



Volume 28: Issue 6 •  
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A Publication of the  
Pine Mountain Lake  
Aviation Association

# Summer Block Party August 10th



Outer Taxiway Loop @ 5:30PM

Summertime, balmy nights, good food and lots of fun and prizes await us in the hangars on the back taxiway. Dinner tables will be set up in the Barber's hangar. Killer Margaritas and Frothy Beer will be available. Look for the Poker Tables to get your lucky card in each of the neighboring hangars. Various airplanes for eye-candy will be parked nearby. We ask that you bring a pot luck dish to accompany the fabulous BBQ of hotdogs and polish sausages provided by the Association.

In addition to the normal 50/50 drawing, there will be prizes given to the top 3 Poker hands and we will raffle off other prizes as well. So buy those Raffle Tickets!

For the Poker "Run", you will stroll through the various color-coded hangars to draw a playing card at each and have a sticker placed on your Poker Hand Sheet. You will give your sheet to the Poker Judges in the Barber hangar where it will be tallied after you have visited all the hangars.

The night's festivities will continue with dancing in the Barber's hangar after table breakdown has been completed.



## *President's Message*

*By Eric Henderson*

I am glad that we had such a great turn out at last month's meeting to hear Shane Kimbrough's truly "awesome" experiences aboard the Space Shuttle Endeavor. The McGowens once again opened their wonderful hanger for us. I hope everyone got a chance to thank them for their hospitality. While Shane was here, he also addressed all of our local youths of the Big Oak Flat – Groveland School District, thanks to Superintendent Dave Urquhart. Shane gave three different presentations to three different age groups in order to better tailor their experience.



NASA and Shane generously donated a beautiful commemorative board with a US flag that actually flew aboard the Endeavor with Shane to PMLAA and one to the school district. Your PMLAA Board has agreed that the best thing to do with our wonderful gift is to put it on loan to the Groveland Museum (in the Groveland library) for display to the community. The museum has a great little astronaut display already. Please stop by the museum in the near future to view the new addition.

A few months ago I was able to fly with Jim Thomas to the re-opening of the Monterey Bay Academy airstrip (CA66). It is under a new lease by Ocean Shore Aviation, LLC with enthusiastic plans to promote aviation and foster a scholarship program. Please see Jim's article in this issue for more information. In support, the PMLAA board has agreed to make a donation to their scholarship fund from our already earmarked scholarship account. I will publish more information about the Monterey Academy airstrip in next month's newsletter.

Finally, many of you will be off to the EAA AirVenture in Oshkosh soon while the rest of us bear the on-going, mid-summer heat in the foothills. Marie and Catherine promise another exciting Block Party next month on the north taxiway. Check the

announcement for more details. Then in September, we host the Editor in Chief, and Sr. Vice President of AOPA, Thomas Haines at Michael Thoben's place, which will tee up our big PMLAA Airport Day once again.

Stay tuned! There's even more to come!



## *Safety Column*

*By Marle Hewett*

### Summer Flying in the Mountains

**S**ummer is upon us! As I write this, it's 90 degrees F outside, the density altitude at E45 is 5100 feet, there's a thunder-bumper forming in the East, the wind is picking up a bit, and I'm going to just stay home and write down a few thoughts on mountain flying out of "paradise" in the summer. I'll just take them on as they come to mind.

**Density Altitude:** This is a big one in summer flying day or night. If you are a licensed pilot, you know the problem: your engine's performance will lose about 3 percent per thousand feet increase in density altitude but that isn't all: lower density means you need more speed for your wing to create the same lift at a given angle of attack. The combined effects significantly lengthen your takeoff run.

**Winds:** In the Sierra one should pay close attention to winds in the 9000 and 12000 foot forecasts. Winds above 25 knots at these levels should set off warning bells for dangerous turbulence and wind shears. If winds above 25 knots are forecast, winds through mountain passes can be much higher due to the venturi effect with accompanying drafts and turbulence. Wind components above 25 knots perpendicular to a ridgeline can often form mountain waves with strong updrafts on the windward side of the ridge and downdrafts on the lee side. If the air is

moist, lenticular clouds can form and are a nice giveaway to the presence of a mountain wave. Finally, it pays to put both horizontal and vertical distance between you and mountain peaks. Stay a few miles on the windward side of a high peak and fly a few thousand feet higher than the peak.



Flying in Turbulence: Summer, mountains and turbulence all seem to go together. In turbulence stay below Maximum Operating Maneuvering Speed ( $V_O$ ) or, if that is not defined for your airplane (may not be), use Design Maneuvering Speed ( $V_A$ ). Your manufacturer will make sure this is below the quantity (stall speed times the square root of maximum structural load factor), What this means is that if you are below this maneuvering speed, the chance that turbulence or wind shear will break your airplane is significantly reduced because your wing will stall before your plane exceeds maximum structural load factor. That's good!

Night Flights Over Mountainous Terrain: Unless you are a highly skilled and current pilot flying a high performance airplane into airports you are very familiar with, you should think twice about it. It's dark at night (few lights in the mountains) making terrain clearance difficult to judge. If you are instrument rated and current, consider filing IFR on a night flight over mountains even if it's CAVU to the moon. The FAA is pretty good at keeping you from hitting something in the dark.

Well, that's all I can think of. Have a happy summer in the air.

### *From the Airports Manager By Jim Thomas*

**T**he Airport puts in a considerable amount of effort every year towards fire protection. The County owns three lots in the PML subdivision that are subject to the same fire safety requirements as the rest of the PML lots. Fortunately, being a County entity, we have the

opportunity to use a Baseline Conservation Camp Crew to cut the grass. However, every year it is a timing challenge because if the grass is cut too early the grass has time to grow back and if we wait too long the Baseline crew is often already out fighting fires. It should be noted that the Airports pays for Baseline's services; their services are not free to the Airports.

In addition to the three PML subdivision lots we own, there is a considerable amount of airport property that requires grass cutting. This is usually accomplished using a mower followed by manual weed-eating by both our maintenance staff and individuals needing to perform community service or individuals that are a part of the work release or probation program. Unfortunately, the availability of community service, work release, or probation help is variable and many individuals are not suited to or cannot perform the grass removal effort we require.

The priority for cutting the grass on our properties is usually determined by when the PML lots must be completed, the dedication of our staff to Columbia Airport's aviation events and the availability of manpower to assist in the grass cutting effort. It should be noted that May and June are our busiest months and sometimes we often can't accomplish everything that needs to be done during this time period.

### *Social News by Catherine Santa Maria*

**T**here were so many members who helped prepare the kabobs for the June meeting that I cannot even attempt to name them all. Great job everyone! The committee prepared the kabobs in advance and then several other members barbequed them. We all had such a great time, some even asked what are we going to do in August to prepare for yet another Barbeque because we all had so much fun working on the last meeting!!! Now that is the spirit we are looking for. Then to top that off the rest of our aviation club members brought so much food that once again everyone was allowed to come back for seconds.

The August meeting will be the Block Party and Marie Barber is busy working on the plan as I write this press release. We will probably be cooking hamburgers or how about some hotdogs?? We will need help getting the setups ready so give me a call at 962-7904 if you would like to help out. We will need salads, desserts and appetizers to complement the barbeque. We will once again have a donation jar to cover the cost of the barbeque.

## *Monterey Bay Academy Fly-Out*

*By Jim Thomas*



### **Nice place for a picnic 50' from aircraft parking!**

On Sunday, April 28 the sun rose bright in the east as we flew west. There were three planes from Pine Mountain Lake Airport in our flight to an unidentified airstrip known as the McFarland Dairy just south of Turlock where we were going to rendezvous with two other aircraft. Departing Pine Mountain Lake were Dan Grimes in his Zenith, followed by me in my Piper Super Cruiser and finally Eric Henderson in his beautiful Cessna 170-B. It didn't take long for Eric to catch and pass Dan and me flying in formation, but we had planned to take off before Eric and then have Eric pass us and then lead us into the McFarland Dairy. The air was smooth and the flight was quite pleasant.

Eric announced over the radio that he was doing a low pass over the McFarland Dairy but neither Dan nor I could see him; we had to rely on the GPS coordinates that Eric had given us. Flying directly to the coordinates was pretty easy and soon we saw three aircraft on the ground next to a long building. We were then told over the radio that there was a small bump halfway down the field and that we should land on the first half of the field, which was not a problem for either Dan in his Zenith or me in my Cub.

On the ground at the Dairy we briefly looked as some interesting aircraft and aircraft projects in the hangar building adjacent to the dairy's open field, which now looked more like a private airstrip, but with no markings and no lights. It really was just a mowed field.

Five aircraft departed the McFarland Dairy for Monterey Bay Academy (CA66); the two added aircraft were a Cherokee piloted Paul Swanson with his wife Betsy as his passenger, and a Cessna 206 Piloted by Matt McFarland with his wife Becky and their three kids as passengers. It didn't take long for the Cherokee and C-206 to pass us up but we continued to communicate over the radio. I once

again flew formation with Dan and got some good air-to-air pictures of his unique Zenith.

As we approached Watsonville Airport we heard from the pilot of the Skydiving Surf City jump plane that the coast was fogged in. She indicated that the Monterey Bay Academy strip should be clear in about an hour once the fog moved off shore, so we decided to get lunch at the Props Restaurant at the Watsonville Airport and just wait for the fog to clear. The food and service was good at Props.

After lunch we all took off for Monterey Bay Academy which is located about 3 miles WEST of Watsonville Airport, right on the coast. In fact, the northwest end of the runway essentially ends at the bluff to the beach. As I crossed over the airport from east to west the grass runway was plainly visible, but turning downwind I was engulfed in fog and lost sight of the airport although I could still see the beach below me. After turning base the runway reappeared and landing was easy because the runway is 2,200' long and at sea level. Parking was another story because their ramp was tiny and could only accommodate about 8 planes and here we came with five planes. As it was we fit everyone in although it required considerable wing overlap.

The Monterey Bay Academy event was the re-opening of their airstrip and was sponsored by Ocean Shores Aviation, LLC. We were met by representatives of the Academy and treated to a tour of Calfee Designs, custom bicycle manufacturer. While there we met several interesting people including a very well-mannered young man who is the recipient of a recent Ocean Shores Aviation scholarship.

The flight home was not nearly as exciting or fun as the trip to Monterey Bay Academy. It was a direct, non-formation flight and I beat the Zenith home by just a few minutes. All in all it was a great way to spend a day flying from the Sierra Nevada foothills to the Coast of California and back again.



***Jim with his Cub at Monterey Bay Academy***

*PML Aero Club*  
*by Catherine Santa Maria*

**A**re you interested in learning how to fly??? Do you have a Pilot's license but no plane to fly?? Are you looking for an instructor to teach you how to fly?? These are questions that can be answered for you by your local PML Aero Club. We are always looking for new members to join the group.

Right now the PML Aero Club is offering a great deal for new prospective members. You can get a three month waiver of your monthly dues just to come try us out and see if you like our wonderful Cessna 172. The annual is completed and the plane is ready to go!

We have been in operation several years now and the Club's plane has been used by prospective new student pilots and well as pilots. Since I have been a member, two members have obtained their pilot's license and seasoned pilots have taken the plane to many exciting places. In addition, some of our pilots have taken young eagles for their first flights at airport day.

We meet on the 2<sup>nd</sup> Saturday of the month at Larry Jobe's hangar at 10:00AM. If you are interested in joining the group, please give Dennis Smith a call at 209-962-4950 or Jim Goodrich at 209-962-4660.

*Call for Planes!*  
*Be Part of the PMLAA 2014 Calendar*

**W**e're working on a new fundraiser item for PMLAA, a 2014 Calendar featuring aircraft in our neighborhood. We're going to feature the wide variety of aircraft based at Pine Mountain Lake, from antique planes to modern jets, helicopters to aerobatic planes and everything in between.

If you are interested in having your aircraft photographed for the calendar, please contact newsletter editor Susie Williams ([newsletter@pmlaa.org](mailto:newsletter@pmlaa.org)) as soon as possible. Susie and friends will work with you to photograph your plane (or planes) either on the ground or in the air. We'll be shooting the "plane portraits" during the summer, wrapping up before Labor Day.

If you have an interesting photo of your plane and you own the rights to the picture, we'll also accept high-resolution pictures as well.

Calendars will go on sale at the end of the year with the proceeds benefiting PMLAA.

*Guess The Airport*

Starting this month we've got a brain teaser for you- try to guess the airport pictured below. The airport is within the San Francisco Sectional and is an interesting and easy destination to reach from Pine Mountain Lake.

Mystery Airport #1 is a busy airport in a major metropolitan area, though you can land on the GA runway and visit the nearby aviation museum. Where are we? (Answer in next month's newsletter)





## 2013 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time &amp; Location</u>
July	No meeting	
August 10	Block Party	6:00PM Location North loop taxiway
September 7	Thomas Haines, AOPA Sr. VP	6:00PM Location Michael Thoben's Hangar
October 5	Airport Day	Airport with dinner at Kay Meermans'

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## **PML Aviation Association**

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