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Pine Mountain Lake Aviation

Next Meeting:

~~Saturday November 7, 2020~~

Time: n/a

Place: n/a

Speaker: n/a



Airport Closed for Crack Sealing

- Good news! The runway and taxiway will receive crack sealing and seal coating.
- Bad news! The runway and taxiway will be closed during the process.

Mark your calendars for airport closure days and times. Aircraft, automobiles, and walkers will not be allowed on the runway or taxiway:

- October 19-23 from 6:30am – 3:30pm. Closed for crack sealing.
- October 26-28 6:30am – 3:30pm. Closed for seal coating.

A NOTAM will be issued and an X will be displayed on the runway during these days and times.

Spread the word.

If you have any questions, contact Trisha Harless, Tuolumne County Airports, phone: (209) 533-5685, email: pharless@co.tuolumne.ca.us



President's Letter – by Danielle Coelho

Hello PMLAA friends

I am Very Happy to start my message off by congratulating my friend and neighbor Laura Stengel on achieving her goal and receiving her Private Pilot License



Larry Jobe & Laura Stengel-NEW PILOT!

I'm happy to look back and say we made it through another challenging month with the fires and bad air quality. Thankfully the smoke has subsided and the air quality is much better as Fall arrives. With the Covid19 virus still looming over our heads, I'm hoping everyone is continuing to stay safe.

I'm sure everyone's closets have been cleaned out once, twice, maybe even three times. I know mine have! Hoping and praying and thinking of ways we will all be able to get together again soon and safely for an aviation meeting.

I want to give everyone a heads up on some work that is planned for our airport. The county will be **Crack Sealing** the week of **October 19th-23rd** from 6:30am-3:30pm. The following week we will finish with **Sealcoating** on **October 26th-28th** from 6:30am-3:30pm. The runway will be closed during these hours and taxiway access will be restricted or closed during the same time.

Let's not forget to change our clocks to "Fall Back" one hour at 2 am Sunday, Nov. 1, 2020.



Since I'm usually not awake at that time, I change them when I go to sleep the night before.

In November, I always like to acknowledge November 11th and say THANK YOU to our veterans. Thank you for your sacrifice and service to our great country.

Pilots, take note FAA has made a change to our charts starting February 25, 2021. After that, all charts will be good for 56 days.

Happy Landings,
Danielle Coelho
President, PMLAA

To go along with Danielle's comment regarding Charts:



The information below is a CHARTING NOTICE we received from the FAA:

On February 25, 2021 all Sectional Aeronautical, VFR Terminal Area (TAC), VFR Flyway Planning, VFR Aeronautical, and Helicopter Route Charts will be updated and continue to be updated every 56 days. This will coincide with Enroute, Terminal, and Supplemental chart products on established 56 day cycles.

The lifecycle of FAA-produced Visual Flight Rules (VFR) Charts currently vary from 168 days to two years. Extended and unsynchronized chart lifecycles create an undue burden on the National Airspace System (NAS) and on chart users. Numerous changes are alerted in Chart Supplement Bulletins that many users either do not know exist and/or do not find readily accessible. Unsynchronized chart dates lead to inconsistent data capture on overlapping areas and adjacent chart and other chart products.

Producing 56-Day VFR Charts will provide significant relief to a number of these issues. The NAS picture will be consistent with that reflected in Enroute, Terminal and Supplemental products. NOTAMS will be significantly reduced as charts will capture changes with every 56-day cycle. Chart Supplement Bulletins will no longer be necessary.

Taildragger Tales: What Really Happened to Draco

By Alan Searle

Draco, a highly modified "Wilga PZL-104" aircraft, crashed at the Reno Air Races, 17 September 2019, while attempting to depart before an approaching weather system arrived at the airfield. Before reading these thoughts about the demise of Draco, view this report on YouTube to familiarize yourself with the subject.

<https://youtu.be/lqnp08N4qWg>

Thanks to Mike Patey, owner/builder pilot, for sharing the information. We are here to learn from any incidents. He acknowledges the factors and describes them as mistakes, despite how difficult this may be.

The following comments are an extension of this from the opinion of a fellow aviator....

Was it a ground loop on takeoff, as the media reported? In my opinion, it was not and the accident could have been avoided if a different takeoff technique was utilized given the conditions of the day.



Draco

In a YouTube “selfie” taken shortly after the accident, the pilot stated the wind was so strong it was difficult to control the aircraft while taxiing so he elected to do a cross-wind departure instead of an extended taxi to an into-wind runway. (Key factor #1)

With the METAR reporting winds at 38 knots, without even knowing the cross-wind limit for the Wilga, I suspect that it would be well over the limit. (Key factor #2)

Modifications during the rebuild of the aircraft included the replacement of the 260 HP engine with a P&W PT6 producing 680 SHP. Other mods included wing re-design and the undercarriage modified for “Bush” operations. You may note in the video the cross-wind has an effect on the soft suspension.

Bush operations involve landing in narrow river valleys on short sand or stone river bars and ridges etc. requiring extreme short field techniques. Typically, the take-off technique is to apply maximum power, control column back and take-off in the 3-point attitude, allowing the aircraft to be close to stalling. However, the take-off is usually in no wind conditions or into wind and the extreme power accelerates the machine through the critical speed area rapidly.

In the video, you will note that the wind is blowing from the left and gusting to about 40 knots with paper pieces blowing over the taxiway and runway. It can be seen that the takeoff run commenced with the elevators neutral or slightly nose up and the aircraft held in a 3-point attitude throughout but he may have had some aileron input into wind. Good technique for bush operations perhaps but not in these conditions. (Key factor #3)

Soon after power application the left wing rises due to the cross-wind creating more lift on the upwind wing (less on the downwind wing, - shielding etc.) and so the left wing rises. Note that, at this point, the

aircraft would yaw to the left if it were the cross-wind that was the only cause of the accident but the aircraft yaws to the right and departs the runway downwind.

Why would it do that? The answer is the Tundra Tires. These low-pressure tires (less than 10 psi) have a very large footprint and therefore high drag in comparison to conventional tires. Landing with these wheels is like landing with the brakes on. The high drag on the right wheel of Draco is what “dragged” the aircraft to turn downwind with the left-hand wheel in the air. The right wing contacts the ground and exacerbates the turn. (Contributing factor #4) The aircraft is out of control and the complete destruction follows shortly.

On a separate note to my fellow taildragger pilots, it is important to get the tail up and obtain appropriate speed before takeoff. The oft heard “keep the tail low and it will fly off by itself” can get you into trouble in a good cross-wind. There are several incidents that illustrate this.

Reprinted with permission of Alan Searle. Condensed by Janet Gregory. Alan Searle is a friend of PMLAA, he was the chief pilot on the DC-3/C-47 who, in 2016, flew The Hump with Larry Jobe.

PML Airport Celebrates 50-Years ... of women in aviation

by Janet Gregory

Pine Mountain Lake Airport has made an amazing contribution to women in aviation. There are thirty-two women pilots at PML! Twenty-seven are licensed pilots plus five who have achieved solo flight, there are also many more that are wanna-be pilots and will achieve their dream of becoming a pilot one of these days!

This is a remarkable contribution to aviation, considering that less than 7% of licensed pilots world-wide are women. Among these marvelous PML women many have gone on to achieve “advanced degrees” in aviation. At PML Airport there are three CFIs (certified flight instructors), one DPE (designated pilot examiner), one ATP (air transport pilot), and one air racer/airshow performer.

Once a pilot has performed solo flight, they have earned the right to be called a pilot. The solo flight is when a student pilot is the sole occupant of the aircraft and performs all the duties of a pilot-in-command of that aircraft.

If you are not a pilot, can you see yourself as one? Great pilots have many traits in common. They have a solid attention to detail and acute situational awareness. Pilots are self-confident, yet have a sense of humility – willing to identify their mistakes, be accountable, take responsibility for their actions, and have a desire to learn. Great pilots use strong verbal communication skills to convey information clearly, effectively, and concisely. Pilots must be able to remain calm and collected, especially in emergency situations. Even if the unexpected occurs, good pilots are able to think clearly and stay focused on flying the plane. For more, read the entire article: <https://hartzellprop.com/7-traits-great-pilots-have-in-common/>



PML Female Pilots

PML women pilots are: Leanne Anderson*, Charleen Beam, Vicky Benzing, Jo Buchanan, Danielle Coelho, Dianne Cole, Judy Collier, Roxie Compton, Leigh Curry, Sandy DeRodeff*, Mary Fairbanks*, Chloe Fitzmyers, Janet Gregory, Nina Jobe, Krystall Johanson, Denise Lundquist*, Suzanne McGowan*, Kay Meermans, Linda Monahan*, Kathleen Morse, Lynne Orloff, Martha Pearson, Patricia Price, Trudy Reid, Bonnie Ritchey, Paula Sandling*, Catherine Santa Maria, Beth Stanton*, Laura Stengel*, Jules Thoben, Pat Thomas*, and Susie Williams.

The women listed above with the * next to their names are stars missing from this great 2019 photo. Thank you, Jeremy Zawodny for displaying your airplane and taking this inspiring photograph! The photo lit up the PMLAA 2020 calendar in August.

Radio Rumors “Say Again”

- **Greetings to Airport Office Occupants:** The airport office welcomes Jason Johanson and Rex Pemberton who are setting up workspace in the airport office. It will bring activity, a little extra care, and a fresh look to the airport office.
- **New Pilot at E45:** Congratulate Laura Stengel who earned her Private Pilot’s License this past month. Laura began flight training with CFI Tristan Duplan and earned her wings with CFI Larry Jobe. Well done Laura!
- **Have you gotten yours? Or perhaps several ... they make great gifts.**
 - The book “Images of America: Groveland and Big Oak Flat” is now available at the Museum, the Book Nook, and online <https://grovelandmuseum.org/buy-book-online>
 - One entire chapter is dedicated to Pine Mountain Lake and includes rare photos of PML Airport as a dirt strip. It’s a marvelous pictorial history of our area.
 - Contributions from PMLAA members include Jim Phillips, Kathy Brown, and Harriett Codeglia, as well as others.
- **Best Weather Apps for Pilots: #1:** Weather on your favorite flight planning tool: **ForeFlight, Garmin Pilot, FltPlan Go, WingX, Stratus Insight, or FlyQ.** Other great apps include: **Storm, StationWeather, WeatherSpork, Windy, Avia, CloudTopper, Thunderly, Weekend Flyer, and more!**

2020 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
November 7	TBD	
December 5	TBD	
January 2021	No meeting	

Boring Aviation Calendar

OCTOBER	28 – First Responders Day – Bravo! Thank our first responders! 31 – Halloween 🎃
NOVEMBER	1 – Daylight Savings Time ends – turn clocks back one hour 3 – Election Day 7 – PMLAA Meeting – cancelled 7-8 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 11 – Veterans Day 26 – Thanksgiving
DECEMBER	5 – PMLAA Meeting?? – watch newsletter for updates 5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 7 – Pearl Harbor Day 25 – Christmas 31 – New Year’s Eve. Hooray! Let’s celebrate the end of 2020.

**** E45 Airport Display Day: Until the Shelter-in-Place order is lifted, display your aircraft on your own ramp. The “powers that be” will go around the airport and take note. Once the SIP is lifted, the individual airplane owner’s paperwork will be done.**

BOARD OF OFFICERS & COMMITTEE CHAIRS – 2020			
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