



VOLUME 20, ISSUE 4, APRIL 2005

A MONTHLY PUBLICATION OF THE PINE MOUNTAIN LAKE AVIATION ASSOCIATION

Sean D Tucker

AEROBATICS MASTER

About our April 2, 2005 Guest Speaker

What Sean Tucker does during his average "day at the office" would be impossible for most of us to achieve. His practices alone impose one of the most grueling and physically demanding workouts imaginable. Sean's performances impose more G-forces on his body than jet fighter pilots experience; a hammering +10 and -7.5 G's!

Strangely enough, Sean was once afraid of flying. Early on, he took up skydiving, but an accident claimed the life of a close friend and curtailed his growing joy of flight. Sean took flying lessons in 1969, but even after receiving his pilot certificate, the fear remained.

Determined to conquer his fears, in a way that is trademark 'Tucker', Sean enrolled in an aerobatic training course in 1973 at the Amelia Reid Flying School in San Jose. He overcame seemingly impossible obstacles to complete the training and become one of the premiere air show performers in the world.

Sean's fiercely competitive nature and ever-improving aerobatic skills led him to a string of successes in local and regional California contests. In 1988, having completely conquered his fears, Sean earned the title of U.S. National Advanced Aerobatic Champion. Just the first of many awards, he went on to do something no other air show performer had ever done before or since. In 1992, Sean earned the two most prestigious air show industry awards possible; The Art Scholl Memorial Showmanship Award and The Bill Barber Award for Air Show Showmanship -- in the same year! In 1997, he received his second General Aviation News and Flyer Reader's Choice Award for Best Male Performer and in 1998, Sean won the first ever "CASPA Challenge" organized by the Championship Air Show Pilot's Association.

Since beginning his air show career in the mid-70's, Sean has flown more than 700 performances at over 300 air shows, in front of more than 60-million fans. "I like to

think that I bring the fans' dreams of flying into the plane with me; and, there's nowhere I'd rather be than in the cockpit. That's why I train so hard to keep the edge!"

With more than 16,000 flight hours (3,000 aerobatic), Sean has learned what it takes to become and stay world class. His success and safety depend on a rigorous fitness regimen of aerobic exercise, weight lifting and flying every day to keep his G-tolerance levels high and his razor sharp reflexes taut. The FAA and air show industries recognize his commitment. Serving as an FAA designated ACE (Air Show Certification Evaluator), Sean has spent countless hours counseling young air show performers on their routines. He's also served on air show industry oversight committees to review training, regulatory procedures and vital safety issues.



Sean's ever-energetic personality is contagious. And whether he's talking to experienced pilots, enthusiastic fans or people who have never been in a plane before, it is impossible for them not to be inspired.

More than half of Sean's maneuvers are original and have never been duplicated by another aerobatic pilot. Twice, during every air show, Sean will fly the Oracle Challenger-II backwards at a speed of more than 100 mph.

The G-forces exerted on Sean when he is flying are greater than those on the pilots in modern fighters like the Air Force Thunderbirds and Navy Blue Angels. From his normal weight of 175 pounds, Sean will weigh nearly 1,700 pounds while pulling 10 positive G's...and will resist the force of 1,200 pounds pulling on his head as 7.5 negative G's tries to pull him out of the cockpit!

The Pine Mountain Lake Aviation Association is excited to welcome the amazing Sean D. Tucker, April 2, 2005, 6:00 p.m., at the Buchner Hangar, 20885 Hemlock Street at Woodside Way, Pine Mountain Lake Airport.

✦ Keith Zenobia

PRESIDENT'S MESSAGE

So, have you had enough of winter and spring? I know I have, when will all this rain end?? I am one of those baseball addicts that goes to Phoenix each year and watches my favorite teams tune-up their respective squads. Usually the weather is great and is a pre-cursor to the best season of the year -- summer. This year I may need a rain coat and an umbrella, assuming we can even get down there using a General Aviation aircraft.

The almost continuous rain has had an even more deleterious effect than just raining on my travel plans; it has ruined a number of airports in southern California. We are used to hearing about airport closures due to big money interests, but rainstorms and floods? This is what happened to Corona and Santa Paula, two perfectly nice airports that seem to have been at a low point in some long forgotten tidal basin. Corona was evacuated as floodwaters slowly crept over the runway and parking area. The slow approach allowed owners and operators time to fly the planes to another higher airport or move them to high ground on the airport. Then, due to the water damage to the runway, the airport was closed. Closing the airport was the safe thing to do but can you imagine finding out on the evening news that your airplane is stuck on a high patch of mud at a closed airport?

Santa Paula had it even worse. At least Corona was owned by a large municipality with relatively deep pockets and could afford to repair the airport. Santa Paula is privately owned by a small number of folks like you and me. It seems the airport was built on a flood basin, which has saved it all these years from housing developers only to find the extreme heavy rainfall wash out over half the runway. Only 1200 feet remain; just enough for a few Piper Cubs and Taylorcrafts to demonstrate their short field take-off and landing skills. The newly awakened river not only washed out the runway, but it also dug a new river bed down through the land that used to support the runway. The story gets worse, in an attempt to slow the soil erosion a few hardy souls moved some large rocks along the new river bank to save what was left of the runway. Now the Army Corp. of Engineers is considering fining the "culprits" for altering a streambed without a permit!

Santa Paula may never bounce back from this natural disaster. The businesses based at that airfield will probably close, the aircraft that happened to be off-field when disaster struck are stuck at other fields, and they were the lucky ones. The aircraft still on the field that can't take-off in 1200 feet will have to either wait it out or have their wings removed and trucked to a functioning airport and be reassembled.

I am still looking for the silver lining in this cloud. Corona is on the road to recovery, I can only hope that a miracle finds its way to Santa Paula.

Hope for sunshine!

-- Mike Gustafson

SOCIAL NOTES

Our PMLAA March meeting went well, and our guest speaker, Hap Halloran, was fascinating. His narration of his war experiences left us in awe as to how he managed to survive.

We had plenty of delicious soup, salad and dessert to go around. I do want to mention again that everyone needs to bring a dish for at least six people.

Our speaker next month will be Sean Tucker, a world famous aerobic performer. He is very outgoing and it should be a very interesting evening. Plan on bringing either appetizers or dessert (for six please). In April we will welcome back the infamous Margarita Maquina, so be prepared for extra fun.

I would like to ask a few women to help hem aircraft material for more table cloths, if you can help, please call me.

Conni

Wedding Announcement: Two hard-working PMLAA members, our former treasurer Tom Tingley and our legal counsel Renie Leakakos, were married in Hawaii in February. They had a lovely traditional Hawaiian wedding ceremony near Na Pali, on the north coast of Kauai.



Congratulations to Renie and Tom Tingley.

[Have you paid your 2005 PMLAA Dues?](#)



Meet our PMLAA Members

-Catherine Santa Maria

Elizabeth TeSelle and Bob Hornauer

962-4541

innkeeper@manzanitahill.com

Around Easter, 1994 Elizabeth & Bob saw an ad in the AOPA Magazine about PML and decided to Fly In. They made Easter dinner reservations at the Hotel Charlotte and stayed for the day. Sometime later their neighbors invited them to PML for a visit. Later, the neighbors sold their home to Elizabeth and Bob.

Then in Sept. 2001 they learned that the Manzanita Hill Bed & Breakfast was for sale. They drove up the hill to the Inn and looked at the property which sits on 20 acres and has a great view. Elizabeth said to Bob "We're Home." They made an offer the same day and became instant Innkeepers.



Bob worked at Dillingham Construction as a Safety Director and then moved to Swinnerton Builders. He is now an Independent Safety Director, doing business as ProSafety Works Consulting Services. He is affiliated with the National Commission for Certification of Crane Operators as well as the International Alliance of Safety Auditors. In addition, Bob has been a pilot for 35+ years and carries a number of ratings i.e. ATP, CFIAIM, A & P, and is an FAA designated safety counselor. Bob owns a Mooney.

Elizabeth has a great professional singing voice. She has been singing all of her life. She has sung at concerts and operas and has also taught voice privately and in colleges.

Between them, Elizabeth and Bob have nine children, eight grandchildren, 2 horses, 3 dogs and 3 cats.

Elizabeth and Bob recently opened the **Aviator's Inn** to provide overnight lodging for pilots. It is located on Hemlock and is accessible from the private taxiway off Woodside Way.

In addition, to the PMLAA Elizabeth and Bob belong to the Residents club and the Hwy 120 Chamber of Commerce. Elizabeth also belongs to the PML Garden Club, PML Ladies Club, Rotary Club and a writers group. They are a great asset to the Groveland community.

Stan & Mary Bruederle

962-7383

Maryb_pml@yahoo.com

Back in 1973 Stan & Mary were enjoying a leisurely afternoon when they got a call from Len Doster. He invited them up for a weekend stay at PML in a loaned travel trailer that was located at the campground. Len was a teacher in the South Bay and was selling lots here in PML on the side. Stan & Mary decided to pack up their son Cavan who was 18 months old (now he is 35) and their dog Pawn (the name the dog received because she was pawned off on them) and came for the weekend. They liked what they saw and bought a lot in Unit 10.

Then in 1979 they traded their lot for a cabin on Mills and were weekenders until 2000 when they bought their home on Pine Brook Way. Stan is still working from his home as an Industry Analyst for Gartner Group. Stan has been in this line of business for 20+ years. Stan has to leave the hill once in a while to go down to the big city because of job demands, but for the most part they are here full time and loving it.



Mary spent many years as a professional volunteer and Chair for various assignments in the Sunnyvale area. In addition, she raised two children named Cavan and Aimee. Cavan moved to Oakdale with his family and Aimee lives and works in San Francisco. They have 3 grandchildren.

Mary is very active in the Groveland community. She is a charter member and recording secretary for the Pine Needlers Quilt Guild, member of the PM Garden Club, PML Ladies Club, PML Racquet Club, Residents Club and of course the PMLAA. She loves to quilt, knit, make cards, walk, play tennis and pinochle and she is a member of the High Rollers Bunco group.

Besides PMLAA, Stan is a member of the PML Residents club, and the High Rollers Bunco group. Stan likes to build model boats and planes and is a Ham radio operator. They also love to spend time on the lake in their boat or canoe.

What a lovely couple!!

WWW.PMLAA.ORG

News from the web

-- Silvano Gai, webmaster

Fossett Makes It!

Adventurist Steve Fossett closed the loop on March 3rd, landing safely in Salina, Kansas, to complete his incredible journey around the world in the Virgin Atlantic GlobalFlyer without refueling. Global Flyers is a single-engine jet plane designed by Burt Rutan and built by Scaled Composite as Spaceship one (<http://www.scaled.com>).



Steve left Salina at 18:47:10 local time, flew around the world in 67 hours, 1 minute and 46 seconds, and arrived back at 13:48:56. He traveled 19,880 nautical miles which was 17 miles over the length needed to break the record.

The loss of fuel became a main concern during Steve's flight, up to the point that alternative options were being looked into in case Steve had to land in Hawaii or California. Much debate has occurred as to why the fuel levels were depleted, although at present, tests are still ongoing to determine exactly what happened.



Jon Karkow from Scaled Composites said, "The final accounting for fuel has yet to be done" but confirmed that Steve returned with 1515lbs of fuel remaining. In total Steve lost 2600lbs, but because he lost the fuel early on in the flight, the plane was lighter which meant that he actually needed to use less fuel as the flight went on.

Fossett's first comment after emerging from the cockpit: "That is something I wanted to do for a long time." He thanked Scaled Composites, builder of the aircraft, Virgin Atlantic, and host Kansas State University at Salina. More postflight information is available at www.virginatlanticglobalflyer.com

GA is Safer

General aviation has never been safer, and accident statistics for 2004 prove it.

Last year saw the fewest GA accidents since record keeping began in 1938 and the lowest number of fatal accidents since 1945, according to preliminary data from the NTSB. The total number of GA accidents dropped 8.4 percent compared to 2003, while the number of fatal accidents declined 11.4 percent.

The numbers also improved for instructional flying, with total accidents down 11.7 percent and fatal instructional accidents down 50 percent. (There are very few fatal instructional accidents in any year. Last year there were 17.)

Instrument Procedures Handbook

The FAA is pleased to announce that the FAA-H-8261-1, Instrument Procedures Handbook (IPH), is available on the FAA web page at <http://av-info.faa.gov/terps/IPH.htm>. The IPH has been an extraordinary undertaking for the FAA with its scope, depth, and quality of content. The Instrument Procedures Handbook is now a reference for the Practical and Knowledge tests. The IPH expands upon information contained in the Instrument Flying Handbook and introduces advanced information for IFR operations that will help pilots and flight crews keep up with the changes that are taking place in the National Airspace System. The IPH is designed as a technical reference for professional pilots. Flight instructors and instrument students may find this handbook a valuable training aid since it provides detailed coverage of instrument charts and procedures including IFR takeoff, departure, en route, arrival, approach, and landing. Safety information covering relevant subjects such as runway incursion, land and hold short operations, controlled flight into terrain, and human factors issues also are included. Although the emphasis of the IPH applies to airplane operations, helicopter specific IFR operations are included.

The Aviator's Inn

The Aviator's Inn will open March 15th for overnight lodging for pilots and planes on Pine Mountain Lake Airport. It is a new lodging owned and operated by Elizabeth TeSelle and Bob Hornauer (see article at page 3) who are also the owners of the Alpenglo Bed and Breakfast at Manzanita Hill.

The Aviator's Inn is located on the private taxiway off Woodside road and will provide complimentary coffee and tea. The contact information is 209-962-4541, 888-534-2244, www.manzanitahill.com. innkeeper@manzanitahill.com

DIRECT FROM THE DIRECTOR

Airport Master Plan

-- Jim Thomas, Airport Director

On Wednesday February 23 we held the second of two Public Workshops on the Pine Mountain Lake Airport Master Plan. Present at the workshop to answer questions from the public were representatives from Coffman Associates and Stantec Consulting the two firms preparing the Master Plan. The two major additions to the Master Plan since the last Public Workshop are the development plan and the financial plan. These two sections provide details on how both the air-side and the land-side improvements will occur.

The biggest difficulty in drafting the land-side improvements (ramp area for hangars and tie downs) is the lack of airport real estate needed for the ramp expansion. In order to expand the ramp area, we will either have to excavate more of the hill that the airport beacon and wind tee sit on, or obtain a portion of the Long Gulch Ranch property immediately adjacent to and south of the existing ramp. Keep in mind that the present size of the ramp is adequate for current aircraft parking requirements. However, the Master Plan suggests that the number of planes based at PML will gradually increase in the next 25 years and additional ramp space will eventually be needed.

The attendance at the workshop was less than expected in spite of a large effort to advertise the meeting. If you did not attend the workshop but would like to review the "Draft Final" of the PML Airport Master Plan, a copy is located in the pilot's lounge for review and three copies are in the Groveland Library, two for checkout and one for reference.

There have been reports of people walking their dogs off-leash at the airport. If you walk your dogs at the airport, please make sure they are leashed at all times, as required by the County Ordinances. The particular concern is that the dog may run out on the runway when an aircraft is landing or taking off. The only way to assure your dog is under control is to have it on a leash.

Horses are presenting another problem on the airport. On several occasions, people have been riding horses on the taxiway and on the runway. Most of the riders are coming over from the stables and I have talked to the stables manager about the problem. He has been doing a good job reminding the riders to stay off the airport property. I want to remind everyone that horses are not allowed anywhere on airport property. It is generally understood that horses and aircraft do not mix well, and I certainly want to avoid any injury to plane, pilot, horse or rider.

Last, I want to remind everyone that the runway is for airplanes only and the crossing points are at the ends of the runway only. Our new Master Plan is recommending the construction of a vehicle access road around each end of the runway. Once constructed these roads should keep all vehicles from ever having to be on the runway. Please do your part to keep our airport safe for everyone, yourselves and the pilots.

SAFETY CORNER

Too Old to Fly???

-- Linda Monahan, Aviation Safety Counselor

Iwonder how many times through the years potential students have told me they thought they were too old to learn how to fly. These are people, like me, who wanted to learn to fly when they were young. Things got in the way, like going to college, making a living, raising their families, all very noble reasons for putting their loved ones first. But they are the ones who look up to the sky every time they hear an airplane going over head.

I could have learned to fly when I was 18. A friend of my brother, Jerry, was building time for the airlines by being a CFI. He took me up in a little Cessna 150 for a demo flight and actually let me take the controls. He would give me his time; the airplane would only cost about \$300. WOW!!! I ran home and told my Mom about my new adventure. I can't type what her reaction was; just suffice to say that she made that dream go away. Only the dream never really went away.... So I, like many others, put the dream aside and found something else to do. I became one of the first female Police Officers on the now unisex LAPD.

After my career as a Police Officer ended because of a traffic accident on duty, I had a huge void in my life. I missed the comradeship with my coworkers and friends. What could fill this void? One day, I saw airplanes everywhere I went. I dreamed of Song Bird from Sky King! Hmmm. I have to fix this! So on September 2, 1992, I started flying (at the ripe age of 40-something.)

My career as a Flight Instructor far exceeds the LAPD. Now I get to help people gain their goals of learning to fly! Most of my students are in their 50's and 60's. I have one student who, at 77, is working on this instrument rating! It must be my white hair (that I got from my student pilots) that attracts older students. It doesn't really matter why, what does matter is that I have the privilege of helping some wonderful people learn to do what they've wanted to do for years. The gratification that I get from their wonder and awe far exceeds anything I've done in the past.

To be able to share this wonder called flight is just incredible. Sure it takes an older student more time than some 18 year old young pup, but so what??? Oh well, we just get to go fly more!!!

Happy Flying.

Please mail your dues today to
PMLAA, Box 131, Groveland, CA 95321.

Dues are Due Now !!!



- Annual membership dues are \$20.00 per household, payable Jan 2nd each year.
- PMLAA Name badges are \$8.00 each.
- Dues and badge prices are subject to change
- Please make check payable to and remit to PMLAA, P.O. Box 131, Groveland, CA 95321
- PMLAA Mission: to promote aviation interests and ensure the welfare and safety of its members, Pine Mountain Lake Airport, and the general community, through aviation-oriented recreational and educational activities.
- Monthly Meetings: held the first Saturday of each month (except July), usually at Buchners' hangar, at 6:00pm. Please refer to the latest edition of The PMLAA News for more details.
- The PMLAA News is mailed monthly and is available online at www.pmlaa.org
- The membership roster (with information from this form) is distributed with the PMLAA News each April.
- Renewing members: Please only record information changes on this form. If no changes, check here
- If you do not want your information included on our roster, please check this box

Date: _____ New member Renewal Member since _____

Name(s): _____ & _____
(Please print name(s) as you want them on your badges)

Mailing Address: _____ City: _____ State: ____ Zip _____

PML Unit/lot: _____ PML Phone: 209-962- _____ Other Phone: _____

E-mail(s): _____ & _____

Aircraft Make & Model _____ N# _____

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Certificated pilot since (year) _____ Type ratings _____

Check all aviation jobs for which you have ever been paid.

Airline Pilot / Crew Flight Attendant CFI Corporate Pilot / Crew Military pilot/crew
FAA A&P Mechanic IA Lineman Engineer Person who refuses to be labeled

Details: _____

Special Interests: _____

Military History: _____

Annual Dues: \$20.00 x _____ years in advance = \$ _____ + _____ badges @ \$8.00 each = \$ _____

Dues are Overdue!

Have you paid your 2005 dues? 100 of our members have not.

If you have not yet renewed your membership for 2005, please send a check for \$20 to PMLAA at Box 131, Groveland, CA 95321.

Your dues cover newsletter printing and mailing costs, and contribute towards the supplies used at our meetings.

If you have not paid your dues, *this is your last newsletter*. Our 2005 membership roster will be distributed in next month's newsletter. Stay connected with your aviation colleagues; renew today.

If you have a question about whether you have paid or not, contact Barbara Coldren at 962-5168.

Please renew now.

PMLAA Poetry

WISHES

Some day I'd like to take
My colors in hand and illustrate
In strokes profound and clear
The joy of early morning, the cheer
Of the full moon slowly riding
To the west, gliding
To a far horizon while the sun
In the east begins its run
Across the dawning sky,
Where cumuli billow high
And stratus layers absorb
A wheel of color from the glowing orb,
In a swirl of refracted light
As the moon descends out of sight.
Eclipsing a waning, starry night

- by Mary Kelly

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Aviation Association meetings are normally held at 6:00pm on the first Saturday of every month at the Buchners' Hangar, 20885 Hemlock on the corner of Woodside Way.



[Mark your Calendar](#)

April 2	Sean Tucker, world-famous aerobatic pilot	6:00pm, Appetizers and Desserts Buchner Hangar
May 7	Lane Wallace, Flying Magazine Aerospace Writer, Editor and Author	6:00pm Buchner Hangar

Pine Mountain Lake Aviation Association
PO Box 131
Groveland, CA 95321

**Pay 2005
Dues Now**