
SHORELINE FLYING CLUB NEWS

Volume 1, Issue 1

September 2008

What is going on in the Club???

Dan Jacobson

I'm sure that many of you have come down to the Palo Alto Airport in the last couple of months only to find that our doors are locked and we seem to be in perpetual construction mode. Well, let me tell you what happened. Apparently, the City of Palo Alto does not have much of a sense of humor when it comes to doing construction without proper permits. We intended to do a simple addition of a second floor above the front room of the club. We planned and planned. We picked a time when the airport would be quiet. We repositioned our materials. We got our team of workers there. They pounded and pounded. They hoisted joists into position. They screwed where screwing was necessary. On day two, they did some more. They were putting the finishing touches on the floor upstairs when the Fire Marshall dropped by for a visit.

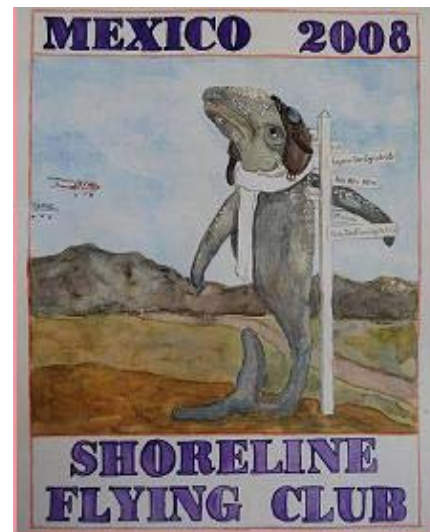
The first question he had for us was, "Where is your permit?" Well, to make a long story less long, we are getting our permit now.

continued on page 2

Mexico 2009

Vamos a la playa en Mexico!

This may surprise those of you who have a hard time tracking time like I do, but, it is time to start thinking about planning our series of Mexico whale watching trips for this Winter!



Gordon Matthews will be leading this year's missions down to Baja California where we will once again visit the Friendly Whales who winter off the coast of Muleje, Mexico. This is a yearly favorite of our members.

If you haven't participated in one of our trips, make sure to stay tuned to upcoming newsletters and to our website for more information. ❖

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INSIDE THIS ISSUE

- 1 What is going on in the CLUB??? // Mexico 2009
- 2 Member Accomplishments
- 3 Mechanic's Corner
- 3 Fleet News
- 4 Please help keep our aircraft clean
- 4 Flying the 747-400

I am told by our newly hired Architect that we will be applying for the permit next week (September 29th or so). The permit approval takes about a month and we will commence (or recommence, if you must) construction immediately afterwards. That is why our doors are closed.

One positive benefit from this is that most of you who are actively flying probably know your password to our door much better than you did before.

On a related topic... I'm sure that all of you are aware that we have absolutely no plumbing in our club house. How we wish that wasn't the case, but no one asked our opinion 50 years ago when the hangar was built. So, this leads to the obvious question, where do I, ahem, powder my nose? Well, since you asked, there are only three approved answers to this question if you are a SFC Member (only):

1 – The County Operations building at the South East corner of the airport has a lovely set of air conditioned his and hers restrooms.

2 – The Shoreline Flying Club inspired porta-potty located on the Transient parking line immediately adjacent to Rossi Aircraft's hangar.

3 – The County provided porta-potties scattered amongst the aircraft tiedowns.

Any options outside of these three are not available to SFC (only) Members. If you make yourself a customer of another facility that has bathrooms, you are not restricted.

Shoreline Friends at the Airport

One of the wonderful parts of General Aviation is the camaraderie that exists between all aviators. When people or other businesses lend a helping we like to point this out and try to return the favor. As such, I'd like to mention our good friends at the Palo Alto Municipal Golf Course, The Bay Café Restaurant.

Many of you attended the Wings Seminars that we held at the Bay Café Restaurant. We truly appreciate the use of the banquet hall at the restaurant. The Bay Café folks were always warm and welcoming to us. More recently, they continue to help us with parking certain vehicles that are otherwise difficult to park securely.

So, if you find yourself at the airport, and hungry, we strongly recommend that you try out the Bay Café for lunch or dinner. My own personal recommendation is the Reuben Sandwich. It is spectacular! ❖

Shoreline Member Accomplishments

June 18, 2008 – David Schie

David Schie performed his **First Solo** on Wednesday, June 18, 2008 at San Jose International Airport. His CFI is Paul Kutler. Congratulations David! Great job!

July 7 & 8 – Arik Baratz & James Meeks

On July 7 and 8 two of our members passed their **Private Pilot Checkrides** with their backs against a wall of hard deadlines due to extended travel commitments. Arik Baratz passed his private pilot checkride on the 7th and that night departed for Australia for the start of a one year stay. James Meeks passed his checkride on the 8th and departed the same afternoon on the first leg of a trip to Peru and then on to a six month assignment in Spain. Both pilots endured days of high winds, extremely poor visibility due to fires (no visible horizon) and examiner unavailability due to illness that put them in a do-or-die situation -- pass the checkride or face a very long time before they could make another attempt.

Congrats to them and their instructor Steve Philipson for toughing it out under adverse conditions and extreme time pressure. Please join us in sending them best wishes on their extended travel assignments.

July 12 – Jason Kim

Jason Kim performed his **First Solo** on Saturday, July 12, 2008. His CFI, Paul Kutler, was extremely pleased with Jason's performance. Keep up the great work Jason!

August 5 – Uri Tzarnotzky

Congratulations to Uri Tzarnotzky! Uri passed his **Instrument Checkride** on Tuesday, August 5. His CFI, Steve Philipson is greatly impressed by Uri's performance! Keep up the great work Uri!

August 6 – Kevin Lohner

Congratulations go out to Mr. Kevin Lohner who successfully completed his **First Solo** today, August 6. His CFI, Paul Kutler, was a busy man today and is proud of Kevin's great work!

August 27 – Raunak Rayamajhi

Congratulations to Raunak Rayamajhi who successfully accomplished his **First Solo** on August 27! His CFI, Dave Horne, told me that there seems to be a perma-grin on Raunak's face ever since his accomplishment! Great work Raunak! ❖

MECHANIC'S CORNER

Hello to all Shoreline Flying Club members,

My name is Aaron Abell and I am the new mechanic at Shoreline Flying Club. I have met a lot of you, and will try to make myself available whenever possible. If you have any mechanical questions concerning an aircraft, I would love to try and help. I can usually be found near the maintenance bread van or inside the club. If you can't immediately find me, my cell phone number is (650) 248-9936, and it is on me during normal business hours.

What I plan to do is periodically write an article concerning aircraft maintenance and address issues that have come up during routine maintenance. These will never be addressed to any specific pilot, instead they will be more of an informative "Notice to All". You may already be aware of what I am discussing, or feel like I missed a point. Feel free to email back. The goal of these articles is to educate you and to help increase a pilot's knowledge.

Today's topic is adding oil. When checking oil quantity, the aircraft does not need to have the maximum amount of oil. If the dipstick reads 8 qts, the aircraft is perfectly airworthy with 7 qts. Often, older engines will quickly consume that first quart and then run for many hours without consuming further oil. The aircraft POH will give a minimum amount of oil required before flight, and it is almost always less than maximum oil. Always have a spare quart of oil in the aircraft, but unless you plan on flying cross country, the aircraft does not need the maximum amount of oil.

The second topic is tightening the dipstick. The stick does not have to be cranked down. Oil will not leak out of this point. Rather, simply tighten until stiff. This makes the next pilot's job of checking oil that much easier.

Thanks again, and I look forward to meeting and interacting with you.

Sincerely,

Aaron Abell
Shoreline Flying Club Mechanic
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aaronabell@letu.edu ❖

New Aircraft Coming to Shoreline Flying Club!

It is always very exciting for us when we can announce the arrival of a new aircraft to Shoreline Flying Club, especially when it is an aircraft that is very nice and needed very badly.

Therefore, we are pleased to announce that on September 27, we will be adding N733ZK, a 1977 Cessna 172 to our fleet.



This airplane is in great condition. It has a Garmin 430 which will be kept with IFR Current updates. It has an HSI which is very unusual in a 172. It also has a built in CD player for your passengers' in flight entertainment.

We are sure that 3ZK will quickly become a SFC favorite!

N9027H gets a new engine!

We are pleased to announce that N9027H, our 1976 C-172 will be getting an overhauled engine installed this coming week. 27H will be much more enjoyable to fly with this reliable installation. ❖

Flying the 747-400

Dan Jacobson

I remember growing up in the South Bay Area watching the jets make that turn over Milpitas towards the 095 degree radial of the SFO VOR as they descended on the Quiet Bridge Visual to Runway 28R. Of course, I had no idea what any of that meant. I just knew that I wanted to do it. Ask anyone who knew me from age 2 through 25, and they will tell you that I was somewhat singularly goal oriented.

I remember the first of many times I felt humbled to be doing what I was doing. The first time I commanded a Cessna 310! God, the performance was unreal! The first time I flew a turboprop airplane in the Commuters. Wow! I'm burning Jet-A! My Captain upgrade! Yippee! I'm making more than \$12,000 a year!

Of course, I had no idea what any of that meant. I just knew that I wanted to do it.

My first major airline job. Then, my second major airline job. Then, my dream job. Those were the days! I actually got to choose which major airline to work for.

Of course, this led to flying my first real jet aircraft. The 737-400. After what seemed an eternity in ground school, my sim partner, a Training Captain and I jumped into the 737 and flew from Seattle to Moses Lake, Washington, where we proceeded to do touch and goes. Yes, just like we do in the Cessna 152. No different. My airline career has been filled with ups and downs, very much like our economy. In my first three years flying for the majors, I was a DC-10 Flight Engineer, a 767 Co-pilot and a 737-300/500 Captain. That meteoric rate of advancement was matched only by the astronomical rate of regression which followed September 11th, 2001. Within a year of 9/11, I was on the

downhill slope of the rollercoaster. I "bumped" through 777 copilot (without ever actually flying it) back to 767 copilot, and just as quickly bumped all the way back to 737 copilot. Of course, I was exceedingly lucky to keep my job. Over 2100 of my fellow pilots did not. They were faced with a multi year furlough. All of the guys that had flown as my copilot were on the street and I was sitting where they had been only six months before.

Just as the economy started to recover, so did my progression. Back up to 767 copilot and 2 years later, the 747 bid.

Just like you, I had spent my entire aviation life (since 2) planning on, but

not necessarily believing, flying the 747. But here I was training to fly this 878,000 lb. beast. Mr. Boeing designed a great series of airplanes. There is a Boeing feel. A Boeing philosophy of cockpit design. A Boeing logic. Having flown a bunch of Boeings, it turned out that this was just a really big Boeing. So big, in fact, that it carries as much fuel on an average flight as the 767-200 weighs in its entirety!

On my first takeoff roll, flying SFO to Hong Kong at max gross takeoff weight, I remember thinking, "Wow, this airplane is really heavy! Wow, this airplane is really fast!" I definitely felt humble. But I did have a ball. ❖

To be continued.....

PLEASE HELP US KEEP OUR AIRPLANES CLEAN

IT ONLY TAKES A FEW MINUTES

I love showing up to an airplane and finding things just right. What does that mean? The airplane is tied down properly. The cabin is clean. The seatbelts are fastened or stowed. There are no empty oil cans in the seat back pocket. There are no dirty paper towels on the floor. There are no sunflower seeds strewn about the cabin.

It really only takes a few minutes to make sure that you are leaving the airplane the way you would want to find it.

Every airplane has a SECURING AIRCRAFT checklist. Please make sure you run it. It can prevent embarrassing oversights such as: leaving the Master Switch On, forgetting to lean the mixture, not installing the gust lock, or not closing the windows. This checklist is as much a required item as the Before Takeoff Checklist. Please, please make sure you run it!

Remember, your passenger's first impression is made by the last pilot's Securing Aircraft checklist performance. ❖