



Volume 36: Issue 7
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Pine Mountain Lake
Aviation Association

Pine Mountain Lake Aviation

Next Meeting:

Saturday August 7, 2021

HOT AUGUST NIGHTS

Time: 5:30pm

Place: E45 South Taxiway

A promotional graphic for the "Hot August Nights" event. The background is a soft-focus image of tall grasses against a sunset sky. A white rectangular box with an orange border is centered on the page. Inside the box, the text reads: "PML Aviation Association" in blue, "HOT AUGUST NIGHTS" in large orange letters, "is coming" in blue, "SATURDAY, AUGUST 7" in blue, "Starts at 5:30 PM" in blue, and "SOUTH TAXIWAY" in blue.

PML Aviation Association
HOT AUGUST NIGHTS
is coming
SATURDAY, AUGUST 7
Starts at 5:30 PM
SOUTH TAXIWAY

We are finally getting together for our monthly PMLAA meeting. The theme for our August meeting is "Hot August Nights" with cars and planes on display, a Poker Run and games among the participating hangars on the "SOUTH" side taxiway, refreshments and a Tri Tip and Chicken dinner catered by Anthony Freitas.

DINNER TICKETS must be purchased in advance. Cost is \$20 per plate for members and their guests. Please RSVP and submit payment by August 1st. A flyer will be mailed to members on the membership roster. Please complete the RSVP portion of the flyer and return with payment to PMLAA, P O Box 131, Groveland CA 95321.

TIME If you plan on displaying your car/plane arrive around 5pm so we can arrange display parking. Social Hour starts at 5:30 pm. Dinner at 7pm.

Cars - Planes - Motorcycles - Food - Friends - Games

LOCATIONS The participating hangars for the Poker Run and games (SOUTH TAXIWAY) are Ed & Janet Gregory, Jason & Krystall Johanson, Kay Meermans, Curtiss & Debbie Aldrich, and Luis Corominas & Laura Stengel. Hangars will be identified by balloons or display cars.

SPECIALS Wear your PMLAA name badge. First 50 receive a special gift. Suggested dress code is 50's attire.

NEEDED We need cars for display. The more the better. If you have a friend or neighbor with a car worth displaying let them know they are welcome to display it and can purchase a dinner (as your guest).

PARKING Please be aware that the South taxiway is an active county taxiway. Parking will be set up in the median on the 9er end of runway or county parking lot ramp area. Golf carts are encouraged.

For information or suggestions, contact your VP Social (pro-tem) Gabe Coelho at 209-617-4384 or ciaochilla1@earthlink.net

Save the Dates!

We have two important community events **coming up in October**. Please mark your calendars and plan to get involved! More details next month.

October 2 – the annual Community Airport Day to showcase the benefits of our airport to the Groveland community. We're planning for exciting formation flying, precision piloting contests, races and more. We'll need ground crew and refreshment stand workers. For more information and to sign-up to help or perform, contact Kurt Howerton, grabstein@gmail.com or 530-312-1299.

October 9 – EAA Young Eagles, free airplane rides for children. We'll need pilots, ground crew, and people to handle registrations. This is often a first airplane ride for the kids and they are excited. Some of the parents have never been in a plane either. It's very rewarding. Contact Ed Gregory, jagegg@sbcglobal.net or 962.5061.



Help “Stuff the Bus” with school supplies for Tenaya Elementary students

PMLAA is again helping provide school supplies for Groveland’s elementary school students. We’ll have a “Stuff the Bus” donation table at the August 7th Hot August Nights event.

Please bring a box of pens or pencils, a stack of notebooks, glue sticks, crayons, scotch tape, pocket folders, or a check/cash. Staples and Walmart are both good sources of great deals on school supplies.

Many parents in our district can't afford to buy the basic supplies that the kids need, so the school raises money and collects donations in order to outfit each student appropriately. A cash donation helps the school “fill-in” needed supplies beyond the donations.

Let’s pitch in and help our kids be ready to learn!

E45 HISTORIC AIRCRAFT DISPLAY DAY:

Display Day is back on the ramp the first weekend of each month, Saturday AND Sunday. Sign-offs will occur at noon on the ramp each display day. Email airport@pmlaa.org if you have a mechanical issue preventing you from moving your aircraft to the ramp.

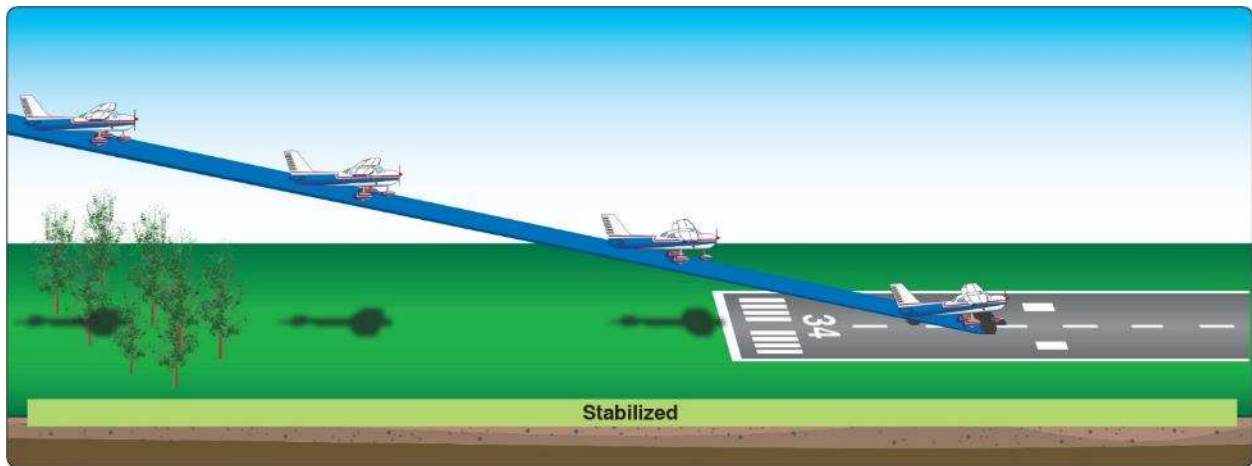
Kurt Howerton
916-282-9231

<http://www.dragon-squadron.com>

SAFETY CORNER

Stabilized Approaches – by Joe Sobczak

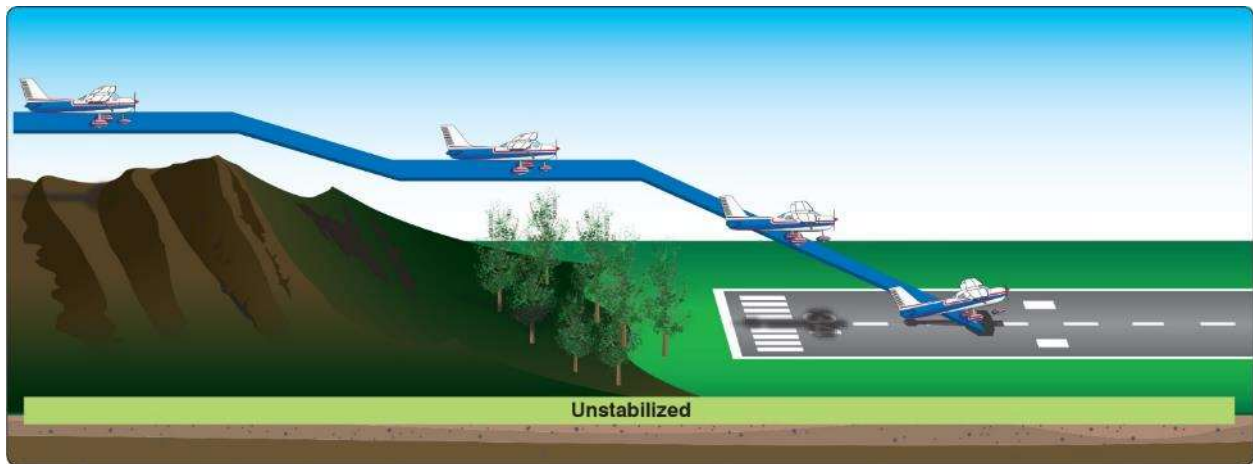
Taking off is optional, landing is mandatory. Statistics show that nearly half of all general aviation accidents occur during the approach and landing phases of flight. A closer look shows that the cause in over 90 percent of them was pilot related. A Stabilized Approach is one way to help avoid becoming one of those statistics. While the requirement to maneuver close to the ground cannot be eliminated, pilots can develop the skills and procedures to reduce the likelihood of an accident or mishap. This is especially true at E45 where the terrain and winds can turn an otherwise routine approach and landing into a challenging and tricky event.



A stabilized approach is characterized by a constant angle, constant rate-of-descent approach profile ending near the touchdown point. It also includes being properly configured for landing with all checklist items completed.

The objective of a stabilized approach is to adjust the glide path so that the true aiming point and the desired touchdown point on the runway basically coincide. Immediately after rolling out on final approach, adjust pitch and power so that the airplane is descending directly toward the aiming point at the appropriate airspeed, in the landing configuration, and trimmed for “hands off” flight.

In my experience, a good landing begins on downwind with a base turn begun at the correct speed, altitude, and position. No one can maintain a perfect glide path and even the best autopilot is continually making corrections. That is what we pilots do, too. Perfection is elusive, but we CAN establish criteria that are acceptable. In the airline world, there are stabilized approach criteria at 1500, 1000, and 500 feet above the touchdown zone. The 1500 and 1000 foot criteria are targets. At 500 feet, a go-around is mandatory if the aircraft is not in the landing configuration with landing checklist complete, airspeed is over 15 knots high or 5 knots slow, not on lateral profile, and not on or correcting to vertical profile. In the mighty T-34, my criteria are half of those we use at the airline which works out to about the same amount of time prior to touchdown.



Common errors that lead to unstable approaches include:

- Inadequate wind drift correction on the base leg.
- Over or undershooting the turn to final resulting in a steep or shallow approach.
- Flat or skidding turns from base to final due to overshooting and/or inadequate wind drift correction.
- Poor coordination during turn from base to final approach.
- Failure to complete the landing checklist in a timely manner.
- Failure to adequately compensate for flap extension.
- Poor trim technique on final approach. Attempting to maintain altitude or reach the runway using elevator alone.

There are also external factors that can cause an unstable approach, such as:

- Wind gust on final
- Steep descent due to ATC instructions
- Sudden change in wind speed or direction
- Distractions from passengers, deer, nearby traffic, and ATC

This is one topic on which the FAA and I agree. Here's their take in 57 seconds:

https://youtu.be/sSnuzXhEf6s?list=PL5vHkqHi51DQdF_PXKQT7uJUPd4UzlxNS

Hang around SFO and on any give day you'll see a couple airliners go around on final due to an unstable approach. It is no badge of honor to land abeam the Twin Bee and screech to a halt leaving burnt rubber on the pavement or paying Rob an unscheduled visit. So, come up with stabilized approach criteria appropriate for you and your aircraft and vow to meet the criteria or GO AROUND! It's good practice to stay proficient in go-arounds anyway. Your passengers, your insurance company, and Rob will thank you.

President's Message:

Hello PMLAA members & friends,

Let's say hello to summertime aviation fun times starting with our annual Hot August Nights (HAN) event.

Any of us that have planned this event in the past or volunteered your hangars knows it's quite a bit of work to pull this fabulous and fun event together. Thank you to everyone who is making it happen and a special thank you to Gabe Coelho for stepping up, filling in as the VP Social, and working so hard to coordinate it all.

I look forward to seeing everyone's smiling faces at the HAN event.

Happy Landings,
Danielle Coelho,
PMLAA President

E45 Rental Car

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.

Join in the Fun ❖ EAA Flying Poker Run

By Ed Gregory

- **Saturday, August 7th, 2021** – A great way to start the fun of Hot August Nights.
- **Everyone can participate**
 - *Pilots*: Fly to the five stops to pick up cards for themselves, passengers, or friends.
 - *Everyone can play*: “Buy” a hand at check-in or ask a pilot to pick up the cards.
- **Flights to be completed between 8:00am – 12:00 noon**
 - Five stops: Columbia (O22), Calaveras (CPU), Oakdale (O27), Mariposa (MPI), and the final stop back home at Pine Mountain Lake (E45).
 - Blue buckets located at the fuel pits will contain color-coded envelopes with cards.
 - Envelopes picked up from each stop must be from the **same** card deck.
 - Stops may be flown in any order and at any time between 8-noon.
- **Check-in 12:00 noon – 2:00pm - Present unopened card envelopes or “buy” a hand**
 - Register when you present the unopened envelopes and pick up the fifth card.
 - A \$20 donation-per-hand funds EAA airport projects and Young Eagle Rallies.
 - A single participant may register up to three hands.
 - Additional poker hands can be “purchased” at the check-in station.
- **Awards will be presented at Hot August Night Dinner (between 7:00pm – 8:00pm)**
 - Must be present to win.
 - Award winners will choose a donated item for their award.
 - Highest Ranking hand gets first pick, and on down the line.
 - Winners will be graded by standard poker hand rankings: royal flush, straight flush, four of a kind, full house, flush, straight, three of a kind, two pair, or one pair.
 - Great support, prizes, and gift certificates from our local businesses.



Taxiway Reflector Project

On June 12 a work party was assembled to complete the taxiway reflector project that began last year. The ground was solid enough to accept the anchors for the reflector supports. Rob Compton brought out the heavy equipment and provided the guidance to get the job finished. Many thanks to those who assisted!



Rob Compton, Leon Liebster, Geoff Bolton, Allen Craig, Wayne Handley, Anthony Felts



Rob Compton, Leon Liebster, Allen Craig

Flour Bombing Postponed to Airport Day

The Flour Bombing competition scheduled for August 7 has been postponed to Airport Day. Airport Day will include a Spot Landing Contest as well as the Bombing Competition. More information on both will be coming over the next two months.

Please Don't Land By Norm Peebles

We had been out on missions and required fuel. Can Tho was the closest and we headed that way, all four Slicks, UH1Hs. The weather was starting to change with thunderstorms popping up everywhere.

As we approached Can Tho a large storm was forming nearby. We landed and began the process of hot refueling. The crew chief and door gunner were starting to get wet from the rain. We finished refueling but the thunderstorm was on us. We asked the tower if we could wait until the storm passed. The tower told us to park next to the runway, right side facing west.

We hovered over to the spot. We kept the engines running and the rotors turning at flight idle. All four helicopters were sitting in a row.

Now the thunderstorm was picking up in intensity. It was raining really hard; you could barely see the aircraft ahead. There was occasional lightening. The runway at Can Tho was PSP, pierced steel planks, and when it gets wet it becomes very slippery.

We were sitting there just waiting for the storm to pass. Then on the radio comes a call from a Vietnamese Air Force C-123, a medium size twin engine cargo aircraft, "Can Tho Tower, VNAV 234, fifteen-miles east for landing." The response, "VNAV 234, this is Can Tho tower. Airport is closed because of thunderstorm. Suggest you hold east, and wait for storm to pass." "Roger."

Time passes. "Can Tho Tower, VNAV 234, ten-miles east for landing." The response, "VNAV 234 don't land. Heavy thunderstorm over airfield, hold east, away from airfield." "Roger."

Time passes. "Can Tho Tower, VNAV 234, five-mile final." The response, "VNAV 234, don't land. Heavy storm on field. Visibility zero." "Roger."

Time passes. "Can Tho Tower, VNAV 234, short final. Landing."

I turned left and back to see this aircraft coming in for landing. Remember, we are only feet away from the runway! The crew slides open the left cargo door so they can get a view of it.

What we see is unbelievable. Coming thru the rain is a big ball of water with two wing tips and a tail sticking out of it. The entire fuselage is covered with water. Somehow, it's over the runway. The entire BALL goes by us. We watch the tip of tail of the aircraft move back and forth, like the aircraft was trying to stay on the runway. Then it was gone into the mist.

We knew for sure it went off the runway and had crashed.

We waited. Then finally we hear, "Can Tho Tower, VNAV 234, turning onto the cargo ramp. Where do you want us to park?"

Now, you know what was going on inside the C-123, don't you? The man on the radio was the same guy every time: the co-pilot. The Aircraft Commander was having NOTHING to do with Can Tho Tower instructions to turn around and hold. He would not listen to his co-pilot, under any circumstance. He was going to continue to Can Tho and land on time. A little rain storm was not going to stop him.

Have you ever met or flown with anyone like that?

A Friend of PML Airport Makes his Final Flight

By Jim Phillips

Bill Eveland, Sacramento's "eyes in the sky" made his final flight in May. Bill enjoyed over 25 years at KFBK (1530 AM, 93.1 FM) providing traffic and breaking news reports from the air.

My long-time friendship with Bill was rooted in aviation. It was a constant source of conversation and outings. But, my 3,000+ hours did not hold a candle to his 55,000 hours of combined military and civilian flight time. We went to various air shows together and the Reno Air Races, where we met Vicky and Jeff Benzing.

On the air, he was known as "Commander Bill", typically flying two traffic reports a day. He reported on everything from fires, to earthquakes, to traffic tie-ups, and anything else that was best covered from an airborne perspective.

Prior to KFBK, Bill was in the U.S. Air force for 27 years as combat crewmember in fighters, bombers, transport and liaison aircraft. He wrapped up his USAF career as Wing Commander in the Strategic Air Command, as CEO of two 3,000-personnel organizations, part of a combat role in Strategic Bombing Operations.

He retired from radio broadcasting in 2005 to focus on his own business, Bonanza Enterprises, international aviation consulting and educational programs in aviation. He continued to actively own and manage the business.

Bill loved Pine Mountain Lake. He flew up here many times. He was one of our PMLAA guest speakers, friends with Larry and Nina Jobe, and always had good words to say about E45.

Bill was a humble man. He told me that he went to sixteen different high schools during his dad's World War II military service. He holds BBA (Bachelors of Business Administration) and MS (Master of Science) degrees came from a combination of Stanford University, the University of Texas, and USC. He loved every aspect of aviation and built himself a mini Thunder Mustang at LHM, Lincoln Regional Airport.

We were both the same age, 91. When Bill's wife called me with the news, it made me sad to think we would not celebrate our 100th birthday together as we had long planned. Listen to the crackle of the radio, "Commander Bill in the Sky signing off."



Bill Eveland

Photo courtesy of The Desk by Matthew Keys

Masters of the Air

It is said that a picture is worth a thousand words. In the case of Pine Mountain Lake Master Pilots, a picture is worth *MORE* than a thousand years of flying! A Master Pilot has demonstrated 50 years of safe flying from first solo. This photo is from our Master Pilot celebration, July 9th.



Back Row: Tom Martin* Steve Martin, Ira Chapman, Joe Sobczak*, Bill Thomas, Buck Buchanan, Marle Hewett, Norm Peebles, Ken Orloff, Alan Buchner, Allen Craig, Ed Gregory, Randy Barber*, Wayne Handley*

Front Row: Larry Roessler*, Dick Collier, Dennis smith, Larry Jobe

Unable to join us: Jim Goodrich, Bob Hornauer & Rich McGlashan*

* Denotes 50 years of flight but no Master Pilot Application ... yet!

Less than 50 years but master of their years in the air: Jim Phillips (35), Paul Price (49) & Gene Stone (47)

Radio Rumors “Say Again”

- **Reno Air Race Box Seats for 2021**
 - Interested in attending the Reno Air Races, September 15-19, 2020.
 - Six classes of air racing, air performers, and the USAF Thunderbirds!
 - Box seat passes, including pit pass and VIP parking for the week \$370. Contact Janet Gregory for details janetg@kickstartall.com or 510-693-7546.
- **Thank you, Airport reflector installation team**
 - Under the direction of Rob Compton, reflector installation at E45 was completed.
 - Runway (white), taxiway (blue), and runway end (red and green) were finished.
 - Great team: Charlie Black, Geoff Bolton, Allen Craig, Anthony Felts, Wayne Handley, Kurt Howerton, Jason Johanson, Leon Liebster, Rich McGlashan and Robert Pearson.

- **Great Tips for Hot Weather Flying**

- 1) If you are going to “quick turn” an airplane after you land, get the engine cool by opening the cowl after shut down.
- 2) Never ignore density altitude.
- 3) Be careful where you put your headset or iPad.
- 4) Fly in the morning or evening to avoid thermal turbulence.
- 5) Know the criteria for convective SIGMETS and thunderstorms.
- 6) Read the whole article by Swayne Martin, Bold Methods
<https://www.boldmethod.com/blog/lists/2020/07/6-tips-for-hot-weather-flying-days/>

2021 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
Aug 7, 2021	Hot August Nights	5:30pm – E454 South Taxiway
Sept 4, 2021	Ken Orloff	6:00pm – TBD
Oct 2, 2021	Airport Day	E45 Ramp

2021 Aviation Calendar

July	15 – Dick Collier first solo, Cessna 150 at HNL, Honolulu Airport, HI (1966) 17 – Vicky Benzing @ Boundary Bay Airshow, CZBB, Delta, BC, Canada 17 – <i>Hot Dog Day</i> 26-31 – EAA AirVenture, OSH, Oshkosh, WI 26-31 – Vicky Benzing @ performing at EAA AirVenture, OSH, WI
August	7 – EAA Flying Poker Run & PMLAA Taxiway Party, Hot August Nights 7-8 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 <i>13 – Left Handed Day</i> 21-22 – Vicky Benzing @ Wings over Camarillo Airshow, CMA, CA 24 – Buck Buchanan first solo, Piper J3 Cub at F23, Ranger Municipal Airport, TX (1952)
September	4 – PMLAA Meeting – speaker: Ken Orloff 4-5 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00 4-5 – Vicky Benzing @ Corvallis Airshow, CVO, OR <i>6 – Labor Day & Root Beer Float Day</i> 11 – Alan Buchner first solo, Fairchild PT 23 at BFL, Meadows Field, CA (1953) 11 – Ira Chapman first solo, Piper J3 Cub at CBE, Cumberland, MD (1960) 11-19 – National Championship Air Races at RTS, Reno, NV 11-19 – Vicky Benzing @ National Championship Air Races, RTS, NV <i>22 – Autumnal Equinox</i> 25-26 – Vicky Benzing @ Marine Corps Air Station Miramar Airshow, NKX, CA

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