



Volume 36: Issue 4
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Pine Mountain Lake
Aviation Association

Pine Mountain Lake Aviation

Next Meeting:

Saturday May 1, 2021

SPOT LANDING CONTEST

Time: 1:00pm

Place: E45 Ramp

Spot Landing, Air Race, and Airport Day

The events are rapidly approaching! Come out and enjoy the fun. Participate or watch...just be there to mix and mingle using CDC safety precautions – masks, 6’ social distancing, hand washing.

SPOT LANDING CONTEST

The Spot Landing registration will end at 8 pm on APRIL 30! Registrants will be required to attend a safety briefing at 9 am on May 1 via Zoom. The Zoom information will be sent to registrants after registration closes. Take-offs will occur at 1 pm on May 1. Rules are available on the Registration Page: <https://forms.gle/hC9i9iGs7HVWpxTg6>.

Choose your favorite to win this contest as you watch and cheer them to victory.

AIR RACE CONTEST

The Air Race route has been determined and will be announced following the close of registration at 8 pm on JUNE 4 (<https://forms.gle/P6U1bsZ7LqqEwmjB8>). It is less than 100 nm. Remember the objective to arrive as close to your assigned time as possible. Any aircraft can win! All registrants will be required to attend a safety briefing at 9 am on June 5 via a Zoom meeting. First take-offs will occur at approximately 1 pm on June 5. Please contact me (airport@pmlaa.org) if you are a non-flyer and would like to volunteer to assist with the Air Race.

AIRPORT DAY

Planning has begun for Airport Day on October 2! We still have a few volunteer positions to fill. Please contact me (airport@pmlaa.org) if you'd like to explore the options.

Spectators must comply with County Public Health Guidelines in effect the day of the events.

President's Message:

Hello PMLAA Friends & Happy Spring -

The sun has been shining bright, the weather is warmer, people are out and about, and there are sounds of more planes in the air. Sure puts a smile on my face and hope it brings joy to you too.

Please be sure to read the VPSocial and VPAirport articles in this newsletter about some upcoming outdoor PMLAA fun on May 1st !!!

Spot Landings  and Pasta  outdoors with social distances observed.

I look forward to seeing you out on the ramp very soon.

Happy Landings,
Danielle Coelho
PMLAA , President



photo by Susie Williams, pilot Dan Grimes

Pilot Lounge Remodel

There is still time to donate to the Pilot Lounge Remodel! Go to <https://pine-mountain-lake-aviation-association.square.site> (note it's for the Pilot Lounge Project) or send a check to PMLAA, PO Box 131, Groveland, CA 95321.



Camp Tuolumne Trails – What and Why?

Many of you know Camp Tuolumne Trails very well. This article is for people who have a slight or no knowledge about this very special part of our community.

PMLAA member and 206 pilot Jerry Baker built a successful career as an “operations guy” in the semiconductor industry, ending up as COO of Fairchild Semiconductor. After a career full of long international trips, he promised Paula he would retire early.



The Bakers’ younger son, Scott, suffered a brain tumor as a child. He spent ages 6-9 in and out of hospitals going through five brain surgeries. During this process, Jerry and Paula experienced what parents of children with serious illnesses face – fear, uncertainty, helplessness, and the need to find “normal” for themselves and their children, both Scott and his older brother Chris. They decided that one day they would create a place to serve special-needs children, adults and their families.

That’s the unique thing about Tuolumne Trails – everything is “purpose-built” to accommodate special-needs campers, from the wheelchair accessible trails, to the roll-in showers, to the ramp into the pool, and even the option of lunch by feeding tube. It’s a place where everything works, and everyone can participate. Kids who spend the year as the only “disabled” student in their school, now find happiness and acceptance where “everyone is just like me.”



Camp opened in 2008 on 80 gorgeous acres just east of the airport on Ferretti Road, with views all the way to Yosemite. It includes infrastructure for fire protection, the Great Hall with a dining hall, recreation and crafts rooms, staff offices, and an infirmary. There’s a swimming pool, extensive trails, fishing pond, archery and picnic areas, a large playing field, a new amphitheater and fully-accessible cabins for up to 84 guests.





During a typical (non-Covid) summer, groups of campers with issues such as cerebral palsy, autism, multiple sclerosis, epilepsy, sickle cell anemia or developmental disabilities make new friendships and enjoy the “simple pleasures” of camp life. The camp also hosts special groups such as wounded veterans and their service dogs.

Elementary school groups often visit in the spring and fall to do their outdoor education curriculum with the camp’s naturalist. The camp’s beautiful facilities are also available to rent for family reunions, weddings, etc. Groveland organizations such as the library, Rotary, PMLAA and the Ladies Club have held special events at the Great Hall. This summer, Tuolumne Trails will kick off its first music series, “Sirens of Summer,” in the new amphitheater, featuring three talented singers/musicians.

Volunteers and donors have always been an important part of maintaining the nonprofit camp. With the impact of Covid and subsequent new constraints imposed on camp, it will be more costly for campers this year. Financial donations and legacy gifting are tax-deductible and help offset costs for campers. For more information, please contact Jerry Baker at 962.7916 or visit the camp’s website: TuolumneTrails.org.



If you haven’t visited this wonderful place, call 962.7534 to arrange a socially distant tour.

E45 Rental Car Returns

After standing down for 2020, the rental car is back at PML Airport for the 2021 season. It’s a good-looking Hyundai Sonata 4-door automatic. Rental rate is \$70 a day, out-the-door, no hidden fees! To make rental car reservations call Air Galore at 707-972-4498 or email at c3458j@gmail.com. There is only one rental car, so get your reservations in early!

Some car renter perks... If a renter joins the Air Galore Club, they receive a daily discount on car rental.

Big thanks go to PMLAA members Mary and Mike Wich for bringing the rental car to E45. This car rental information is also available on Air Nav and Foreflight.

Rental Car Available at PML Airport!

Reservations
Contact Air Galore
707-972-4498 → c3458j@gmail.com

EAA Flight Deck

By Ed Gregory



Spring is here. Good Weather. Good Flying. Good Time to "Get Going Again". Our local EAA Chapter 1337 held its first meeting in a year on Saturday, April 10th.

Lots of great "social distance" socializing, although we are all out of practice. It was good to get together with hangar doors open, lots of E45 facemasks proudly worn, bottled water, and cello-packed snacks. The spring weather was good.

EAA National is asking the chapters to "get going" and sponsor an Aviation Event between May 15th and June 15th to jump start a return to normalcy. We decided that was too soon considering current COVID restrictions, so stay tuned for more information about a possible Poker Run on July 10th to complement PMLAAs events.

EAA has restarted Ford TriMotor tours. They are busy planning for Air Venture 2021, July 26-31, although there will be no large indoor gatherings. Reno is also "getting going" and planning the Air Races for September 15-19th, just in time for my birthday.

Thanks to our 26 local EAA members for returning to the chapter, along with four new members: Jeff Benzing, Rich Crow, Kurt Howerton and Leo Mora.

Some local flying events have not made it onto the calendar this year. Our local chapter typically sponsors a Young Eagles Rally at Columbia Airport (O22) in April and supports the June Father's Day Fly In. But both events are too soon into COVID reopening to take place.

We discussed the Kolb Ultralight build project, engine selection, and covering are the next major steps. We reviewed completion of the runway / taxiway reflector installation, which will be done this year.

It's a new year. Let's make the best of it.

Radio Rumors "Say Again"

- **April 15th is more than just Tax Day**
 - ➔ On April 15th, 1952 the Boeing B-52 Stratofortress took its first flight with Alvin "Tex" Johnston as pilot from Boeing Field, Seattle, WA.



➔

- **9er windsock is more visible**

- The windsock at the 9er end of E45 is now more visible, thanks to the efforts of Charlie Black and an unknown masked man. Oh wait, lots of people wear masks these days.
- Charlie and Tristan Duplan, the masked man, rototilled a large circle around the base of the windsock to make it more visible for incoming air traffic. Thank you!

- **Great Aircraft Décor for sale!**

- Two beautiful glass top end tables supported by cylinders off a T-6. The beveled glass tops could be etched to personalize them. The tables are \$500 each or \$750 for the pair.
- One lamp that looks great on an end table or any table, \$200.



- **What make a complex aircraft complex?**

- A complex airplane is an airplane with a retractable landing gear, flaps, and a controllable pitch propeller.
- In lieu of a controllable pitch propeller, the aircraft could have an engine control system consisting of a digital computer and associated accessories for controlling the engine and the propeller.
- The ironic thing is that according that according to the FAA definition of “complex” above, turbojet and turboprop airplanes are not considered "complex" ... although any pilot or instructor would disagree.
- Aircraft are considered complex because there are additional important steps that the pilot must perform after takeoff and before landing – landing gear, flaps, and propeller set for optimal performance.

- **Student Pilot Humor – found on the internet and shared by Bob Hornauer, CFI**

- *Lost student to CTAF:* “Unknown airport with Cessna-150 circling above, please identify yourself.”
- *Foreign pilot trainee:* “Tower, please speak slowly, I am a baby in English and lonely in the cockpit.”
- Tower communication with student pilot entering their airspace.

ATC: “Cessna 123A, say intentions.”

Student pilot: “To get my Commercial Pilots License and Instrument Rating.”

ATC: “I meant in the next few minutes, not the next few years.”

- Flight Following communication with student pilot on first cross country flight.

Controller: “Cessna 123A, are you on course to E45?”

Student pilot: “More or less, 23A.”

Controller: “Cessna 23A, proceed a little bit more to 23A.”

SAFETY CORNER

“What we have here is a failure to communicate” - Mike Gustafson

Ok, a show of hands, how many of you remember what movie this quote is from? It unfortunately applies today just as it did 20 years ago. Behind bad weather and night flights, poor communication causes more accidents and enforcement actions than it should.

I took a class in college one time on “Communications Theory.” I thought it was an electronics class; in fact, it was all about how we all miscommunicate and how to reduce the communications breakdown. One of the big points was that it was the sender’s job to ensure that the receiver actually heard the sender’s words. What the receiver did with them was another problem. As pilots we need to ensure that the receiver, ATC, other aircraft in the pattern, etc. hears and understands our words.

Arriving at the airport, controlled or uncontrolled, is where a lot of accidents occur. On a nice day after a long spell of bad weather everyone is out exercising their wings and having a great time. Some pilots are just too casual about their communications process; poor situational awareness, i.e, not knowing where they are; not listening to weather info first (if available); or not picking up their call sign when the tower calls them; etc. A good controller can usually account for the Sunday pilot but what about uncontrolled airports?

It is even more critical when arriving at an uncontrolled field that our communications be precise. Being wrong with your position call-out will only add to the confusion that often reigns at a popular flying spot. Waiting until the last minute to figure out which runway is active or assuming the wrong one is active adds to the potential for a dangerous chance meeting.

Here are some thoughts on how to communicate and operate in the most professional and safe manner possible:

1. Starting listening 10 miles out to get a feel for how busy the airport is. This helps you get the big picture of where all the traffic is.
2. Have your weather/ATIS/AWOS information well in hand before your first transmission.
3. Think about and practice what it is you want to communicate before pressing the mic button.
4. Remember the Ws: Who you are, who you are calling, what you want to do and where you are.
5. Get your position information right.

If you are arriving at a towered airport, listen to your instructions and make sure you understand them. Just because you have flown to this airport a dozen times, don’t assume that this arrival procedure will be the same. If you don’t understand, ask for clarification.

One final thought: Unicom frequencies are already over worked and promise to get worse with time. We share our frequency with five other airports so it might seem like you cannot get a word in edgewise but there is a radio technology tip that might help. Our radios are based on Amplitude Modulation or A.M. and one attribute of that scheme is that the closest transmitter captures the receiver. If you are in the pattern at PML and you hear Visalia airplanes talking, you do not have to wait for them to stop before you transmit. Aircraft close to you will hear you just fine and you will not bother aircraft listening in the pattern at Visalia.

(Answer to the opening quiz question, “Cool Hand Luke”)

VP Social Report – Gabriel Coelho, VP Pro Tem

Pasta  Pasta  Pasta !!!

Saturday May 1, 2021
5 pm
Coelho Hangar Apron

Tables and Chairs will be set up outside at the Coelho Hangar Apron (west of E45 Ramp).

Please bring your favorite pasta dish or your favorite accompaniment such as garlic bread, salad, meatballs etc.

Tickets will be sold for our usual Bar set up. Wine, Beer, Water, and Soda will be available.

Just Another Day ... 52 Years Ago by Norm Peebles

Mid 1969, assigned to A Troop 7/1st Air Cav in the Mekong Delta at a stage field out in the middle of nowhere, just sitting in a field all day with no action.

Then over the radio comes the word that we are released for the day. But, before we go back to our base, we need to make a stop. We need to go to a set of Coordinates and pick up an American, 9th Infantry Division platoon, and take them to their night ambush position, without Cobra fire support,

This is a “first” for us because we normally support Vietnamese units here in the delta. The difference is about 100 pounds per man with full packs.

Our flight of UH-1H helicopters crank up and head east to the LZ, the landing zone. It’s a large dried out rice paddy, that all four of us can fit into. As we are landing, I look out and see ten large infantrymen running to each aircraft with full combat packs on. “Oh shit,” I say to myself. “We might have trouble getting out of here.” Today, I am flying a maintenance substitute helicopter noted for its lack of power.

I am flying from the left seat. I tell my copilot that we will try a running takeoff. I asked him to monitor the RPMs and call them out if they decline. At 6000 RPMs, I will abort the take off.

“The flight is up” comes over the radio. We start the takeoff with Chock-one and -two ahead of us. We start sliding along the hard ground with my copilot calling out “6600-6500-6400-6300-6200-6100-6000.” I lowered the collective and make the aircraft come to a quick stop. On the radio from Chock-four behind me came, “Chock-three what’s the problem?”.

“I’m too heavy” I reply. He says “Send one back.” So, we sent one trooper back and try again.

“6600-6500-6400-6300-6200-6100-6000.” We came to our second stop. Chock-four says, “Send one more back” and we did.

Now we are down to only eight and Chock-four has twelve! But we have another problem. We have managed to make our way up to the rice paddy dike. It’s right in front of us. It’s about two feet tall, so we make a plan to jump up onto the dike and then over to make our next running takeoff.

We succeed to get up on top but looking out of our front window is a 500 lb. bomb crater right in front of us. We decide to jump across and start from the other side. As we are doing this the aircraft goes into translational lift and we begin to fly.

We can barely see the other two aircraft ahead of us. We’re only climbing at 200 to 300 feet a minute. Chock-one and -two slow and we catch up. Chock-four is behind us. We’re all together again.

The flight is approaching the LZ and we began our decent. The LZ has large, tall eucalyptus trees on one side and green grass on the field with some puffy brown spots. “What are those,” everyone started asking?

“Incoming Mortars!”

“Go around! Go around!” Which we did. I was a little slow, but we made it. We were in trail formation at around 3,000 feet heading east towards the home of the 9th Infantry Division.

Now the real fun was about to start. All of a sudden, my butt starts bouncing off my armor seat. It was so violent I could not see the instrument panel. I immediately lower the collective and the vibration went away. I asked the crew chief what he thought; he said he didn’t know. But hollered, “Get on the ground NOW!!”

Good idea. But just to see what will happen, I pull a little more collective and sure enough it starts all over again – boom, boom, boom. Chock-four calls, “What’s happening”? I tell him we are going down with a violent vibration.

Chock-one, the platoon leader comes on the radio and asks if I can make the fire base ahead. With the collective down, it flies smooth. In a slow decent, we can make the fire base with a run-on landing.

When we came to a stop, those American soldiers jump out of the helicopter and take up defensive positions around us so fast, without being told. It was a sight to be seen.

On the ground and relatively safe, the soldiers start looking for shade and a place to lay down. One soldier finds a spot under the shadow of the right rotor blade. He was laying on his back, resting his head on his helmet. The crew and I were up on the top of the helicopter, looking for the busted part but having little luck. Then I hear, “Hey Lieutenant, am I supposed see daylight thru this blade?” He persists, “There’s daylight through a large crack in the blade.”

We rush down and sure enough it's there, all the way from the trailing edge to the leading-edge spar. The last four feet of the blade was flopping in the air, up and down. It was being held on with about three inches of leading-edge aluminum. That's all!!

Chock-four arrives a few minutes later to collect the soldiers and deliver them to their brothers. Now my crew and I are out here by ourselves. We wait for a Chinook to arrive and take us back home. An Army Captain from the fire base comes out and tells us about the locations of his mine fields and advises us to not be outside the wire after dark. He tells us which path to use.

The sun is setting and we hear a Huey coming, not the Chinook. It's the Maintenance Officer coming out to take a look. He tells me, we can fly it back to our base. "Wrong", I said, "YOU can fly it. I will take YOUR Huey back with my crew." So, that's what we did.

The good news is that he made it. The next day, after we came home from another day's missions, two guys from maintenance came up to us on the ramp asking if I heard what happened to the blade? I said, "NO." They explained that when they removed the blade and placed it between two 55-gallon drums for inspection, one on each end. The blade bent into two pieces from its own weight and fell to the ground.

When the new blade was uncrated, it was damaged. A repair was made to the trailing edge by cutting a 1-inch-deep by 3-inch-wide notch into the blade. A stress fracture formed and the crack developed. Just another day.

1LT. Norm Peebles, A Troop Slicks, Jan 19, 1969 - Jan 18, 1970

2021 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
May 1, 2021	Spot Landing Contest	1pm E45 Ramp
June 5, 2021	Air Race	1pm E45 Ramp
July	No event	

**** 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.**

SPECIAL EVENT:

May 1 from 10am to 6pm will be the Pine Mountain Auto Re-Grand Opening and Car Show. 11239 Wards Ferry Rd., Big Oak Flat. Live Band "Strange Landscapes" If you have a hot rod, truck or unique vehicle to show, call 209 962-4877.

2021 Aviation Revival Calendar

April	<p>10 – Norm Peebles first solo, Hiller OH-23D Raven Helicopter, Mineral Wells, TX (1968) US Army</p> <p>22 – <i>Earth Day</i></p> <p>25 – Bill Thomas first solo, Beechcraft T-34 Mentor at NPA, NAS Pensacola, FL (1967) US Navy</p>
May	<p>1 – PMLAA Meeting – Spot Landing Contest</p> <p>1-2 – E45 Airport Display Day, 8:00-4:00</p> <p>4 – <i>Star Wars Day – May the fourth be with you</i></p> <p>5 – <i>Cinco de Mayo</i></p> <p>9 – <i>Mother’s Day</i></p> <p>26 – <i>Total Eclipse of the Moon (visible in eastern Asia, Australia, Pacific)</i></p> <p>31 – <i>Memorial Day</i></p>
June	<p>5 – PMLAA Meeting – Air Race</p> <p>5-6 – E45 Airport Display Day, 8:00-4:00</p> <p>9-12 – Vicky Benzing @ Formation Clinic & Pylon Racing Seminar, Reno, NV</p> <p>10 – <i>Annular Eclipse of the Sun (visible from Canada, Europe, Asia)</i></p> <p>12 – <i>National Flip Flop Day</i></p> <p>18-19 – Vicky Benzing @ Moses Lake Airshow, MSL, WA</p> <p>19-20 – Columbia Airport (O22) Father’s Day Fly In – 😞 – Not this year</p> <p>20 – <i>Father’s Day</i></p> <p>21 – <i>Summer Solstice</i></p>

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