for an extra margin of safety.

4. Multi-engine pilots should consider the obstacles in the departure path against aircraft climb gradient on one engine. Climb gradient is the altitude gained per horizontal distance traveled. Should an engine failure occur at rotation, a Beech Baron, for example, requires a ground roll of 3,760 feet but a total distance of 9,400 feet to clear a 50 foot obstacle. This is for a pressure altitude of 5,700 feet with temperature 9 C above standard.

5. Single engine service ceiling should also be considered for en route planning purposes. Can your multi-engine aircraft maintain the minimum en route altitude if IFR, or a safe altitude if VFR, should an engine failure occur? Select a course that allows suitable airports along the route.

General

1. Summer haze can reduce flight visibilities to almost zero, even when ground visibility is 3 miles. When flying over bodies of water (lakes, bays) haze can obscure the horizon, and pilots should be ready to fly by instruments. This can pose serious problems for students and low-time private pilots. The haze also makes clouds, thunderstorms, and other aircraft difficult to see.

(Continued on page 4)

Summer *(continued)*

(Continued from page 3)

2. Summer flights over the southwestern U.S. desert at low altitudes during the afternoon can encounter severe turbulence from rising thermals. Flights will be smoother in the morning.
3. When crossing a ridge at or near the aircraft's service ceiling, pilots tend to pitch-up to stay above rising terrain. If a turn back is attempted with airspeed near stall, the increased load factor imposed by the turn can cause a stall/spin accident. Approach all ridges at a 45 degree angle with at least 2,000 feet of terrain clearance to facilitate a turn back.
4. When weight is not a factor for the next flight, fill the tanks right after landing. The high humidity of summer can cause moisture to form in fuel tanks as they cool.
5. Don't forget to take care of the most important part of the aircraft--the pilot. Bring some water along on trips to avoid dehydration.

Summer brings great opportunities for a GA aircraft with trips for vacation travel to just plain "fun flying." Keep summer's special risks in mind when flying, stay cool and enjoy the great weather!



Looking for email addresses...

Once or twice a month, TCPA sends out emails to our members that contain important county aviation or association information.

We are missing email addresses for the following members. Please send your email address, if you have one, to editor@tcpilots.org

Don't miss out!

Arthur	Grugal	Ostrat
Byers	Harris	Scythe
Chvosta	Hunter	Smith
Danielsen	Kolasz	Walike
Disberry	Leach	Weston
Dix	Legarra	Wurlitzer
Goetz	Martin	

From AOPA...

House Bill Could Kill FSS Modernization

A simple, one-line amendment to the FAA's appropriations bill could kill improved FSS services. The amendment reads, "None of the funds made available in this Act may be used to provide for the competitive sourcing of flight service stations." The first of July, the House passed the Appropriations bill with the amendment. The FAA would be forced to terminate the FSS modernization contract with Lockheed-Martin, the taxpayers would pay a \$325 million penalty to Lockheed, and pilots would continue to suffer through hold times and briefers who don't have access to all the data in the system.

The FAA would be forced to honor the bid submitted by current FSS. That bid would cut the number of FSS facilities from 58 to four, forcing more than 900 employees to relocate and possibly resulting in even more job losses.

Lockheed-Martin's bid keeps 20 facilities in place with 1,000 employees, while the FSS employees' bid would build new facilities and keep only 966 workers. See AOPA Online <http://www.aopa.org/whatsnew/newsitems/2005/050706bill.html>

FAA Closes 216 NDB Approaches

Effective July 7, 216 NDB approaches no longer exist. The FAA decommissioned them after careful coordination with AOPA and the aviation community. The FAA can stop spending money on something few use and will have more funds available for GPS-WAAS approaches to GA airports. The remaining obsolete NDB procedures will be decommissioned in September, freeing some \$8 million a year that the FAA can use on more modern technology.

The FAA proposed decommissioning a total of 479 procedures, but AOPA told the agency that 60 of those NDB approaches should be saved because they provided the lowest minimums or because they were important to members in the area. The FAA retained 35 of the 60.

TCPA—2nd Quarter Financial Report

Second Quarter Financial Report
April 12005 thru June 30, 2005
 Prepared by Norma Puryear, Treasurer

After 10 years, this will be my last financial report to the members. I wish to thank Barbara Dahl, your new Treasurer, for taking over this responsibility. I thank you for trusting me with your funds for these many years. It has been a pleasure to serve you-but time for a change for all of us.

Norma Puryear

The TCPA Board would like to thank Norma for her dedication and service to our association during the last 10 years and for many years of help before becoming treasurer.

April 1, 2005 Beginning Balance \$7,850.62

INCOME

Member Dues	\$520.00	
Scholarship Donations	650.00	
Interest on checking	3.01	
Sales income	12.00	
Advertising income	148.00	
Lunch income	348.00	
Total income	\$1,681.00	+1,681.01
Total Available cash		\$9,531.63

CASH DISBURSED

TALEWIND print and mail	\$127.50	
Website expenses	44.00	
Scholarship expenses	1,500.00	
CA Pilots Assoc. dues	100.00 (2 years)	
Lunch expenses	410.00	
IIOF Hall rent	50.00	
Total disbursed	\$2,231.30	-2,231.30
Ending cash balance		\$7,300.33
July1,2005		

Balance Scholarship Fund 4/1/05		\$4,614.66
Donations 4/1/05-6/30/05		650.00
Total available		5,264.66
Disbursed to Jordan Brown, Trinity High School		1,500.00
Balance in Scholarship fund		\$3,764.66
July1,2005		

Donations for Scholarship Fund received this quarter from Terry Rose and Hal Pflueger. Also, a donation from Dan Angello. We thank these members for supporting the Scholarship Fund.

Will the member who gave a \$20 bill to Bob Puryear at the post office in Trinity Center please contact me so that we can credit you for dues paid. puryear@tds.net or 266-3607.

Photo of the Month

No submission this month

Members: Please submit your photos to editor@tcpilots.org. Photos must represent Trinity County and should be aviation-oriented.

Wings Over Wine Country Air Show

It is time again for the Pacific Coast Air Museum (PCAM) Wings Over Wine Country Air show!

August 20 – 21, 2005

Charles M. Schulz Sonoma County Airport (STS)
 Santa Rosa, California
www.pacificcoastairmuseum.org
 PCAM (707) 575-7900

To reserve a spot for your classic, historic, or restored aircraft in the static display, please call Bill Conklin at (707) 433-9069 or e-mail at BillAirshowStatic@comcast.net

Pilot Sayings *from Dick Eyman*

The strength of the turbulence is directly proportional to the temperature of your coffee.

--- Gunter's Second Law of Air Travel

"In the Alaska bush I'd rather have a two hour bladder and three hours of gas than vice versa."

--- Kurt Wien

"Both optimists and pessimists contribute to the society. The optimist invents the aeroplane, the pessimist the parachute."

--- George Bernard Shaw

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins?

--- Anonymous

"When it comes to testing new aircraft or determining maximum performance, pilots like to talk about "pushing the envelope." They're talking about a two dimensional model: the bottom is zero altitude, the ground; the left is zero speed; the top is max altitude; and the right, maximum velocity, of course. So, the pilots are pushing that upper-right-hand corner of the envelope. What everybody tries not to dwell on is that that's where the postage gets canceled, too."

--- Admiral Rick Hunter, U.S. Navy.

"It only takes five years to go from rumor to standard operating procedure." --- Dick Markgraf

As an aviator in flight you can do anything you want... As long as it's right... And we'll let you know if it's right after you get down.

It is absolutely imperative the pilot be unpredictable. Rebelliousness is very predictable. In the end, conforming almost all the time is the best way to be unpredictable.

It is solely the pilot's responsibility to never let any other thing touch his aircraft.

Remember the radio is only an electronic suggestion for the pilot. Sometimes the only way to clear up a problem is to turn it off.

One of the beautiful things about a single piloted aircraft is the quality of the social experience.

The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward ...and wish.



Perfume



"I want my husband to pay more attention to me,
Got anything that smells like a Powered Paraglider?"

A BRAND NEW LISTING IN TRINITY CENTER!!

3+ bedrooms and 2 bath, custom home in Trinity Lake Knolls with 2 lots. House is 2000 sq. ft + with wraparound deck of Trek wood. Inside, there are many custom features including staircase built of logs, awesome balcony overlooking great room, and a small extra bedroom. This home must be seen to appreciate all the charm. The large 2 car garage has a work area and attached wood storage. \$350,000



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

CONTACT DON OR ROBIN REILLY



Coldwell Banker
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)

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.

Tangella Corp



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**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 \$_____

TCPA Scholarship Fund donation \$_____

Shipping and Handling on shirts #_____ @ \$5 \$_____

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

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