



# The Airventurers Flyer

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Hello All:

I hope everyone is as excited as I am about the onset of spring...and the emergence of summer...and lots of friendly weather for flying. Meanwhile, as we prepare to strut around in our cool new Airventurer jackets (I'll bring a sample for all to see to our next dinner meeting), I thought it would be fun to have a "motto" contest. I actually proposed one in my first draft of this message, "Have fun and fly!", but Joan, my editor, gave it the thumbs down and the "ho-hum". So I'm asking for some help. Email me your ideas, and we'll see if we can come up with something that is worthy of our fine organization!

There are times when every group, even those drawn together around social or hobby-related interests, can benefit from reminders about what such bonding is about. And there are times when members forget that the group is based on camaraderie, volunteerism, and...in our case...the collective love of flying. It is my hope that we can all work toward being supportive of one another's efforts, knowing that everyone is doing the best they can do, and that we can give each other slack when things may not go exactly as we'd like. Bringing to this kind of organization the same level of stress and angst with which we've learned to function in our business/professional lives is counterproductive to our goals. It is my hope that we all be sensitive and respectful to one another, giving members slack when things may not go our way or as smoothly as we had hoped. While I am far from a model of stress-free and relaxed, I really do make every effort to maintain flexibility for our members. For example, in firming up plans for our monthly dinner meetings, we need all RSVPs to be placed seven days before the event. To help make this happen we remove the option to do it on line at the seven-day cut off date, and we ask any late comers to call me. Rather than saying, "Too late!" I try, even up to the last minute, to coerce the country club into making the change. I am not always successful but I do try, as my primary goal is being as inclusive and welcoming as possible, even when members make last minute changes. Making our club and our adventures reflective of positive interactions and genuine friendship is a goal that I hope we all share.

On a personal note, I'd also like to share my pride in two recent undertakings where I feel I have made movement from "talking the talk" toward "walking the walk." First, I have logged in a few miles this past month. I just returned from a 4,000 mile trip in the Bonanza. My friend Rick Thompson from Chico met me

*(Continued on page 2)*

**NO DINNER IN MAY**  
Next Dinner Meeting  
**JUNE 15TH**  
**Mountain Gate**  
12455 Mountain Gate Dr.  
**Cocktails at 6:00**  
**Dinner at 7:00**  
Veggie-Chicken-Fish  
**\$30/person**

**PLEASE RSVP on the Web**  
click on "Dinner Meetings" and  
fill out the form

or call  
**Yoni Boujo**  
818-989-4070 or  
N78YB1@gmail.com  
by

**Tuesday, June 8th**

**Our speaker will be**

**DR. BILL SCOTT**  
**FAA Medical Examiner**  
**& Retired Test Pilot**

*You can't afford to miss this.*

**NO DENIM**

**If you prefer, you may skip dinner**  
**and join us at 8:00 for the program**

**BOARD MEETING**  
May 22nd (non-standard)  
Signature, 10:00 am

**VFR LUNCH FLY-IN TO**  
**Fox Field**

To reach the editor:  
judyrifkin1@charter.net  
*We value your input.*

## AIRVENTURERS APPLICANT CHECKLIST

DATE	APPLICANT	SPONSOR	FEE	DINNER MEETING		FLY-IN	
				co-host	add'l	co-host	add'l
1/10	Magdich	Heim	Y	Y	Y		Y
1/10	Bakst	Losacco	Y				
1/03	Reisman	Eisenberg	Y	Y	Y		
3/10	Rainey	Rifkin	Y	Y	Y	Y	
3/10	Frangos	Eisenberg	Y		Y		

*(Continued from page 1)*

at VNY, and we traveled via the southern route all the way to Lakeland, Florida. En route we spent time exploring Texas and Pensacola, and spent three days camping under the wing at Sun & Fun.

Also, if you remember, one of my articles many months ago discussed how we are all getting older and anything we can do to make flying easier may help to keep us in the cockpit a little longer. Well, I just delivered N252V to Advantage Avionics in Chino for the installation of a complete glass panel which will replace all six standard instruments we use to keep the shiny side up. Also being installed are a new WASS 530 and Garmin's new TCAS system. It's going to take almost two months to complete, but when it's done I promise to report back with an answer to, "Does all this new stuff really make flying easier?"

I am very excited to report 29.6 flying hours this month!



### 2010 Fly-Ins (NOT CARVED IN STONE)

Jan. 10	Chino Planes of Fame—Kirschner
Feb. 19-20	Green Valley Ranch—Losacco
Mar. 27	Borrego Valley—Lane
Apr. 17-18	Monterey—Rifkin & Rainey
May 29	Club Picnic/Hangar Party—Barlowe
June 11-12	Reagan Ranch—Barton
July 24	Gilroy Garlic Festival—Korney
Aug. 17-19	Richland WA—Samojen
Sept. 11	Catalina BBQ—Stewart
Oct. 15-17	Monument Valley—Kirschner
Nov. 13	Lyon Air Museum—Losacco
Dec. 4	Holiday Party

**Many of these trips need hosts & co-hosts!**



Sunshine Chair is Judy Rifkin. Please send info about any Airventurer who is ill, has had or is having an operation, or who is celebrating a wonderful event. We'll send a card or flowers from the club.

# MONTEREY

Co-Hosts Marv Rifkin and Barry Rainey ran the perfect little “boutique” fly-in to Monterey and the Carmel Valley on the 17th. The weather couldn’t have been more perfect! Everyone arrived safely and on time, in spite of uncooperative controllers. We had window tables overlooking the bay while we enjoyed our lunch and the view, and the aquarium even had a special exhibit of the most wondrous sea horses ever to be seen. After a combination cocktail party/light dinner, we piled into our “gangsta” cars and carpooled through the beautiful Carmel Valley to the Magic Circle Theater to see David Mamet’s “November”, a pretty funny political farce, which would have been even funnier if there hadn’t been so much truth in it. Next morning, we enjoyed a leisurely Travelodge breakfast—not gourmet, but adequate—before heading for the airport and another beautiful flight home.



*Marv Rifkin and Barry Rainey congratulate each other on a job well done.*



**THIS IS A SEA HORSE**



**IT'S PARTY TIME**

**May 29th**

**Camarillo Airport**



This year's annual picnic will be a hangar party at the Barlowe hangar at Camarillo Airport. This is the no-holds-barred event of the season...the barbeques keep cranking out the tri-tips, chicken, and other surprises, and the blenders never run out of Margaritas. Gene and Bonnie are gonna need some help moving stuff around, and for sure they're gonna need to know who's planning on coming, so give them a call to offer your assistance and to RSVP at 805-529-8011



**JULY 24TH  
SAN MARTIN  
SOUTH COUNTY OF SANTA CLARA  
(E16)**

**It'll Be Smelly**

This will be an inexpensive, fun, one-day event. If you buy fuel, the FBO will waive tie-down charges. Otherwise, it's \$9.00. Admission to the Festival is \$17.00/per adult but only \$8.00/senior (it pays to be 60). We will pick a time and place to meet, at the Festival—not at the airport. You'll buy your own tickets when you get there, but in the meantime, send \$10/per person (to cover transportation costs) to:

**It'll Be Hot**

**Gene Korney**  
5301 Beethoven, #255  
Los Angeles CA 90066  
310-301-3535  
gene@genekorney.com

**It'll Be Great**

**Limited  
Space  
Available**

### **Trip Highlights Include**

- 3 nights River View Hotel
- Nuclear Reactor Tour
- Columbia River Jet Boat Wildlife & Reactor Cruise
- 1 Dinner and Welcome Cocktail Party Included!
- Fly into KRLD with free ride to/from airport

**This unique trip  
brought to you by  
Tony & Chris Samojen**

**August 17th—19th  
Tuesday—Friday**

Reserve Online or by  
contacting Chris or  
Tony Samojen

*manybadhabits@verizon.net*

## **Manhattan B Nuclear Reactor Tour & Jet Boat Fly-In to Richland, Wa**

B Reactor was part of the largest scientific, engineering and construction project ever—the Manhattan Project, a Corps of Engineers project organized in 1942 by the Federal government to develop a nuclear weapon.

Built in less than a year, B Reactor was the world's first full production-scale nuclear reactor. It operated for over 25 years, playing a key role in ending World War II (WWII) and the Cold War.



B Reactor produced the plutonium for the first full-scale nuclear weapons test at the Alamogordo Air Base in New Mexico on July 16, 1945, and for the Nagasaki weapon dropped on August 9, 1945.

**Fly-In Fee:  
\$650/couple**

\$100 deposit needed  
For each person by June 1st  
to guarantee your spot  
*Only 18 spots available*



**Only 6 Spots Left**

## LEANING THE MIXTURE FOR TAKEOFF

The weather is starting to warm up a bit as May is upon us. Before long, summer will be in full swing. As the mercury rises, so does our density altitude (DA).

Density altitude can be determined by using a calculator, flight computer or various rules of thumb. The important thing is that you actually determine the DA before takeoff. Using the information about your DA, in conjunction with a proper weight and balance, you will be able to determine your takeoff distance. I always add a “fudge factor” to any distance obtained from a POH. If it’s close, I make different arrangements.

Leaning the mixture to obtain maximum engine performance is predicated upon the DA, not the physical altitude (MSL). Do not lean for takeoff or go to full power when flying turbocharged airplanes.

Always plan to be at 70% of your rotation speed ( $V_r$ ) before reaching the midpoint of the runway. For example, if you have calculated  $V_r$  at 60 knots, you should be past 42 knots by the time you’re halfway down the runway. If you are not up to 42 knots, you should abort and stop within the remaining runway. This does not take into account runways which have obstacles, are wet, soft or sloping.

So how do we lean, so we assure reaching the target speeds in the requisite distances? To properly lean the mixture for your density altitude, you need to lean for best power. To do this correctly, you must use full power! Adjusting the mixture at the magneto check RPM isn’t helpful since fuel flow changes at full power.

Most folks advise against using the run-up area to adjust the mixture due to the possibility of picking up rocks and debris which can damage the propeller. To avoid these issues, you can lean the mixture on the departure roll. If you are concerned this will use too much runway, maybe you should reconsider taking off at all.

I prefer to start the takeoff roll and begin leaning the mixture immediately. At the first sign of engine roughness, increase the mixture (push it in) until the engine runs smoothly. This should take a couple  $\frac{1}{4}$  turns or so. If the engine begins to quit, don’t panic and shove the mixture control back in to the starting point or you’ve defeated the purpose of the adjustment. Make a small, smooth increase by turning / pushing the mixture control back toward rich until the engine runs smoothly. This will give maximum power for the takeoff. Fine tuning of the mixture can be accomplished after climbing above 500’ to 1000’ AGL.

Here is my takeoff sequence after being cleared for takeoff - all verbal by the way:  
Check for other traffic, lights, camera (transponder to “alt”), action (increase mixture from pre-takeoff setting to slightly more forward in this scenario), center-line, full power, gauges in the green, adjust the mixture (as stated above), airspeed alive, gauges still in the green, rotate (at  $V_r$ ).

One final note: Don’t forget to adjust the mixture prior to landing in the event that you need to make a go-around.

Safety Officer Claudio Losacco, CFII

# New Contest Where Are You?

AND THE FIRST CLUE IS:  
“THIS AIRPORT IS ON THE L.A. SECTIONAL”

SEND UP TO TWO GUESSES PER MONTH TO [JOEL@JOELK.COM](mailto:JOEL@JOELK.COM)



Some pictures from Chico.....





# AIRVENTURERS

29630 Ridgeway Drive  
Agoura Hills, CA 91301



## IMPORTANT DATES IN...

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<b>May</b>	
1	April Board Meeting—fly to Big Bear (non-standard)
15	Secret Saturday (ask Judy Rifkin)
22	Board Meeting—fly to Fox
29	Hangar Party—Barlowe hangar
<b>June</b>	
11	Reagan Ranch
15	Dinner Meeting
26	Board Meeting—fly to Corona
<b>July</b>	
20	Dinner Meeting
24	Gilroy Garlic Festival
31	Board Meeting—fly to El Monte

## PENGUIN TIPPING

A Mexican newspaper reports that bored Royal Air Force pilots stationed on the Falkland Islands have devised what they consider a marvelous game.

Noting that the local penguins are fascinated by airplanes, the pilots search out a beach where the birds are gathered and fly slowly along it at the water's edge. Perhaps ten thousand penguins turn their heads in unison, watching the planes go by, and when the pilots turn around and fly back, the birds turn their heads in the opposite direction, like spectators at a slow-motion tennis match.

Then, the paper reports, "The pilots fly out to sea and then directly back to the penguin colony and overfly it. Heads go up, up, up, and ten thousand penguins fall over gently onto their backs."