



Volume 35: Issue 3  
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## *Pine Mountain Lake Aviation*

### *Next Meeting:*

*Saturday, April 4, 2020*

*6:00 PM*

*Nash-Blom Hangar*

### *Speaker: Paulo Iscold*

Paulo is an Aeronautical and Mechanical Engineer with an expertise in Aircraft Design, Fabrication, and Optimization and Aviation Sports. He never worked for the industry but instead dedicated his professional life to being a professor. His approach is to teach and be focused on the development of airplane prototypes with his students. The first prototype developed under his supervision, the aircraft CEA- 308, holds the FAI (federation aeronautique' internationale) world record (speed in 3km, 15 km, and 100km and time to climb up to 3000m, all in FAI C1a0 category). His third prototype, Anequim, delivered what was promised, five world records in the FAI C1a category. His last prototype (first build in the US) is a unique fly-by-wire, high-performance sailplane with 92ft of wingspan and an aspect ratio of 53. It is currently in flight test phase.



Currently Paulo is teaching airplane design at CalPoly San Luis Obispo and looking to start a new project with his students.

On April 4, 2020 Paulo will be here in Pine Mountain Lake talking about people and how aviation, for him as a professor, is a way to inspire young people to push their limits. Joe Sutter, 747 chief engineer said "the best airplane is merely the expression of human thinking and dreaming. People are always the story." This quote is important to him and he wants to share how he uses his airplane projects to motivate and inspire engineering students.

## President's Letter – by Danielle Coelho

A Big Thanks to Vicky and Jeff Benzing for hosting our March meeting! It was a pleasure to meet and hear Elliott Seguin speak to us.



*L-R Elliot Seguin, speaker, Vicky Benzing, Danielle Coelho, Wayne Handley*

Just a reminder to anyone who has design ideas for our E45 50th anniversary baseball cap. Submit ideas to Bonnie Ritchey.

Have a wonderful month. I look forward to meeting Paulo Iscold next month and seeing you all again too.

Until then...  
Blue skies &  
happy landings  
Danielle  
President, PMLAA

## Groveland Library Needs Our Support



Friends of the Groveland Library is working on raising \$15,000 to keep our library open five days a week and to purchase new books, audiobooks and eBooks.

At our next few meetings, PMLAA we will “pass the hat” for your donations. Please be generous.

We thank the PMLAA board and members for supporting this effort.

## Social V.P. – by Kathy McConnell

March meeting has now come and gone. We had small turn out but lots of delicious food, thank you all. April 4th our meeting will be at the Steve Nash and Jodi Blom hangar. Looking forward to lots of good food once again.

A thru M            main dish or salad

N thru Z            desert or appetizer

Map to and photo of hangar on last page of newsletter.

See you there!

Kathy



## "No Beacon, No Runway Lights" – by Susie Williams

As of a few weeks ago, we're 100% running on the new pilot-controlled lighting system. Initial reports are pilots like the audio acknowledgement that the lights have been activated. Please note, however, that the lights will only come on if it's sufficiently dark. The system (beacon, wind tee, runway lights) is controlled by a master switch of sorts, a photocell that only turns on when the ambient light is dark enough. The county has moved the location of the photocell so that it's facing east, which should make it come on a little sooner. The VASI and PAPI lights, of course, are on all the time and are separate from the photocell setup.

If you try to activate the runway lights during daytime hours, you'll get the verbal automated acknowledgement but the lights will not turn on. The easiest way to know if it's "dark enough" for the system to come on is to look at the beacon. If the beacon is turned on, the runway lights will activate when you click your mic. Regular commuter pilots report they can see the beacon from quite a few miles out, so it's a great visual indicator. Just remember: "No beacon, no runway lights!"

## Flying Companion Seminar – June 13 @ E45

Enjoy flying. Assist the pilot-in-command. Learn a little more about aviation. We are holding a Flying Companion Seminar on Saturday, June 13, 2020 from 8:30am to 4:00pm at the Johanson Hangar here at Pine Mountain Lake Airport. The seminar is open to all non-pilot men and women. It is being sponsored by the San Joaquin Valley Chapter of the 99s.

Get your reservation in before May 29<sup>th</sup> with either Catherine Santa Maria at (209) 962-7904 or [casasantamaria@yahoo.com](mailto:casasantamaria@yahoo.com) \*or\* Dianne Cole at (510) 417-5121 or [airportlady@sbcglobal.net](mailto:airportlady@sbcglobal.net).

Seminar fee is \$99 for flying companions which and includes continental breakfast, lunch, and seminar materials. Optionally, pilots bringing in a companion can enjoy snacks and lunch for \$25.



*Flying Companions?*

## Inspire the Next Generation of Aviators - Young Eagles – by Ed Gregory



Please join us on Saturday, April 18<sup>th</sup> for a Young Eagles Rally at Columbia Airport (O22). Bring your kids or grandkids. Or volunteer your time as either pilot or ground support. It is a wonderful opportunity to introduce kids age 8 to 17 to aviation. We create great flying experiences for 40-70 kids at Columbia every year; last year we flew 65 big smiles. Please join us from 9:00 to noon. For more information, contact Ed or Janet Gregory 962-5061.

- **Young Eagles:** bring children age 8 to 17
- **Ground crew volunteers** needed for aircraft assignment, ramp safety & registration
- **Pilots & aircraft wanted** – Pilots with EAA National member, valid airman certificate & EAA Youth Protection along with their aircraft (in current annual & insured)

## PML Airport Celebrates 50 Years ... of Airport Security - by Janet Gregory

Airport security at public airports today is a complex combination of human, electronic, animal, and material resources. At private airports like E45 it's a simpler combination. But in both cases the goal is the same: to protect people, aircraft, and airport property.

At PML Airport in the early 1970's security was straightforward and unpretentious. This was some years before PML Security was established and thirty years before 9/11 introduced us to the use of aircraft for acts of terrorism.

Security was non-existent. No police. No sheriff. No PML Security. This was a time when thieves found a lucrative market in reselling stolen radios, especially car radios and 8-track players or better yet those new high-tech cassette players that were just introduced. At PML Airport a few airplanes were broken into and had their radios stolen.

Ralph Butler didn't think this was right. He had a home on Hemlock, a Cessna-172 with a Franklin Engine, and thought that with his electronics know-how that maybe he could help. Ralph took it upon himself to "bug" the parking area. One night he heard some banging and the muffled sounds of a couple of guys talking. This sounded like mischief to Ralph, so he grabbed his black powder rifle, hopped into his old Chevy Corvair, and headed straight to the airport parking area.

Yup. Two guys were attempting to steal radios out of an airplane. Ralph aimed that big old black powder rifle and fired one shot up over their heads. That big old gun was loud, rattled windows, and echoed endlessly into the canyon. Those two guys sure could run fast. When Ralph let off the second shot, those two guys probably could have broken an Olympic record.

The next day Ralph was interrogated. First by the Police, who wouldn't arrest him because no one saw anything, only heard a few shots. Besides they could see the humor in the situation which did deter a theft in progress.

Then Ralph was interviewed by the Union Democrat. Ralph exclaimed that he would have been happy to have been arrested because it would be a really good deal ... housing with three square meals a day. He was very disappointed that he missed and said that he would practice his shot, so that next time he wouldn't miss. This article went "viral" in 1971-style. It got passed all over town ... talked about over beer at the saloon, coffee at the coffee shop, and at the market. Funny thing. Those thieves never did come back.

This may seem like a story of good ol' boy security. And it is. But Ralph was a brilliant flight test engineer that worked at the Lockheed Skunk Works. He was a great pilot, a skilled marksman, and a talented engineer. More Ralph Butler stories to follow!

Thank you E45, for fifty great years serving the greater Groveland community with Search & Rescue, CalFire, Air Ambulance Services, and recreational aviation.

*Thanks to our oral historians: Ken Orloff, Dick Collier and Jim Mason*

## Radio Rumors “Say Again”

- **Interesting (and Useless) Facts about Why There is Air.**



- To protect life on Earth by creating pressure allowing liquid water to exist on Earth ... for swimming pools, hot tubs, showers, and just life in general.
  - To create lift for airplanes. Air flows over an airfoil, thereby generating lift by exerting a downward force on the surface as it flows past. According to Newton’s third law, the air exerts an equal and opposite (upward) force on the airfoil, which is lift.
  - To absorb ultraviolet solar radiation, warming the surface through heat retention and reducing extreme temperatures between day and night.
  - To inflate a basketball – Bill Cosby 1965
  - To support all living things. People breathe, and so do lots of other animals – and plants! Breathing is part of a process called respiration. During respiration, a living thing takes in oxygen from the air and gives out carbon dioxide.
  - To create turbulence. Great for the flying equivalent of off-roading it in a Jeep!
- **Five Aviation Rules of Thumb for Mountain Flying:** *Thanks to Art Parma’s “Pilot’s Rules of Thumb”*
    1. Approach mountain ridges at a 45° angle to allow for a quick turn to lower terrain in case of a downdraft.
    2. If the winds are 35 knots or more consider NOT flying in mountainous areas.
    3. Cross mountains at an additional 1/3 the height of the mountain ... for example cross a 3,000-foot mountain at 4,000 or a 6,000-foot mountain at 8,000.
    4. Do NOT fly up the center of a canyon. Stay to the updraft side of the canyon to allow room to turn around.
    5. Remember that the actual horizon is the base of the mountains and using summit peaks as a horizon reference will result in a continuous climb.

## 2020 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time &amp; Location</u>
April 4	Paulo Iscold	6:00pm – Nash hangar
May 2	Dr. Dean Winslow	6:00pm – Howarton hangar
June 6	Ken Orloff	6:00pm – Sobczak hangar

## Aviation Calendar

<b>MARCH</b>	<p>14 – Vicky Benzing @ NAF El Centro Airshow  <i>14 – Pi Day &amp; Albert Einstein’s Birthday</i>  17 – <i>St. Patrick’s Day</i>  19 – <i>First Day of Spring</i>  21-22 – Vicky Benzing @ Los Angeles County Airshow, Lancaster, CA  28-29 – Vicky Benzing @ March Field Air &amp; Space Expo, Riverside, CA</p>
<b>APRIL</b>	<p><b>4 – PMLAA Meeting</b>  <b>4-5 - E45 Airport Display Day</b>, 8:00-4:00, sign off at 12:00  <i>12 – Easter Sunday</i>  <b>18 – Young Eagles Rally at Columbia Airport (O22)</b></p>
<b>MAY</b>	<p><b>2 – PMLAA Meeting</b>  <b>2-3 - E45 Airport Display Day</b>, 8:00-4:00, sign off at 12:00  <i>4 – National Star Wars Day (May the 4<sup>th</sup> be with you)</i>  9-10 – Vicky Benzing @ Wings over Recce, Beale Air Force Base, Marysville  <i>16 – Armed Forces Day</i>  <i>25 – Memorial Day</i></p>

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Nash-Blom hangar and map:



The hangar is on the north taxiway, heading toward 27.

