

PMLAA NEWS



Volume 21, Issue 1, January

2006

A Monthly Publication of the Pine Mountain Lake Aviation Association

Our Own Ken Orloff: Things You Don't Want To Do and More or I Hope I am Never in One of Ken's Presentations!



ABOUT OUR JANUARY 7, 2006 GUEST SPEAKER

If you have seen Ken Orloff's previous presentations then I'll see you January 7th. If you have not yet seen Ken's presentation be prepared for an entertaining, thought provoking session. Don't miss it.

Behind that calm cool aviator exterior are some real credentials. He has a Master's degree in Physics and a Ph.D. degree in Mechanical and Aeronautical Engineering. From 1971 to 1984, Ken worked for the National Aeronautics and Space Administration at the Ames Research Center where he was involved in airplane and helicopter aerodynamics research. Under NASA sponsorship, he has taught physics, engineering, aerodynamics and other courses at the university level. He is a licensed Airframe and Powerplant Mechanic and he holds FAA Inspection Authorization. Ken has an Airline Transport Pilot Certificate and has accumulated more than 7000 hours of flight time. He is a Certified Flight Instructor for Airplanes, Instruments, and Helicopters.

Ken has lived in Pine Mountain Lake since 1979. On October 15, 2005 he and Lynn Barber married keeping it all in the PMLAA family. Early reports are all good with the possible exception of Ken's cat. It seems as though it is easier to build and integrate an airplane than to integrate two cat households.

Ken began his work in the field of aviation consulting and aircraft accident reconstruction in 1983. Since that time, he has investigated, analyzed, and reconstructed hundreds of airplane and helicopter accidents. Typically, areas in which he has been asked to render expert opinions are midair collisions, wake turbulence accidents, aircraft piloting issues, and flight path analysis involving the use of flight data

recorder information, cockpit voice recordings and recorded radar data.

As an aviation accident detective and reconstruction expert, Ken has enthralled audiences in the past with his impressive multimedia presentations. In keeping with his January '05 presentation Ken will pull from a number of his cases to select several aviation accident cases that he believes will be of interest. He will tell us about how he reconstructed details of the crash of "Big Isle 58", a Piper Chieftain, that took place in 1999 on the up-sloping terrain of the Mauna Loa Volcano on the island of Hawaii during a sight-seeing tour flight. Next, he will talk about the crash of a Cessna 182RG that occurred in 2002 as the pilot was attempting to land in a strong crosswind at Twin Falls, Idaho. Then, for a change of pace, he will tell us about an interesting case involving the structural failure of an airplane hangar that damaged the airplanes inside during a wind storm at the Phoenix Sky Harbor Airport in July 2002. Finally, if time permits, he may briefly discuss the crash of a Cessna 172 shortly after takeoff from a short grass airstrip in the San Juan Islands, or the case of the Piper AeroStar that flew into the top of the highest peak on a completely clear night on a flight from Chico to Ukiah, or maybe the Beechcraft Musketeer that ran out of gas at night as it flew, with fuel gauges reading empty, over several airports that had fuel available.

The Pine Mountain Lake Aviation Association is proud to present the return of Dr. Orloff on January 7, 2006, 6:00 p.m., at the Blankenburg Museum
20810 Elderberry Way, Pine Mountain Lake Airport
Groveland, California.



This is a time to reflect on what's been and what's ahead. In our association this year we have had remarkable programs, reached out to the community, become financially sound, had some good times and have had a few losses. Our collective hearts have gone out to those who have had the greatest losses with many of our member's support and efforts really making a difference. That highlights the most important part of the Pine Mountain Lake Aviation Association: the people.

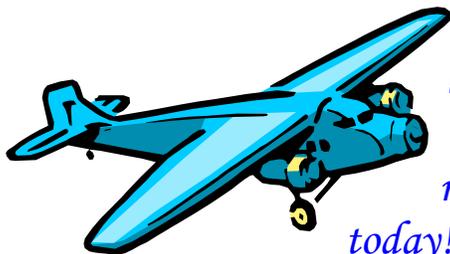
It is just that, our membership and their relationships that your board has chosen to highlight and focus on this year. We are planning a course that includes more daytime events at the airport, a few programs highlighting some of our own fantastic talents, an on-going project to collect some of the history of Pine Mountain Lake Airport and our association. We have the first few months planned, but like any long cross-country we don't know exactly what the conditions or opportunities will be ahead so please feel free to give us any wild, wacky or insanely great ideas you may have to improve our association along the course that has been set.

One of the projects we have discussed is putting together an oral, visual and written history of the airport and our association. We will gather the material during the year and edit it into a DVD presentation. For this we need the material: old pictures, videos, articles, etc.. We need to get some memories on audio and video tape. We need everyone's help. Please dust off those boxes and get your memories in gear. We also need a few interested people to help organize and catalogue the information.

I am very happy to kick this year off "dead nuts on course" with our own Ken Orloff. Ken fits our theme like a Cat 2 approach combining deep aviation knowledge, great presentation skills and one of our own. I am personally very happy to start my year with Ken.

February brings St. Valentine's Day and our Sweet Heart Ball. It is all about the people and the Sweet Heart Ball will be a time to celebrate the very special relationships we have. (I'm not talkin' your airplane). Conni and Alan have graciously agreed to host again this year so you know it will be grand. In addition Laurie and Conni have a live band and some new very special surprises in store for us.

Happy skies, Rand Siegfried



*Don't be
left behind!
Renew your
membership
today!*

Application enclosed.

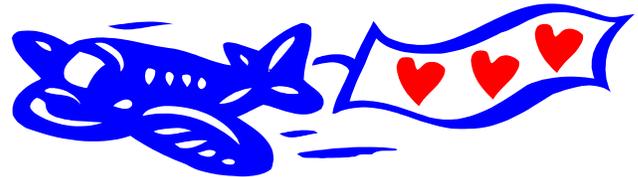
Happy New Year!

Wow another year of fine meetings, good cheer and fellowship. We had a great line up last year of PMLAA social events. The entire team went all out and did a great job. I have to give a very special thanks to Conni for all the effort she put into our success. I hope we can match her lead this year.

Our next meeting is January 7, 2006 (can you believe it!), and our speaker is our own Dr. Ken Orloff. Ken runs a fascinating business right from the PML Airport – aircraft accident investigation. Ken and his team of experts have worked on investigating the causes of many fascinating aircraft accidents. Although presenting technical information, Ken does it so we will all understand, learn and be entertained.

**The January meeting is a potluck: please be sure to bring plenty of food! Not just deserts!
The fun starts at 6:00PM at the Blankenburg Museum.**

Please bring more food than you think you'll possibly ever eat as we have run out in the past. If you bring guests please be sure to bring more than enough food for them as well. Of course, most people bring and eat their fair share, but we certainly don't want any one to run out of fuel on the way home (especially if they brought plenty!)



Back by popular demand- our Sweet Heart Ball

Mark your calendars now. February 4th dance will feature a return engagement for Homegrown to get us all rockin' out at the Buchner's Hangar. We have some special surprises in store so be there and invite your friends.

The menu for the Valentine party will be "dance party food;" please plan for hors d'oeuvres & Valentine desserts.

Look forward to seeing you all soon,

Cheers, Laurie McGlashan

Another Awesome Aviation Event brought to you by
the Pine Mountain Lake Aviation Association

Next meeting January 7!

Kent & Sandy Blankenbush's
It's A Wrap!
*10th Annual
Toy Drive for Needy Children*



2005 was a Busy Year

The Christmas season is upon us again and now the airport beacon is not the only bright light in the sky. The runway lights appear as a mere afterthought compared to the thousands of lights that the residents have carefully placed around their homes. Soon we will flip the calendar and it will be a new year, which got me thinking of all the things we accomplished at the Pine Mountain Lake Airport in 2005. I thought I'd share the list of things that got done during the last 12 months so Santa can see if I'd been naughty or nice. Here goes:

- * Changed the CTAF from the congested 123.05 to the much less congested 122.9
- * Talked with the GCSB Board of Directors about the benefits of upgrading their water system to meet the National Fire Code requirements for fire protection of aircraft hangars.
- * Changed out the lights on the wind tee and wind sock to high efficiency and more reliable light bulbs.
- * Regraded the drainage channels along the taxiways and installed wattle-dams to reduce erosion.
- * Had the Baseline crew clear brush at the airport to reduce fire hazard and to prevent culvert blockage. The Baseline crew also cut all the grass between the runway and the taxiways.
- * Completed the Final Draft of the PML Airport Master Plan (it still must be finalized before it goes to the Board of Supervisors and the FAA for approval).
- * Completed the CEQA Initial Study, but we are still responding to public comments on the Mitigated Negative Declaration.
- * Worked on the deer control effort. Tested a single fence along the north side of the runway and then installed 2,300' of electric fence on both sides of the runway with the help of several hardworking volunteers.
- * Relocated the Density Altitude Display from Columbia Airport to PML (yes, I know it needs to be calibrated).
- * Filled in the depressions in the airport parking lot to eliminate the birdbaths.
- * Replaced the gate controller with one that is compatible with the Pine Mountain Lake subdivision system cards but which is a completely separate system. If you desire access to the airport, please contact the Airports department (Thanks for all your help, Rick.)
- * Installed a gate clicker system that allows the PML-approved clickers to open the gate.
- * Requested that the FAA survey PML for eligibility for a reduced minimums GPS approach.
- * Tested a new ramp sweeper called the FOD BOSS and picked up seven buckets of dirt, grit, and debris off the ramp, taxiway and runway.



THANK YOU!
KENT &
SANDY



Thank you Jeff Benzing for the photos

I expect there were a few other things that we did this last year, some of which might not be so notable (don't tell Santa). But, all in all, I feel we had a very productive year.

As always, input and feedback are a key to helping make the airport one that we are happy to have in our back yard.

Trying not to be naughty, Jim Thomas



It's Our Airspace Too!

Linda Monahan, CFII, MEI

I recently had the wonderful opportunity to fly with a well accomplished pilot who was intimidated by Airspace and talking with controllers of that said airspace. With the San Francisco Terminal chart in hand, we took off on a Bay Tour. We had an absolute blast as we zoomed around, under and through the airspace that makes up the Bay area. For those of us that learned to fly there, it's our back yard and we understand how to deal with it. But it can be very intimidating to outsiders. With a few basics, we can go fly in all of the airspace except prohibited!

We can learn a huge amount about airspace just from the chart. Around Class Bravo or Class Charlie airspace, there are Blue or Magenta boxes that contain the frequencies for the controlling agency for that airspace. Just call them up and tell them what you want to do! You can transition through or under their airspace while you get flight following. If they don't want you a particular spot, they'll tell you.

Most of the busy airspace in the country has VFR corridors. LA has corridors through their airspace where you don't even have to talk to any body other than self announce your positions to other pilots within the same corridor.

We recently had the wonderful opportunity to fly to the Grand Canyon. We stopped at the Grand Canyon airport and picked up the Grand Canyon VFR chart. We went upstairs into the tour pilot's lounge and studied the chart. At first I couldn't make heads nor tails out of it, but slowly the picture started to emerge. No matter what any body says, you can fly over the canyon, just not in it. There are VFR corridors that transition through certain areas of the canyon which have published altitudes (11,500' northbound, 10500' southbound) and frequencies to monitor. We chose to go over Supai to the Tuckup corridor northbound, then around the Toroweap/Shinumo Flight Free zone, (no flights below 14,500'.) Then we went back over the Canyon through Fossil and around back northbound through the Dragon Corridor. We descended down to 8000' over Marble canyon and landed at the Marble Canyon airport for a quick lunch at the Conoco Gas Station before departing over Lake Powell and Brice Canyon on the way home.

As far as I'm concerned, there isn't any more spectacular place in this country to visit and try to absorb the incredible views and vistas than the Grand Canyon. We landed at Williams and jumped onto the train to the South Rim. It was GREAT!!! Everybody owes it to themselves to do this trip and go enjoy OUR AIRSPACE!!!

Happy Flying, Linda

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NEWSLETTER

Publisher	Mary Kelly	962-7057
Safety Editor	Linda Monahan	962-5181

Aviation Association meetings are normally held at 6:00pm on the first Saturday of every month. The location will be announced

SPECIAL THANKS TO THE SET UP CREW:

Paul Sperry, Bob Bangs, Sean Brady, Buck Buchanan
Alan Buchner, Ron Dodson, Bob Cowley, Mike Millard

THANKS

Pine Mountain Lake Aviation Association

2006 Membership Application; Renewal & Update



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.

The deal

- Annual membership dues are **\$20.00 per household, payable Jan 2nd, each year**
- PMLAA Name badges are **\$8.00 each.**
- Please make check payable to and remit to **PMLAA, P.O. Box 131, Groveland, CA 95321**

Monthly Meetings: typically held the first Saturday of each month (except July) at 6:00pm. Please refer to the latest edition of The PMLAA News for location and 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 include your name and any information changes on this form.

Date: _____ Circle one: New member / Renewal Member since _____

Name(s): _____ & _____
If no changes, check here _____ and mail your check!

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

PML Unit/lot: _____ Local Phone: (209) 962- _____ (if applicable)

Phone to be listed on roster: (____) _____

Email Address(es): _____ & _____

Aircraft Make & Model _____ N# _____

Certificated pilot since (year) _____ FAA Cert/Ratings _____

Circle any aviation jobs you have had:

- | | | | |
|----------------------|-----|------------------------|---------------------|
| Airline Pilot / Crew | CFI | Corporate Pilot / Crew | Military pilot/crew |
| A&P Mechanic | IA | Lineman | Engineer |

Details: _____

Other Aviation Interests: _____

Military History: _____

Badges:

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

1. _____ 2. _____
3. _____ 4. _____

2006 Annual Dues \$20.00 x _____ years in advance = \$ _____

Badges \$8.00 x _____ number of badges = \$ _____

Total enclosed: \$ _____

PMLAA NEWS



Mark your Calendar

January 7	Ken Orloff Things You Don't Want To Do and More	6:00pm Blankenburg Museum
February 4	Sweet Heart Ball	6:00pm Buchner Hangar

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

Next meeting
January 7th