



VOLUME 27: ISSUE 4 • MAY 2012
A PUBLICATION OF THE PINE MOUNTAIN LAKE AVIATION ASSOCIATION

May 12th – Our Own Dr. Ken Orloff
Aircraft Accident Investigator, Consultant, Expert Witness Extraordinaire
presents

"Recipes for Creating Your Own Accident"

at 6:00 PM at a pot luck at Lee Behel's Hangar



Dr. Ken alongside his latest project – A Marquet Charger

It's been awhile since we last heard Ken talk about his aircraft accident investigations and courtroom adventures as an expert witness. It's time for an update, and he's got some recent doozies.

For you new members, Ken has been in the business of providing consulting services to plaintiffs and defendants in litigation from aircraft accidents for 25 years.

Behind that calm, cool aviator exterior of his are some heavy duty credentials. Ken has a B.S. in Physics from Harvey Mudd, an M.A. in Physics and a Ph.D. in Mechanical and Aeronautical Engineering from UC Santa Barbara. He is a licensed Airframe and Power plant Mechanic and holds FAA Inspection Authorization. He holds an Airline Transport Pilot Certificate, a CFII for airplanes and helicopters and has accumulated in excess of 8000 hours of flight time. Ken is a past master at creating multi-media graphics, computer simulations and animations to simplify complex subjects.

Ken has lived in Pine Mountain Lake since 1979. On October 15, 2005, he and Lynne Barber married. Lynne brought her own credentials to the table as a retired aerospace engineer and project manager with Raytheon corporation specializing in electronic counter measures, trackers and more. And she brought something else with her: a love of horses. All indications are it rubbed off on Ken.



Lynne and Ken own a few flying machines: a Lancair IV-P (experimental), a V-35B Bonanza, a Ryan PT-22, and a Marquet Charger work-in-progress. Join us for an entertaining and thought-provoking session at Lee Behel's place on May 12th. ♦

Getting to Know Our Neighbors *Lee Behel*

When Lee Behel immediately agreed to host our aviation meeting in his new hangar in March, we knew we had a true aviation enthusiast in our midst. And he could even fill those two hangars to house his stable of airplanes.

When he was a speaker here on the topic of the Reno Air Races, he had with him his Lancair Legacy, the plane he raced at Reno for several years, winning Sports Class Gold



in 2008. In this profile shot, that's his Legacy in the foreground. Vicky Benzing is flying Lee's Glassair III on his left wing.



Another Lancair, technically a Sentry, is one that Lee calls Bogey. Lancair only produced parts for two of these with tandem seating and a special canopy. Lee owns the only one of its type now flying. His most recent acquisition is a red GP-5. A George Pereira prototype built to compete at Reno, it's powered by a Chevy Small Block and made entirely of wood. His yellow Edge is, as Lee puts it "a work in progress."

Lee grew up in Saratoga, California, very near where he now lives. After a time at UC Davis, he transferred to UN at Reno, "solely to join the Nevada Air Guard." Aviation was in his blood already. The Guard sent him to USAF Pilot Training. He went on to fly the RF-101 Voodoo and then flew RF-4 Phantoms for 21 years before retiring.

Meanwhile he acquired a VW dealership and enjoyed an automotive career spanning 20 years, selling VWs and a number of sports cars. Those dealerships are now sold, so he's "free to dabble with airplanes."

Married twice, he has two sons, a stepdaughter and a stepson, all in their twenties, pursuing education and careers. So far, only one son has gotten into the flying world.

What does Lee do for fun when he's not flying? You might find him on a tennis court. In fact, he's hoping to find some 3.5 players at PML. Anybody game?

Welcome, Lee, to PMLA. We're delighted to have you here. ♦

Good News

Our April meeting was held at Norm & Patty Peebles' hangar. Over 150 people turned out to hear Einar Enevolson tell us about the challenges of setting the world high-altitude record of 50,700 feet for sailplanes. Einar also gave us a look at his new plane technology being developed by his team of engineers and nine new pilots who will try to go as high as 100,000 feet. It's all a matter of vectors and enormous preparation!



Cleanup : Thanks to all who helped us bus the trash from our tables and break down everything before we left on Saturday night. It was remarkably quick and efficient. Do remember that we're also trying to recycle glass, plastic bottles and cans.

May Meeting has a new venue: Sorry for yet another shift. Lee Behel has offered to be our host. We are fortunate indeed to have this generous new guy in our aviation community.

New Members:

Please give a warm welcome to

David and Yolanda Aiello
Doug and Jenn Edwards
Melissa and Rex Pemberton

We pleased to report our dues have been turned in by 74% of the membership. Reminder: Have the dues in by May 1st to get the roster and to continue receiving the newsletter.

Safety Seminar:

As Joe De Nunzio reminded us last meeting, the Safety Seminar will be held April 28th at the Columbia Airport.

Scholarship Fund:

PMLAA has a scholarship fund for youth in South County who are interested in pursuing any aspect of aviation study. We need a committee to solicit qualified candidates and award scholarships to worthy applicants. Could that be you? ♦

From The Airports Manager

Beacon Blues by Jim Thomas

Late last month we found the Pine Mountain Lake Airport beacon rotating, but the lights were out! Close investigation revealed that one of the beacon's brush holders was arching against the slip ring which pitted the ring. We tried to order repair parts for the beacon but were told the beacon was so old that repair parts were not available. The only repair parts available were replacement brushes. The supplier suggested that our best option was to purchase a new beacon which would cost several thousands of dollars.

Upon finding the beacon broken and not easily repairable, our first action was to file a NOTAM that the PML Airport beacon was "out-of-service". We also sent a similar notification to both the PMLAA and EAA Chapter 1337 requesting that they notify their members that the beacon was out-of-service. During the next couple of days, I received several phone calls including one from Pine Mountain Lake Security letting me know the beacon was not operating. It sure is nice to know that people are keeping an eye on our airport.

Most everyone is aware that the PML budget is very limited this year so purchasing a new beacon was not the preferred option. So, the Airports decided to see if we could repair the broken beacon. The primary problem was that a brush holder and one of the slip rings were damaged. Since replacement parts were unavailable, we decided to remove the rotating shaft, put it in a lathe, and attempt to resurface the damaged slip ring. Sounds pretty easy right? Well, the gasket on the top of the shaft had cracked, allowing water to seep in and corrode the assembly nut holding the rotating lamps on the top of the shaft. The nut was not going to come loose without a fight. But, after three days of soaking the nut with penetrating oil and fabricating a special tool, the nut came loose and the beacon was disassembled. Fortunately, there was enough material on the slip ring to allow it to be turned in the lathe to a new smooth finish. Now that the beacon was completely disassembled it was thoroughly cleaned. The standard-sized (fortunately) bearings and brushes were replaced on both the beacon shaft and the motor. All damaged wiring was replaced, too.

Many know that the shroud that surrounded the beacon was blown from the tower during last winter's wind storm. The repair of the beacon will include the installation of a new shroud fabricated from heavy gauge aluminum, new pressure-treated wood, and all new hardware.

When it is all done we will have a completely reconditioned beacon and new shroud. Since we now know that we cannot obtain repair parts, we are implementing a new preventive maintenance schedule for the beacon which will include checking the condition of the brushes, wiring, slip rings, etc., every six months. Hopefully, with proper inspection and preventive maintenance we will have a beacon that will provide many more years of service to the PML Airport. ♦

Safety Corner

Anticollision Lights by Norm Peebles

I have been flying during daylight hours with my rotating beacon and strobes in the off position for many years now. My reasoning has been, they cannot be seen from any long distance during daylight, so why have them on! It appears that I have been in violation of FAR 91.209(b) that states that a pilot must not operate the aircraft, if equipped with an anticollision light system, unless the anticollision system is lighted. I think they mean "on". This means both Day and Night as verified by AOPA.

What's that word "operate" mean anyway? Does it mean the lights must be on prior to engine start, or whether they can be delayed until after start. The interpretation of the rule is that lights are not required to be on prior to engine start, but the FAA recommends, as a matter of safety, that the anticollision lights be on prior to start. In the military we were taught to turn the anticollision light on before start to give the ground personnel warning that we were starting the engine and that both the tail and main rotors were starting to move. (Never, Never go behind a helicopter if the blades are turning.)

Many aircraft have both an anticollision rotating beacon and strobe light system. Does this mean then that both must be on? The answer is technically yes, but again with an important safety qualification. The FAA considers both to be part of the same anticollision system, but also recognize that strobes could create unsafe conditions by inducing vertigo while in the clouds and they could cause a nuisance for other pilots during taxi. Therefore the PIC has the discretion to turn off the beacon or strobe lights in the interest of safety. I also conclude that if the beacon or strobes system is INOP, you still can operate the aircraft using the system that is working.

This all started by asking the question, what does that mean? There are many more FARs out there that we could ask the same question. Have fun and fly safe.



2012 Meeting Calendar

Date	Program	Location
May 12	Dr. Ken Orloff, <i>Recipes for Creating Your Own Accident</i>	6:00pm – Pot Luck at Lee Behel's hangar
June 2	Kenny Fields, Commander USN Retired George Marrett, Colonel, USAF Retired <i>The Rescue of Streetcar 304</i>	6:00pm – Pot Luck at Suzanne and Mel McGowan's hangar

BOARD OF OFFICERS & COMMITTEE CHAIRS – 2012

OFFICERS

President , Marle Hewett	962-0701
VP, Airport Affairs , Eric Henderson	962-0832
VP, Social Affairs , Kathy McConnell	962-5854
Secretary , Charleen Beam	768-6151
Treasurer , Kay Smith	962-6986

COMMITTEE CHAIRS

Speaker Coordinator , Allen Craig	962-6757
Fly-Out Coordinator , Ken Helling	962-7597
Safety , Norm Peebles	962-1990

COMMITTEE CHAIRS - CONTINUED

Property , Ed Peters	962-6267
Multimedia , Ken Codeglia	962-6270
Phil Hickerson	962-6714
Membership , Kay Smith	962-6986
Roster , Carol Simpson	962-0943
Legal Counsel , Renie Leakakos	532-1958
Webmaster , Silvano Gai	962-6378
Newsletter Editor , Judy Hewett	962-0701
Airports Manager , Jim Thomas	533-5685

PML Aviation Association

PO Box 131

Groveland, CA 95321