



The Airventurers Flyer

Official Publication of the Airventurers, a Non-Profit Pilot's Association
www.airventurers.org


Volume 52, No. 2, Feb. 2012

Greetings,

Our new year is underway and off to a good start. Twelve Airventurers attended the fly-in on January 7th to Cable Airport for a good hometown-style air show. Mark Cheer did an excellent job organizing this event for us and we had a good time. Congratulations to Mark and Terri Cheer for completing all their requirements and becoming members of Airventurers. We are glad to have them join us.

We are saddened by the death of a long-time Airventurer, Brian Dixon. We will miss him. His memorial service will be held on February 4th at the 94th Aero Squadron. Arrivals: 11:30 to 1:00. Aerial flights: 1:00 to 1:30. Lunch: 1:30 to 4:00.

Our congratulations to Barry Schiff for being inducted into the ranks of the "Living Legends of Aviation" This is a prestigious and exclusive award bestowed upon individuals that are considered to have advanced aviation.

Our next fly-in is on February 12th to Santa Maria Airport. We will have brunch at the Radisson Hotel. Jay Hultman has this all planned for us. Reservations are required so let him know that you are attending. I hope you will all support Jay in his first solo effort at running a fly-in...RSVP on our website, and celebrate Valentine's Day with your 

Speaking of the website, Judy Rifkin and Joel Kirschner have been working hard on up-grading it. You should visit the website and see the new look and the new features that are being added. Click on all the links and see what is available. While you're at it you may want to update your picture and information. It is still a "work in progress" and there's much more to come. Judy and Joel have done a great job. We appreciate it.

Our dinner meetings have been well attended. Our next speaker on February 21st will be Bob Marks, a traffic controller with SOCAL TRACON. He works the Burbank Sector. You won't want to miss this program.

I am looking forward to getting my plane back. It takes about 3 weeks to strip and prepare the plane and then another week to paint it. Late last week when I phoned to check on how things were going they said it was almost ready for the painting stage. Maybe at the end of this week it will be finished. I'm getting anxious to fly it home with its' new coat but I'm concerned that I may get

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Dinner Meeting
Tuesday, Feb. 21st
Valley Inn
4557 Sherman Oaks Ave.
Cocktails at 6:00
Dinner at 7:00
Choice of Several
Entrees
\$28/person

PLEASE RSVP ONLINE
or email
mrifkin397@aol.com
by Sunday, Feb. 19th

The guest speaker
will be
Bob Marks, who works the
Burbank Sector of
SOCAL TRACON

*You don't want to miss this fun,
informative meeting*

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

BOARD MEETING
Feb. 25th with a VFR lunch
flight to
Fox Field

To reach the editor:
judyrifkin1@charter.net
we'd like to hear what you have
to say

AIRVENTURERS APPLICANT CHECKLIST

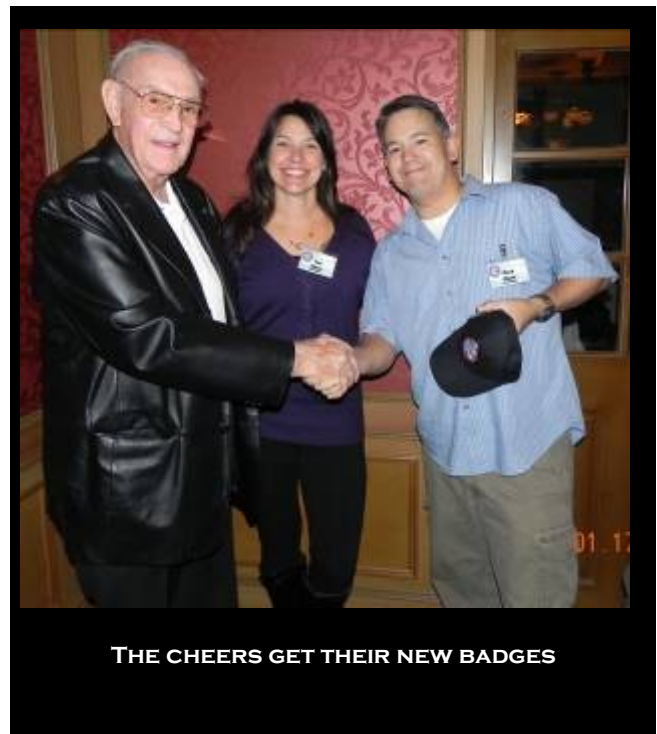
DATE	APPLICANT	SPONSOR	FEE	DINNER MEETING		FLY-IN	
				co-host	add'l	co-host	add'l
4/06	Kardack	Harris	Y		Y		Y
1/10	Bakst	Losacco	Y		Y	Y	
1/03	Reisman	Eisenberg	Y	Y	Y		
7/11	Hultman	Eisenberg	Y	Y	Y	Y	Y
12/11	Shy	Busick	Y		Y		Y

The Bartons have a new email address—please correct your roster: jabarton10@gmail.com

2012 Fly-Ins (not carved in stone)

Jan. 7	Air show at Cable, Cheer
Feb. 12	Santa Maria Sunday Brunch, Hultman
Mar. 10	Poker Run, Savage
Apr. 13-14	Death Valley, Busick & Boujo
May 11-13	San Francisco, Samojen
June 7-8	San Luis Obispo B & B, Korney
July 13-15	Carson City, Rifkin
Aug. 11	Club Picnic in Santa Barbara
Sept. 14-16	Canyon de Chelly, Salmon
Oct. 5-7	Albuquerque Balloon Festival, Coolidge
Nov. 9-11	Mystery Fly-In, Kirschner
Dec. 2	Holiday Party

Ideas/Suggestions??? Volunteers???



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some bugs on it I used to just take that for granted but now I don't want them messing things up. I hope to show it off at the next fly-in.

The annual dues will be over-due in a few days. If you haven't already done so send them in or pay them on the website with your credit card. The website makes paying a lot easier. When the dues are all in, the 2012 roster will be printed.

Check your info in last year's roster and please let us know if there are any changes.

Happy Flying,

al

www.airventurers.org



Congratulations to Barry Schiff who was inducted into the ranks of "Living Legends of Aviation" in January.

There will be a Memorial Service for Brian Dixon at the 94th

Aero Squadron on February 4th.

Fabulous

Sunday Brunch

at the Radisson Hotel on the
Santa Maria Airport
February 12, 2012 at 11:00
\$21.95, but only \$18.95 for
seniors

ALL YOU CAN EAT
ENTERTAINMENT



**THIS SHOULD BE A GREAT TRIP
FOR EVERYONE**

**It's a short flight from most of our
home airports.**

**No big mountains (or deserts) so
probably no bumps.**

No deposit required.

Practice a Back CRS approach.

**If the weather goes down, we stay
home and go to the movies.**

**RESERVATIONS ARE REQUIRED
CALL JAY HULTMAN AT 310-871-9119 OR
JAYHULTMAN@SBCGLOBAL.NET**

Here's what one pilot had to say:

**"This time we stopped at The Radisson Santa Maria for
Sunday Brunch. I'd give it 4 1/2 stars! A very good Buf-
fet Brunch with lots of shell fish, prime rib, omelet bar
and several entrees. This is a white table cloth place
with a view of the ramp and runway. Park right in front
of the door (or window) and simply walk in."**







San Francisco

May 11–13, 2012



Land at Buchanan Field,
Concord
no fee if you buy fuel

\$600/couple
\$510/single

- Transportation to Tuscan Hotel at Fisherman's Wharf
- "Welcome" Cocktail Party
- Tour Alcatraz, the Muir Woods and Sausalito on Saturday
- Dinner at the Wharf Saturday night (on your own)
- Depart for the airport after breakfast on Sunday



Spectacular Trees in the Muir Woods



Charming Main Street of Sausalito

\$200 Deposit by Apr. 11 to:

Tony Samojen

140 Estaban Dr.

Camarillo 93010

805-383-3070/kookiebird@msn.com

OR

PAY ON LINE

THE LEEWARD PULL

by James Price, CFI

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When the air meets a mountain on the windward side, it's fairly smooth. However, as it "climbs" the mountain, lifting develops and the wind picks up speed, reaching its maximum at the summit. As it passes the crest, the flow becomes more complicated, spawning lots of devious downdrafts.

The San Jacinto Mountains, west of Palm Springs, CA are famous for their Leeward Pull. In fact, the downdrafts can be a powerful menace to pilots. In 1979, I was flying a Beech Bonanza A-36 and two clients from Phoenix, AZ to Van Nuys, CA. I was on an IFR flight plan because of the rain in the LA basin. As I flew west from Palm Springs on the victor airway, the airspeed decreased.

Many times before, I had experienced a decrease in airspeed on the leeward side of those mountains, but I had only lost about 20 to 30 knots. Usually, as I continued past the mountain's crest, the speed would be safely restored. This time, it was not a 20 to 30 knot decrease. The autopilot maintained the altitude, but the speed was decreasing towards a stall. I waited for the mountain to return my speed, but it wasn't in a giving mood.

I heard the stall warning horn's sickening buzz, and I told the air traffic controller that I could not maintain the MEA. I had no choice. I could stall, or start a descent and turn. The controller suggested that I try the victor airway just a few miles to the south. This airway started at Thermal, CA. It also required a lower MEA. The controller and I thought we could safely cross the San Jacinto Mountains on that route.

As we approached the ridgeline on the new airway, the airspeed once again decayed and approached stall speed. The Leeward Pull was determined to claim us to the mountains.

"Manana, amigo," the mountains seemed to say. "Come back Manana. My wind is just too strong for your A-36."

Manana Van Nuys! I did a 180 before the mountains and the leeward pull could claim our lives, and headed for Palm Springs. After refueling, I returned to Phoenix with two disappointed clients. They were, however, very grateful that we were still alive, and not one with the San Jacintos.

Sometimes, pilots aren't as lucky as I was in 1979. On December 14, 2000, at 2116 MST, a Mooney M20K, N5772C, was destroyed when it impacted Mt. Ogden (Snow Basin Ski Area) near Ogden, Utah. The instrument rated private pilot was fatally injured. Night instrument meteorological conditions (IMC) prevailed at the accident site at the time of the accident. The National Weather Service recorded intermittent with scattered to broken conditions cloud cover from 8,000 feet MSL to 14,500 feet MSL. AIRMET Sierra was issued at 1700 MST for the Rocky Mountain Area, (including all of Utah), warning pilots of IFR conditions and mountain obscuration. It was a whiteout at Snow Basin, with near zero visibility and the strong winds from the WSW gusting to 34 knots, created horizontal snow.

The pilot started his VFR cross-country flight from Kansas City International Airport 5 hours 27 minutes before the accident. The pilot did not file a flight plan, but availed himself of flight following services.

At 2107 MST, the pilot started a 500-minute rate descent from 14,500 feet into Ogden. At 2114:46, the pilot told Salt Lake ARTCC, "I've got Ogden in sight," and he cancelled VFR flight following. The last radar return at 9,400 feet MSL was recorded at 2115. Calculations based on the airplane's ground speed indicate that it impacted the mountain at 2116 MST.

The strong leeward pull had sucked him mercilessly into the east side of Ogden Mountain, (elevation 8,885 feet), striking just 40 feet below its crest. The wreckage slid another 760 feet down the mountain.

What can we learn from these two events?

If you absolutely need to be somewhere, then general aviation isn't the way to travel. Even with an IFR ticket and approved ice protection on your aircraft, sometimes you just can't get there.

REMEMBER

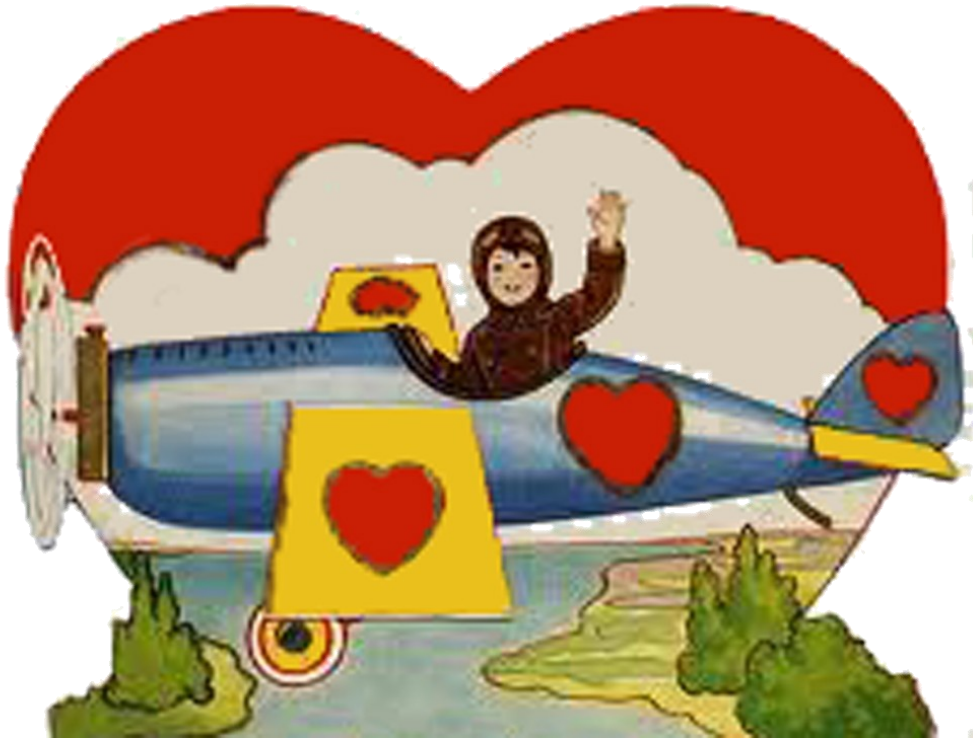
- IFR and mountain obscuration AIRMETs are to be given a great deal of respect
- If you encounter inadvertent IFR, do a 180 and get out of there!
- 20+ knots blowing over the mountains can be one of Mother Nature's more treacherous traps.

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AIRVENTURERS

29630 Ridgeway Drive
Agoura Hills, CA 91301



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IMPORTANT DATES IN...	
February	
12	Santa Maria Sunday Brunch
21	Dinner Meeting
25	Board Meeting—fly to Fox Field
March	
10	Poker Flight
20	Dinner Meeting
31	Board Meeting—fly to Santa Paula
April	
13-14	Death Valley
17	Dinner Meeting
28	Board Meeting—fly to CMA

MOUNTAIN WAVE TRAVEL TIPS

- DA increases when the temperature INCREASES and/or the altimeter DECREASES.
- High-density altitude degrade WING, PROP, AND ENGINE performance.
- When flying in a canyon, fly on the windward, or up-wind side of ridges. Downdrafts are less likely to be found there.
- Approach a ridgeline at a 45° angle and depart it at a 90° angle. If you encounter a dangerous downdraft, and you're on a 45, instead of turning 180 degrees, you'll only need to turn 45 degrees to become parallel to the ridge, and on your way to safety.
- Always cross a ridgeline with at least a 1,000-foot margin . If the winds are stronger than 20 knots, consider 3 to 4,000 above the ridgeline for the crossing.
- Mountain winds greater than 20 knots: Fasten your seat belt.
- Mountain winds greater than 30 knots: Consider flying another day.

Claudio Losacco, Safety Officer