



Volume 20, Issue 11-12, November and December 2005
 A Monthly Publication of the Pine Mountain Lake Aviation Association

PMLAA 2005
A Year of Fun, Friendship, Service and Learning



Mike Gustafson presides over a busy year



Brian Binnie and family



Col. Bud Anderson



Rand Siegfried previews PMLAA Airport Day



"A guy walks into a bar..."



Clay Lacy introduces another great speaker



Sean Tucker



Our beloved strip



HAPPY HOLIDAYS

Thanks to Jeff Benzing for the photos!



Dr. Ken Orloff

PRESIDENT'S MESSAGE

The October meeting at the Blankenburgs' featuring Dick Rutan was a huge success by any measure. 280 members and guests were treated to hearing how you fly an airplane around the world non-stop and un-refueled for 9 days. A special thanks to Clay Lacy for inviting Dick Rutan, Keith Zenobia for the myriad of details, and of course, Kent and Sandy for inviting 280 people to dinner.

During the evening Paul Price held forth as Chairman of the nominations committee and presented our new club officers for 2006. The new officers are:

- Rand Siegfried – President
- Allen Craig – Vice-president, Airport Affairs
- Laurie McGlashan – Vice-president, Social Affairs.
- Kay Smith – Treasurer
- Kristen Cox – Secretary

I want to thank the 2005 Board for all their contributions: Rand for his support throughout the year and especially for running Airport Day, Conni Buchner for all the hard work planning for each club meeting and hosting the meetings in her hangar, Barbara Coldren for keeping us honest with your money, and Kris Cox for creating the minutes for all of the board meetings. Thank you to each and every one of you.

There are also a lot of hard working volunteers who labor on your behalf who deserve a big thank you. A special thanks to Paul Sperry and his property committee and to our multimedia group, Phil Hickerson, Ken Codeglia and Luis Alceio.

At the last couple of meetings we've asked for money for the weed eradication project at PML airport. I am happy to report that we have collected all \$1200. Thank you all for your help on this project and thanks to Dan Eells for getting it started.

It has been decided by your board, along with the kind permission of the Blankenburgs, to combine the December association meeting with the "It's a Wrap" party on December 10th. So mark your calendars and be sure to send in your reservations for the 10th.

My first column of 2005 laid out some goals that we hoped to accomplish for 2005. I went back and reviewed those goals:

- We funded 2 scholarships for 2005 and there is enough money to fund more in 2006.
- Under Rand's leadership and with the help of a bunch of volunteers we had a very successful Community aviation day.
- We continue to support Paul Price and the high school occupational training program.

And last, thanks to Larry Roessler, our club BBQ will get a face-lift over the winter and be ready for burning meat next spring.

Being your president has been a lot of fun; I once again thank you all for your support and great ideas. Have a happy holiday and see you at "It's A Wrap."

Mike Gustafson

PML POETRY

CHAIN SAW WOMAN

-- Mary E. Kelly

She said, "Don't use a chain saw,
It's not a woman's place."

And I restrained from laughing
At her serious face.

For I can use a chain saw,
Sweep it fore and aft,
Up and down, in and out,
With amazing craft.

She said, "Don't use a chain saw,
You could get hurt, my friend."

And I assured her gently,
"You do not comprehend
That I can use a chain saw,
Swing it high and low,
Cut a swath through forests,
Shouting "Tally-ho!"

(The hard part is the clean-up,
So I'll go get me a guy
Who will do what I tell him
And never ask, "Why?"
I'll wield the chain saw,
He'll pick up the debris,
And we'll get the job done,
Saw, him and me.)

Upcoming PMLAA Seminar

November 19th at 3:00pm at Jobes' Hangar

Flying Myths, Misinformation and Truisms that are Wrong!

Qualifies for Wings Clinic credit

**Happy Holidays from your 2005
newsletter staff!**





Meet our PMLAA Members

-- Catherine Santa Maria

Carol Cooper

Kjell Nilsson

carolacooper@yahoo.com

kaniilsson@msn.com

962-4495

Kjell (pronounced Shell) had been hiking in Yosemite for several years. Then one day Kjell & Carol accidentally came upon PML and did some exploring. The area felt right so they started looking for a home. They didn't find one that they liked so they did a 1031 exchange with a property in Tahoe and bought a lot and built a house on Pleasant View.

Kjell and Carol met in Palo Alto in 1990 and married in 2000. They have a blended family of 9 children which includes 6 daughters and 3 sons. Together they have 9 grandchildren. They both are agents for Century 21 and enjoy working with the public.

In addition to belonging to the PMLAA they belong to the Friends of the Lake and the PML Residents Club. Carol is also a member of the PML Ladies Club and intends on joining Soroptimist International of Groveland after a series of fall trips to Hawaii, Puerto Rico and visiting family in Atlanta for Thanksgiving.



Carol likes to paint while Kjell is into photography, hiking, bicycling and kayaking. Kjell was born in Sweden and came to the United States in 1966. They were introduced to the aviation association by their good friend Lavonna Friend. They joined the aviation association because Lavonna told them that the best parties and speakers could be found in the PMLAA. They thought, it would be a good way to met new people. And PMLAA is glad they joined!!

Message to PMLAA Members: Straight Talk about Long Gulch and E45

By Dan Levin

Editors' note: We don't normally include letters to the editor, but as Long Gulch and its potential impact on the airport are of interest to members, we are printing this update.

Long Gulch Ranch will generate several million dollars to be used for capital improvements at Pine Mountain Lake Airport. How? Through implementation of the development agreement signed with the County in 1996. Approximately 18 acres of adjacent land will be deeded to the airport. Some of this land will be used for tie-downs and other improvements; the balance will be sold as individual lots.

As you know, the value of airport lots has appreciated dramatically in recent years. These lot sales should generate several million dollars for airport improvements. You can verify this directly with Airport Director Jim Thomas.

Long Gulch will also offer PMLAA the option of holding your monthly meetings in the new community center located almost directly across Ferretti Road from the airport. There will be a large meeting room accommodating 400 people seated at tables of eight. Kitchen facilities will adjoin this room, as will two smaller conference rooms.

In addition, this new community center will include a heated, indoor 6-lane swimming pool plus a separate aerobics pool of 1,000 square feet. There will also be a fitness center with men's and women's locker rooms, an 18-hole golf course and two lighted tennis courts. All indoor and outdoor facilities of this new community center will be open to the public.

All of this will occur without any effort or involvement on your part, but *only if Long Gulch Ranch is annexed into the GCSd for sewer and water services.*

This annexation is a requirement of the approvals granted by the County in 1996. Normally, this would be a straightforward process. GCSd would determine if it has sufficient capacity (which it does) and if Long Gulch Ranch would pay all of the related costs (which it will). There will be no public subsidy. There will be no increase in existing water and sewer rates caused by Long Gulch Ranch.

However, because some people have expressed their opposition in the local newspapers, this annexation has become a bit more complicated. You should know that the County has imposed 130 conditions to ensure an environmentally sensitive development. 34 single-spaced pages are required to detail these conditions, which are based on the 1,200-page Environmental Impact Report.

GCSd's annexation decision is 100% discretionary. If you believe Long Gulch Ranch will benefit both the airport and the community of Groveland, please think about becoming involved. One way is to join the Groveland Citizens for Sustainable Community Environments. This citizens committee has been formed to support projects like Long Gulch Ranch, projects that will improve the quality of life in Groveland while respecting the environment and maintaining our small-town sense of community. More information can be found at www.gcsce.net. If you have any questions, please call Dan Levin, at 962-0875.

DIRECT FROM THE DIRECTOR

Master Plan Update

-- Jim Thomas

The Airports Department has been preparing a Master Plan for Pine Mountain Lake Airport for many months now. One of the steps in the process is the completion of the Draft Initial Study as required by the California Environmental Quality Act. This study was prepared last August and a Public Notice of Availability of Negative Declaration was issued. The 30-day public comment period ended October 7th. All written comments received will have written responses prepared by the Community Development Department or our Environmental Consultant.

One concern raised is that installing more tie downs and building more hangars at the airport is itself growth inducing. There obviously is a connection between developing the airport and an increase in the population in the Groveland area. The projected need to accommodate more aircraft is clearly presented in Chapter 2 of the draft Master Plan document. A copy of the Plan is available at the Groveland Library and also on the web at www.coffmanassociates.com. By clicking on the Master Plans icon and then selecting California, then Pine Mountain Lake Airport, you will be asked to enter a user id and password. Be assured that our consultant Coffman Associates only uses the user id and password to buffer this site from the casual web surfer. You will not be put on any mailing list or receive any spam.

The Based Aircraft Forecasts are established using standard industry practices and data provided by the FAA, the General Aviation Manufacturers Association, and Tuolumne County. In other words, the need for more tie downs is established by the projected number of PML based aircraft from several sources, not just the projected population growth in the Groveland area. It should be noted that the need for additional hangars is heavily based on the fact that the current hangar waiting list at Pine Mountain Lake Airport is 40 people long. This clearly shows the need to develop the airport. However, any development must be done in a manner that satisfies all the requirements of CEQA and the planning process.

Another issue that could have a significant impact on the development of tie downs and hangars at Pine Mountain Lake Airport is the proposed Long Gulch Ranch Development. The Development Agreement that was approved by the County in 1996 requires the Developer to deed the land located between Ferretti Road and the airport to the Pine Mountain Lake Airport. If the Long Gulch Development goes forward, then the airport will obtain additional land that can be used for more hangars and tie downs. Without acquiring the Long Gulch property, the only available area for ramp expansion is the area immediately east of the existing ramp which is a hill made of solid rock. The draft Master Plan shows ramp expansion alternatives with and without acquiring part of the Long Gulch property.

Public input to all phases of the Pine Mountain Airport Master Planning process is important. Your contribution will make our airport and local community the best it can be.

SAFETY CORNER

Winter is Coming!

-- Linda Monahan, CFII, MEI

Winter is just around the corner with all of the issues that it brings to flying safely.

I just returned from a trip with Rand Siegfried, Larry and the Beech 18 to Tullahoma, TN. As far as trips go, the weather wasn't too bad, until we had to cross a front from Texas to Minnesota. We needed a fuel stop and had planned on landing NW of Oklahoma City. So I did a GPS approach from the right seat, through the driving rain, right down to minimums. I didn't see the runway, but Rand did and did a wonderful circle to land.

It's an awesome responsibility to do an approach in a driving rain storm right down to minimums with 5 SOB's (souls on board.) As the guys were fueling the plane, I walked to the FOB and got a cup of coffee. I was thinking about IFR currency and more importantly, proficiency! I am usually flying from the right seat while my students do the approaches. The scan that I use for instructing is not the same as the scan that I use while I'm actually flying in the left seat. The instrument scan is a very perishable item. We have to use it properly or we end up chasing things around the cockpit, like our heading or our altitude or properly tuning radios and doing the approach brief. IFR currency as far as the FAA is concerned is the 66-Rule, 6 months, 6 approaches with VOR nav and tracking plus a hold. We may be legal but are we really safe???

The other issue with winter flying is of course icing. Most of us don't have planes that are approved for known icing conditions. Part 91 can fly if there is only a *forecast* for icing. However if there is a PIREP for icing, that is now "known icing" and we aren't legal to fly at that altitude. I've learned that the air mass is never very homogeneous. You can fly along and everything is fine and all of the sudden, you fly into a cloud that has a really bad attitude!!! It's truly amazing just how quickly certain clouds can put a load of ice on your trusty airplane. One of the things to watch for is flying at the top of a layer of clouds. Usually the moisture at the top of the clouds is colder, as in super cooled rain drops. You come by in your little plane and all that moisture has something to condense out on and stick to. My rule of thumb for icing survival is I don't go if the forecast is for icing at the MEA that I'll be flying at.

Another consideration for winter flying is when we have to leave our birds outside for the night. Frost is a real lift killer. I know it takes time and effort, but please get the frost off before you blast off. One trick is to turn it so the wings get the morning sun, then get after it with a broom.

So, get ready for winter by getting an IFR check up with your local Instrument Instructor. Be up to speed with your GPS. soyou don't mess up while trying to load or activate an approach. Get a good WX brief and always have a good alternate to go to, one with an ILS. Don't be afraid to go to plan B or C or D... Enjoy the insides of the clouds, Linda

Kent & Sandy Blankenburgs'



It's A Wrap!

*10th Annual
Toy Drive for Needy Children*

Bring a toy, game or two. You'll feel good through & through.

6:00 p.m. Saturday, December 10, 2005

Blankenburg Museum

20810 Elderberry Way, Pine Mountain Lake Airport, Groveland, California

Feliz Navidad

Nacho Cheese Bar

Mexican Rice, Seasoned Black Beans, Warm Tortillas and Corn Chips
Salsa, Sour Cream, Cheese, Onions, Jalapenos, Olives, Lettuce & Tomatoes
Chicken Fajitas (Marinated & Grilled Chicken with Caramelized Onions)
Chile Colorado (Long-simmered Beef in Mild Red Chile Sauce)
Ice Cream Sundaes with Nuts and Chocolate Sauce
Coffee and Tea

Hosted Beer, Wine and Holiday Champagne Punch

PLUS

Live Dinner Music



and a visit from Santa



If you are unable to attend but would like to drop off toys, or for more information, please call Kent or Sandy at 209-962-4499.

**Make your check, for \$22 per person, payable to and remit to
Kent and Sandy Blankenburg
PO Box 203, Groveland, CA 95321**

Please include a list of those attending on your check, as seating will be pre-assigned.

Reservations Accepted on a First Come, First Served Basis



Last May, my friend Scott Alair asked me if I would be his crew chief if he were to fly his Lancair Legacy in the Sport Class at the Reno Air Races. I have always been a fan of the air races

because it has the flavor of a large fly-in but with serious competition where both pilots and machines compete to see who is the fastest. Scott's airplane is the same make and model as the one I am building. So when he asked me to team up with him, I really couldn't say no. With my decision to join him, he attended the pylon racing school and obtained his racing license.



All racing has a certain element of risk; however flying around pylons at speeds in excess of 280 mph, wing-tip-to-wing-tip with other aircraft is serious stuff. We agreed that if either of us felt something was unsafe, we would not do it. Last, we agreed we were participating in the races to have fun and that it didn't matter where we finished as long as we finished the week with smiles on our faces.

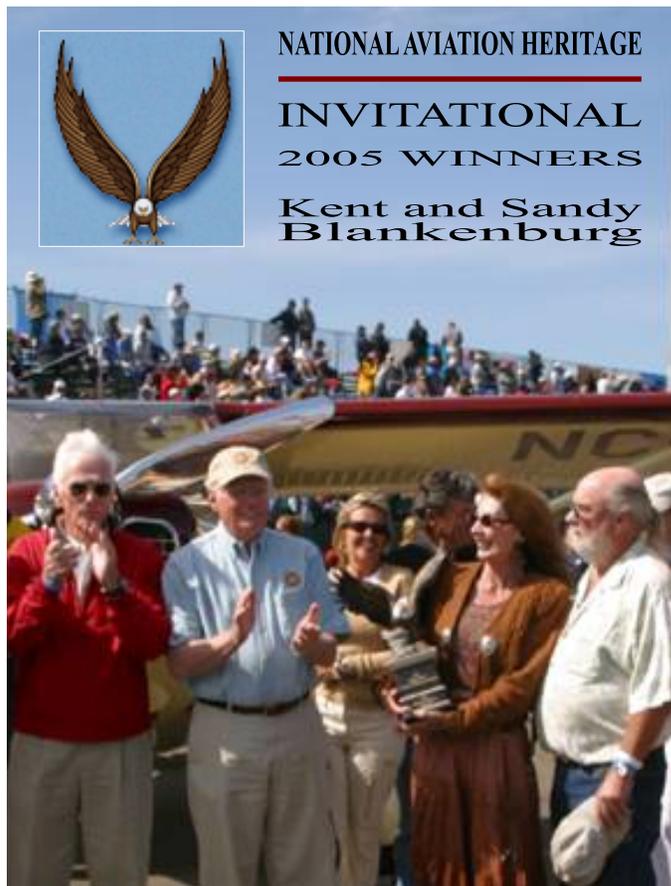
My main job as crew chief was to move the aircraft from the Sport Class hangar to the flight line and to help fuel the aircraft after calculating how much fuel was consumed each race. Of course I did my share of speed taping over gaps, panels, and fasteners in an attempt to eke out every last knot that could be found in the airframe. I also acted as a sounding board for Scott when he worked up his strategy for each race. Little did we realize that every race is different and there are piloting techniques that can give a racer an advantage. The veteran pilots know this, but we rookies had to learn them.

I guess we had a big dose of beginner's luck because by Sunday evening we had become even closer friends, had no safety issues whatsoever and came away with two big smiles and an even larger trophy. We finished second in the Silver race with a speed of 285.1 mph and 10th overall out of 27 participants. As rookies, we certainly surprised many of the seasoned race teams and Scott's flying impressed veteran pilots to the point where they expressly complimented him on his performance. His Lancair Legacy performed extremely well and the only mechanical problem we had was a leaky fuel tank quick drain that was replaced. Only once did we have the cowl off, and that was just to confirm that everything was ok.



It was fun to see kids and adults asking Scott for his autograph; to tow Obsession Race 77 through the crowded pits; and, to be positioned on the flight line between John Sharp's aerodynamic marvel, the Nemesis NXT, and John Parker's impressive Thunder Mustang. The only downside to the whole week is that I now have a strong sense that being a participant in the Reno Air Races is terribly addicting!

-- Jim Thomas



NATIONAL AVIATION HERITAGE
INVITATIONAL
2005 WINNERS
Kent and Sandy
Blankenburg

Neil Armstrong, the first man on the moon, (2nd from the left in the above photo) and Gene Cernan, the last man on the moon (on Neil's right), presented the Western Regional National Aviation Heritage Invitational trophy to Kent and Sandy Blankenburg at the annual Reno National Championship Air Races and Air Show. The coveted award recognizes their immaculately restored 1948 Luscombe 11A Silvaire Sedan.



The event is sponsored by Rolls-Royce, The Reno Air Racing Association, The Smithsonian Air and Space Museum and The National Aviation Hall of Fame. The Blankenburgs' name is now inscribed on the large trophy (seen left) and will reside in The Smithsonian Air and Space Museum on permanent display. Sandy and Kent get to keep the beautiful trophy that Sandy is holding. Congratulations, Kent and Sandy!



PMLAA Fly-out to Solvang

Sixteen PMLAA members and friends enjoyed a great day at our September fly-out to Solvang. Mick Hopson cleverly arranged the outing on "Danish Days" weekend, so the town was full of special entertainment, people in costumes, and lots of music. Dennis and Trudy Reid and friends even joined us from nearby Ojai.



PMLAA members enjoy a stroll in Solvang



Folk dancing in the streets of Solvang



A hearty Danish breakfast to start the day for Corey and Patty Couch, Dick and Judy Collier, Cecilia and Tim Hallock.

Weed Eradication Project is a Go!

Thanks to our generous members, we have collected the \$1200 needed to attack the weeds at PML Airport next spring! Thanks to all who contributed and to Dan Eells for getting the project started.

BOARD OF OFFICERS – 2005

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Vice President, Social Affairs	Conni Buchner	962-4325
Secretary	Kristin Cox	962-7610
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NEWSLETTER

Publisher	Silvano Gai	962-6378
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Safety Editor	Linda Monahan	962-5181
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Member Profiles Editor	Catherine Santa Maria	962-7904
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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](#)

December 10

It's a Wrap
Bring *unwrapped* toys, games, sports gear

Blankenburg Museum
Catered dinner: \$22.00
Reservations Required

January 7

Dr. Ken Orloff
Accident Investigation and Lessons

6:00 Buchner Hangar
Potluck

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