



Volume 37: Issue 2  
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Aviation Association

## *Pine Mountain Lake Aviation*

### *Next Meeting*

*Saturday, March 5, 2022*

*Speaker: Dr. Ken Orloff*

*Time: 6:00 pm*

*Place: Krystall & Jason Johanson Hangar*

*Located at the 09 end of the runway,  
on the Southwest Taxiway*

### **The Presidents Message**

**Mike Gustafson- President, PMLAA**

The February meeting was enjoyed by all who attended. Lots of socializing and getting caught up. The Johansons know how to throw a party! The room was decorated in a Valentine's theme with lots of chocolate kisses on each table. A hit with the ladies! The bingo game got the competition going and PML gift cards were awarded to the winners.

The Prop of Appreciation was presented at the meeting to Nikki Grimes for her five years of service to the Aviation Association as Newsletter Editor. Thank you Nikki for all your efforts. Our membership status has significantly improved since my last missive with about 137 paid members. If you have not renewed for 2022, now is the time to correct that over-sight. We plan to hold many more in-person meetings and we need your support to make all the events a success.

Speaking of meetings, we are in need of more meeting locations/hangars. If we do not get some support in this area we will be using the PML Lake Lodge or possibly Camp Tuolumne Trails Great Hall. We cannot continue to use the Johansons' hangar every time. Please contact Krystall to volunteer your space. We promise to take good care of it.

For the March 5 meeting we plan to have Ken Orloff as a speaker and a catered Irish Dinner to celebrate St. Patricks Day.

If you have not yet done so, drop by the Pilots' Lounge at the entrance to the airport and see all the renovations that Krystall and Jason Johnson have done to the interior of the building; it is quite handsome now. Well done and a big thank you to them for all their efforts! I might add they did all the work on their own dime!

We have some young pilot achievements to report:

- Corbin Aldrich soloed on his 16<sup>th</sup> birthday
- Jonas Johanson soloed on his 16th birthday

Congratulations to both!

I last reported on the 100LL issues at RHV. Well, things have not improved as all sales of 100LL have been terminated and only 94UL is currently available. The major alphabet aviation groups are asking the FAA to step in and try to resolve this situation. More on that later.

As this is February, hope you didn't forget about Valentine's Day!!

I look forward to seeing everyone at our future meetings. Now get out there and go fly someplace!

Mike

Social: by Krystall Johanson

It was fun to get together for our first PMLAA 2022 event in February. Thank you Mike Gustafson for recapping our local news and Larry and Catherine Santa Maria for leading the Bingo game. Congratulations to the winners.

Our March meeting will be on Saturday, March 5 at 6:00PM at the Johanson hangar (20810 Elderberry Way, Groveland). We will continue the tradition of a St. Paddy's day theme. Catering will be by Anthony Freitas (our Christmas dinner caterer), and he will be making corned beef and cabbage, potatoes and carrots, with rolls. Please rsvp to [krystalljoy@yahoo.com](mailto:krystalljoy@yahoo.com) for number of plates/people to plan for. Dinner price is \$25 per plate and comes with the above mentioned and a drink ticket as well. If you want your order to go, please let me know. If any little PMLAA leprechaun's want to bring any desserts, I'm sure that would be enjoyed.

The speaker for March 5th will be Ken Orloff.....(Lynn will have a little blurb on his topic/ talk)

We look forward to seeing you all in March.

Thanks,

Krystall Johanson



*PMLAA Presents*

# GET YOUR GREEN ON!

Saturday, March 5, 2022 6PM

At: Johanson Hangar, 20810 Elderberry Way, Groveland

Speaker: Ken Orloff

Catered Dinner: Corned beef & cabbage, potatoes & carrots, with rolls.

**\$25 a plate** (comes with a drink ticket)

Please rsvp [krystalljoy@yahoo.com](mailto:krystalljoy@yahoo.com) for reservation and # of plates.

Dinners to go optional, please specify.

## Our Speaker: Dr. Ken Orloff



On September 7, 2015, at about noon, a Beechcraft A36 Bonanza crashed near Kernersville, North Carolina, as it was being radar-vectored by Greensboro Approach Control for the ILS Runway 5R instrument approach to the Piedmont-Triad International Airport at Greensboro. The NTSB investigation concluded that, while in the clouds, the pilot lost airplane control due to spatial disorientation, which resulted in an aerodynamic stall/spin. Because the NTSB investigation was cursory and limited in scope, they got it wrong. Ken will go through a detailed reconstruction of facts and circumstances leading to the accident that required analysis of what happened on the day of the accident, but also three days before the accident. As with many accidents, there are eyewitnesses whose perceptions of what happened have to be evaluated for consistency and given appropriate consideration. However, in this accident, the eyewitness observations were quite accurate and a major factor in determining flight conditions at the time of the accident.



You've undoubtedly heard of the WASP, and may be familiar with the WAFS, too. But do you know the story of the woman behind the Women's Auxiliary Ferry Squadron – Nancy Harkness Love?

Born into a wealthy and prominent Philadelphia family in the mid-1930s, Nancy Harkness Love had passion for aviation and began flying aircraft as a teenager. She went to all the right schools, including Vassar in New York, where she was once suspended for two weeks after flying so low over campus that someone was able to read the aircraft's tail number as she nearly brushed the treetops.

She married Air Corps Reserves officer Robert Love in 1936 – a nuptial that made headlines in the Boston newspapers that spotlighted the romance of the young high society couple and their mutual love for aviation.

Over the next few years, Nancy gained more and more qualifications as a pilot flying for the Bureau of Air Commerce. After WWII broke out in 1940, Nancy proposed a women's flying squadron to Lieutenant Colonel Robert Olds who passed the proposal on to General Hap Arnold – the idea was initially rejected.

In the spring of 1942, Nancy's husband Robert was named the deputy chief of staff of the American Ferry Command. Robert made a comment about his wife's piloting career to Colonel William Tunner, who at that time was scouring the country for skilled pilots for ferrying missions. Tunner was impressed and met with Nancy days later. She re-proposed her idea, and within a few months, Nancy was named the head of the Women's Auxiliary Ferry Squadron (WAFS) at the age of 28. She was given the position with 25 experienced female pilots under her command.

It was summer 1943 when Nancy's WAFS merged with a pilot training program that had been set up under fellow aviatrix Jacqueline Cochran's leadership the previous fall. When the units were combined, Cochran was named director of the program known as the Women's Airforce Service Pilots (WASP). Nancy was put in charge of all WASP ferrying operations. Under her command, female pilots flew almost every military aircraft then in the air, logging more than 60 million miles combined.

Read the rest of Nancy Harkness Love's story and more about the WAFS at <https://www.pbs.org/wgbh/americanexperience/features/flygirls-nancy-harkness-love/>



## EAA Member Helps Fight California Wildfires

**"I CAN'T STRESS THIS ENOUGH** that the real heroes are the firefighters on the ground," Marcos Valdez, EAA 618370, said about the men and women fighting the California wildfires. "Those guys and gals are just amazing, fighting the fire up close and personal."

But Marcos and his fellow firebomber pilots definitely make a difference in the battle. As a Boeing 747-400 captain for aerial fire-fighting company Global SuperTanker, Marcos, call sign "Taco Loco," has been in Northern California assisting in the efforts of containing and eliminating the Camp Fire that's become the most devastating wildfire in California state history.

Marcos was a cargo pilot for many years before lining up a job with Global SuperTanker as the captain of flight standards. Now in his third season with SuperTanker, Marcos has been transitioning to tactical captain, a position in which he flies in the left seat of the 747 and makes fire retardant drops.

"Having flown the airlines as a cargo pilot for years, tanker pilots are probably the most skilled set of pilots I've ever flown with," Marcos said. "It is the most demanding, ragged, on-the-edge, every-second-counts kind of flying that I've ever done. We're flying the 747 200 feet off the top of the trees, so we're less than our wingspan over the trees a lot of times. There's smoke and flames, visibility can be poor, and we're following a lead plane so we're in close proximity with traffic. There's always helicopters and other tankers in the fire traffic area. It's just incredibly demanding flying. But if you're an adrenaline junkie, it's addicting. I don't know if I could ever go back to flying a 747 straight and level again."



**“It is the most demanding, ragged, on-the-edge, every-second-counts kind of flying that I’ve ever done.”**

– Marcos Valdez

As for the day-to-day operations of a fire-bomber pilot, each day and particular mission bring about unique challenges, but Marcos said the most frustrating part is simply not having an exact time frame as to when he’ll be sent out after his morning briefing.

“The hardest part of aerial firefighting is waiting,” he said. “Sometimes you wait for hours, sometimes you wait for days. We’ve sat on a tanker base for five or 10 days without being activated. That’s the life of a fireman, regardless of whether you’re aerial firefighting or if you’re at a firehouse. It’s a lot of hurry up and wait.”

The process of sending a 747 or another tanker out to battle the fire starts with a smaller lead airplane, which will go out

beforehand to observe the fire, communicate with the ground commanders about what needs they have, and begin to work out a plan of attack. When the word comes in that the 747 is needed, it takes about 30 minutes for the airplane to be ready for action. After getting the go-ahead, the lead plane will come out to meet the 747, form up, and do a “show me,” where the lead will describe the target, with nearly all of it being done visually — pointing out different landmarks to determine where to dump retardant. The 747 will then come back around for a second pass and dump the retardant.

As intense, precise, and dangerous as aerial firefighting can be, Marcos is very glad to know that he’s helping people in need.



Marcos Valdez

“It’s the most gratifying type of flying I’ve done. ... We’re helping those firemen on the ground, and we’re helping to save lives and property. ... I remember when I was little and I wanted to be a fireman or a pilot, and now I’m both!”

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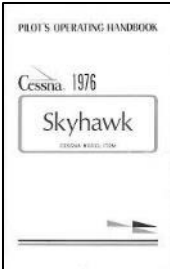




detectors can be contaminated by cleaning products and sunlight. Alternatively, you could use a portable, battery powered household CO detector, but these have not been tested or proven to be effective in aircraft and may fail to provide a timely warning in the presence of CO.

Your last-ditch detection method is awareness of the symptoms of CO poisoning. Of course, it's possible – even likely – that by the time you notice these symptoms you would be too incapacitated to take corrective action. Nevertheless, know the symptoms of CO poisoning and be prepared to act immediately if you observe them in yourself or your passengers.

Finally, become familiar with your POH procedures for suspected CO events. This typically involves shutting off the heater and getting maximum fresh air into the cabin. In all cases, LAND AS SOON AS POSSIBLE and get medical attention! CO poisoning is cumulative so any delay could cause worsening of symptoms. Full recovery from CO poisoning can take from a few days to as long as a year for severe exposure.



You can find out more about CO poisoning, accident statistics, NTSB and FAA information at [AIR-22-01 Require Carbon Monoxide Detectors in Certain General Aviation Aircraft \(faasafety.gov\)](https://www.faa.gov/air_traffic/tips_and_advisories/tip_100).

Fly Safe!

## EAA Flight Deck



By Ed Gregory

We held our first EAA meeting of the year for local Chapter 1337 with new energy for aviation events this year. Plans for this year are as follows:

- Young Eagles Rally at Columbia (O22) – Saturday April 23rd
- Support for Father's Day Fly-In at Columbia (O22) – Saturday & Sunday June 18 & 19
- Support for Airport Day at PML Airport (E45) – Saturday October 1st
- Young Eagles at PML Airport (E45) – Saturday October 8th

Young Eagle Rallies have not taken place in the last two years due to Covid restrictions. The desire to restart them in Tuolumne County is big; between the two airports we fly 75-100 kids.

Columbia Airport is reforming the TCAA (Tuolumne County Aeronautical Association) to restart O22 aviation events, community support for the airport, and connect aviators. We will tap into TCAA resources for the Young Eagle Rally at Columbia in April.

Our local EAA Chapter is small but mighty. We have 30 active members and added new member Phil Boortz who has recently moved to PML full-time from Lompoc.

The Chapter has donated \$750 to the restoration of the airport office >> Thank you Jason & Krystall Johanson for all the great work you have done.

## Radio Rumors

- **Please Note:**  
Radio Rumors is always looking for interesting items. Feel free to send in your tips to [airportlady@sbcglobal.net](mailto:airportlady@sbcglobal.net). (Ed.)

## 2022 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time &amp; Location</u>
March 5, 2022	Ken Orloff	6:00 PM @ Johanson Hangar
April 2, 2022	Vicky Benzing	6:00 PM @ Johanson Hangar
May 7, 2022	TBD	TBD

## Aviation Calendar

### 2022 Aviation Calendar

<b>January</b>	<p>1 – <i>New Year’s Day</i></p> <p><b>1 – Happy New Year! <u>NO</u> PMLAA Meeting in January</b></p> <p><b>1-2 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>17 – <i>Martin Luther King, Jr. Day</i></p>
<b>February</b>	<p>1 – <i>Chinese New Year – Year of the Tiger</i></p> <p>2 – <i>Groundhog Day</i></p> <p><b>5 – PMLAA Meeting</b></p> <p><b>5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>13 – <i>Superbowl Sunday</i></p> <p>14 – <i>Valentine’s Day</i></p> <p>21 – <i>President’s Day</i></p>
<b>March</b>	<p><b>5 – PMLAA Meeting</b></p> <p><b>5-6 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>13 – <i>Daylight Savings Time Begins (Clock springs forward)</i></p> <p>17 – <i>St. Patrick’s Day</i></p> <p>20 – <i>Vernal Equinox 15:33 UTC – First Day of Spring</i></p>
<b>April</b>	<p><b>2 – PMLAA Meeting</b></p> <p><b>2-3 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>17 – <i>Easter Sunday</i></p> <p>22 – <i>Earth Day</i></p> <p>31 – <i>Partial Eclipse of the Sun- visible from southeast Pacific &amp; southern South America</i></p>
<b>May</b>	<p>5 – <i>Cinco de Mayo</i></p> <p><b>7 – PMLAA Meeting</b></p> <p><b>7-8 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</b></p> <p>4 – <i>Star Wars Day – May the fourth be with you</i></p> <p>8 – <i>Mother’s Day</i></p>



	16 – Eclipse of the Moon- visible from Americas, Europe, Africa 30 – <i>Memorial Day</i>
<b>June</b>	<b>4 – PMLAA Meeting</b> <b>4-5 – E45 Airport Display Day</b> , 8:00-4:00, sign off at 12:00 14 – Super Moon - Full Moon nearly at Perigee <b>18-19 – Columbia Airport (O22) Father’s Day Fly-In – Stay tuned...</b> <i>19 – Father’s Day</i> <i>21 – Summer Solstice 09:14 UTC – First Day of Summer</i>
<b>July</b>	<b>2 – NO PMLAA Meeting in July</b> <b>2-3 – E45 Airport Display Day</b> , 8:00-4:00, sign off at 12:00 <i>4 – Independence Day</i> 13 – Super Moon - Full Moon nearly at Perigee 25-31 – EAA AirVenture, OSH, Oshkosh, WI
<b>August</b>	<b>6 – PMLAA Taxiway Party, Hot August Nights</b> <b>6-7 – E45 Airport Display Day</b> , 8:00-4:00, sign off at 12:00 <i>7 – Friendship Day</i>
<b>September</b>	<b>3 – PMLAA Meeting</b> <b>3-4 – E45 Airport Display Day</b> , 8:00-4:00, sign off at 12:00 <i>5 – Labor Day</i> 14-18 – National Championship Air Races at RTS, Reno, NV <i>23 – Autumnal Equinox 01:04 UTC – First Day of Autumn/Fall</i>
<b>October</b>	<b>1 – PMLAA Airport Appreciation Day</b> , 11:30-3:00 <b>1 – PMLAA Meeting</b> <b>1-2 – E45 Airport Display Day</b> , 8:00-4:00, sign off at 12:00 <i>11 – Columbus Day</i> 25 – Partial Eclipse of the Sun- visible from Europe, NE Africa, Middle East, W Asia <i>31 – Halloween</i>
<b>November</b>	<b>5 – PMLAA Meeting</b> <b>5-6 – E45 Airport Display Day</b> , 8:00-4:00, sign off at 12:00 <i>6 – Daylight Savings Time Ends (Clocks fall back)</i> 8 – Total Eclipse of the Moon- visible from Asia, Australia, Pacific, Americas <i>11 – Veterans Day</i> <i>24 – Thanksgiving Day</i>
<b>December</b>	<b>3 – PMLAA Holiday Party</b> <b>3-4 – E45 Airport Display Day</b> , 8:00-4:00, sign off at 12:00 <i>7 – Pearl Harbor Remembrance Day</i> <i>21 – Winter Solstice 21:48 UTC – First Day of Winter</i> <i>25 – Christmas Day</i> <i>31 – New Year’s Eve</i>



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