

# PMLAA NEWS



Volume 21, Issue 2, February

2006

A Monthly Publication of the Pine Mountain Lake Aviation Association

**Leave your Aeronca, Beechcraft, Bell, Bull Dog, Cessna, Extra, Fairchild, Glasair, Hughes, Kinner, Lancair, Lockheed, Luscombe, Marquart, Monocoupe, Mooney, Navion, Newport, Piper, Porter, Ryan, RV, Socata, Stearman, Stinson, Waco snuggled tight, put on your dancin' boots and grab your honey...**

**Pine Mountain Lake Aviation Association  
Is Proud to Celebrate Valentine's Day with our**



# Sweetheart Ball

**6PM Saturday February 4th  
At Alan and Conni Buchner's Hangar**

**Flowing fountains  
of Passion!  
Take home prizes!**



**Return engagement of Homegrown  
The music you want to hear!**

Pot Luck Party Food; Appetizers and Desserts  
\$10 at the door to cover the band's costs  
See you there!



One is in the bag! With much help from Mike and last year's crew we have a meeting behind us. And a great meeting at that. Special thanks to Kent and Sandy for providing the perfect venue while Ken did his typically great job at presenting the technically difficult in an entertaining way. It was done so well that the evening counts as an FAA sanctioned Wings Seminar, thank you Larry Jobe. Thank you Ken. And to Lynn for the fine introduction. I would be remiss if I didn't mention the super effort by all of you. The last table called got plenty of very tasty fare. I overheard someone with plenty on her plate, "there are so many great cooks around here." Perhaps that sums it up best.

As reported at the meeting your association is in great shape with strong membership and a very solid financial footing. I wonder how the association will fare after this year. There are bios on our new board in this issue, but here is a short story, which may prove enlightening. Linda, Larry, another fool and I were heading back to Tullahoma in the 18 last fall. After an easy trip to ABQ we hit a BBQ joint and the hotel. We woke to balloons floating by and after a tour of the Eclipse Factory we were ready to launch. The weather was grand with the only thing to think about a north/south front over Oklahoma. We launched and after several hours filed IFR to cross that band which happened to be near our planned fuel stop. No problem. Linda did a fine job getting us through the line and set up on the GPS approach. During the approach we broke out into the clear on the other side of the front, but alas the 90° turn to the final course put us back into it. Linda did a nice GPS approach to minima and we landed in the rain. After fueling in the rain and some delay we departed to fly through the same front that had passed while we were on the ground. So we flew through the front twice and experienced it in the ground once; three times total. The thinking reader would now be questioning this writer's judgment, rightfully so. Did I mention that fuel at our stop was \$2.80 a gallon when everywhere was \$4+? Judgment is still in question, but at least you know I am cheap. Time will tell.

This month's meeting is sure to be very special. Conni and Lauri are going above and beyond the norm for this one. The Buchner hanger will once again be rocking out to great music and a happy crowd. There will be take home specials and little surprises. Bring your honey (no airplanes this time) and have a great time. I'm sure this will work for you guys:

Pitts are red  
Wildcats are blue  
Corsairs are sweet  
And so are you



I know, leave the poetry to Mary.

We have some fun and great speakers on deck, but have a few openings. If you have contacts or know someone you think would be grand please forward them to Allen or me. Remember this year we would like to have some quiet aviators who have done extraordinary things with aviation.

One last appeal. We can use someone to layout the newsletter. Mary Kelly will get the content and edit it, but we need someone with the graphic skills and equipment to put it together.

Please remember to renew your dues and if you have we thank you.

*Happy skies, Rand Siegfried*



Once again we have had the pleasure of another Ken Orloff presentation, and as usual, it was an absorbing one. The Blankenburg hangar was full and the food was not only plentiful but delicious. Thank you all for bringing such a dazzling display of fine food presented so nicely. All-in-all, a successful meeting, and we thank everyone who contributed time, energy, skill, and muscles to make it so. And here's a special thank-you to the Blankenburgs for the generous use of their hangar.

Our Sweetheart Ball is scheduled for February 4 at 6:00 p.m. and will be held in the Buchners' hangar. We'll have the music of "HomeGrown" so bring your dancing boots! There will also be Valentine Passion flowing forth and prizes to take home.



Please bring a dessert or appetizer — no dinner this time — party food all the way! The fun starts at 6:00 p.m....see you at the Buchners! There will be a \$10 cover charge to pay the band.

*Cheers, Laurie McGlashan*

February 4<sup>th</sup>  
Sweetheart Ball!



## Airport Budget & Volunteers

By Jim Thomas

It is evident to me that many people don't understand much about the Airports Department budget and that there are two distinct operating budgets: one for Columbia Airport and one for Pine Mountain Lake Airport. The budgets are separate so the costs associated with each airport can be tracked individually. Both these budgets are "enterprise funds", meaning that they are supposed to be self-funding. The income generated from each airport's leases and fees pays for the operation of that airport. Now here is the difficulty. Columbia Airport has many tiedowns, hangars, commercial leases, and landing fees (mostly from CDF) so that the revenues from these income sources cover the cost of the operation of Columbia Airport. Pine Mountain Lake Airport, on the other hand, has fewer tiedowns, only five hangars, one commercial lease, and rarely receives any landing fees. Most of the aircraft based at Pine Mountain are kept at private residences (my airplane included) providing no direct monthly income to the airport. The annual revenue from the Pine Mountain Lake Airport is much less than the cost of operation. The Pine Mountain Lake Airport budget is balanced during the budget process with money transferred from the Columbia Airport Enterprise Fund, and if necessary, the General Fund.



As you can see, the Pine Mountain Lake Airport budget is very lean indeed. But there are many maintenance tasks that must be done and many safety and improvement projects that need to be

accomplished. The way I can get these things done is with the help of volunteers. Many residents and supporters of the airport have been very generous in providing their time, tools, and know-how to help improve the airport.

Several projects that have been accomplished by volunteers include the construction of the used-oil recycling facility, the clearing of brush, the painting of the airport identifier markings, repairing the drainage system, cleaning gravel off the asphalt surfaces, and installing the deer fence. Volunteers have made a difference in the safety and appearance of the airport. Through an ongoing effort, we can continue to work together for the benefit of the airport. I look forward to this year's work parties where I get a chance to get my hands dirty and work with some very generous people who also take pride in having a wonderful airport.

*Sincerely, Jim Thomas*

Thank you Mary Kelly...

### BLUE JAY

He's on top of all his world,  
Doesn't have to try  
To find a sensible reason  
For flying wide and high.

He messes up the birdbath,  
Squawks awake the day,  
Bosses all the other birds,  
Chases them away.

Oh, to be a blue jay!  
Forthright, feckless, fey,  
Oh, to be a blue jay,  
If only for a day!

### MEK



## In Flight Emergencies, Part II

By Linda Monahan, CFI, CFII

We recently had a Wings Seminar at Larry Jobe's hangar, with a lot of pilots in attendance. We were hashing over different subjects, when one of the pilots related what he heard over the radio while on a flight across the valley a few weeks back.

A pilot was flying his Bonanza across the valley and called Approach and declared an emergency. He stated that his engine was running really rough and he needed an airport to go land at. Tule fog was covering the Southern part of the valley and the visibility was very poor. The Bonanza driver stated that he couldn't hold altitude and the engine was making a terrible racket. The Controller vectored him toward Fresno and offered what assistance he could. It was



obvious that this pilot was really shaken and in fear for his very life.

Fortunately, one of our very own came to the rescue. Actually it was a team effort. A while back, Larry and I were starting off with Rand Siegfried in his Twin Beech on a trip back

East. His left engine started running really rough, (while right in the heart of the Sierra's) in fact, it didn't want to run at all. Rand did a mag check and found that the right mag was causing the problem. So "No Problema..." turn off the offending mag and we came home safely. Larry was telling this story to Michael Thoben, who JUST HAPPENED to be right behind the guy in the Problem Bonanza! Michael called the Controller and asked him to relay a message for the Bonanza driver, to do a mag check while in flight. The message was relayed and there was a very long silence on the other end... I guess he figured he was in deep enough trouble; it couldn't hurt, so he did. One VERY happy pilot came back on the air and said the engine was fine!!! He was OK and he was going to make it to the airport!!!

Isn't it simply amazing how things work out? We had the experience, I got to write an article about it, Michael was in the right place and remembered what Larry had told him... Simply amazing!!!

*Happy Flying, Linda*

## BIOS ON BOARD

As we begin this year with a new slate of officers, it seems a good idea to tell you a little about them, just in case the names are new to you.

Rand Siegfried, President, joined us about four years ago and has been a whirlwind of activity ever since. He has chaired the Airport Days committee and served on the Community affairs committee, enhancing our image generally, especially with the local schools.

Al Craig, Vice-President, is a ten-year-plus member who retired from American Airlines last year as a Boeing 767 Captain. With over 18,000 flying hours he has experience in several corporate jets and as a Naval Aviator. Allen and his wife Linda are now full-time residents of PML and have been members of PMLAA for over 10 years. He is actively searching for a Cessna 182 to allow them to visit their five grandchildren more frequently.

Laurie McGlashan, Vice-President for social affairs, has been with us since 1994 and has been active in PMLAA ever since. She is one of those who unfailingly helps with setting up for our meetings. She and Rich have served on our Board.

Kay Smith, Treasurer and one of the "Larry-Sez" gang, has served in so many capacities that it's hard to list them. She's a former President of PMLAA, and this writer remembers with gratitude the many afternoons she and Hugh helped get our Newsletter into the system.

**Photo credits to Jeff Benzing and Ken Stark, thank you.**

Kristen Cox, Secretary and Red Rossio's daughter, has been with us for a number of years. She, too has been active in PMLAA and is beginning her second term as Secretary.

Our thanks to all of these folks who will be leading our activities for this year. Let's do what we can to help them enjoy their jobs!

## PLEASE WE NEED YOUR HELP!



We can use someone to layout the newsletter- Mary Kelly is gathering the content and doing an excellent job editing. The board is getting together to print and mail, but we do need someone with the expertise and the computer stuff to do the layout. Anyone who is interested please contact Rand.

**Thanks!**

### BOARD OF OFFICERS – 2006

<b>President</b>	Rand Siegfried	962-0710
<b>VP, Airport Affairs</b>	Allen Craig	962-6757
<b>VP, Social Affairs</b>	Laurie McGlashan	962-7928
<b>Secretary</b>	Kristin Cox	962-7610
<b>Treasurer</b>	Kay Smith	962-6986

### COMMITTEES

<b>Property</b>	Paul Sperry	962-4178
<b>Multimedia</b>	Ken Codeglia Phil Hickerson	962-6270 962-6714

**Seminar Coordinator** Larry Jobe 962-5501

**Membership** Barbara Coldren 962-5168

**Roster** Diane Harrison 962-1955

**Legal Counsel** Rene Leakakos 962-0499

**Webmaster** Silvano Gai 962-6378

### NEWSLETTER

**Editor** 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, Ron Dodson, Bob Cowley, Mike Millar

# 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](http://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

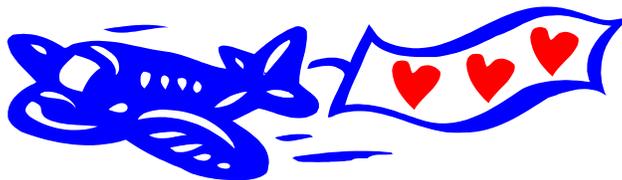


## Mark your Calendar

February 4

Sweet Heart Ball

6:00pm  
Buchner Hangar



*Thank you if you have paid your 2006 dues.*

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

Next meeting  
February 4th