



*Flying the B-52 Bomber
Saturday, September 5th
McGowans' Hangar @6PM*

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This month's program features the iconic B-52 and what it was like to fly it during the mid-1970s. Our speaker is our own PMLAA VP of Airport Affairs, Dale Mueller. Dale flew B-52s out of Mather AFB from 1973 to 1977, after which he escaped the clutches of Strategic Air Command, and flew T-43s, also at Mather.

Come on out to the meeting, and be regaled with tales of tall tails, air-to-air refueling, weapons delivery of all types, and the dreaded 7-engine approach.



President's Message

By Catherine Santa Maria

Triple Hot August Nights with planes, trains, automobiles and motorcycles was exciting and loads of fun. We had over 180 folks at the event and even though I tried to get around to saying hello to everyone it was just not possible with so much going on. I sure hope everyone enjoyed the event as much as I did. When Phil Hickerson showed Wayne Handley's DVD titled "Close Calls" and Wayne talked about his experiences there was not a sound in the room. Thank you Wayne for sharing with us. I think you have an angel on your shoulder watching out for you.

Thank you to Janet Gregory and Trent Coelho for selling the 50-50 tickets; in case you didn't know Kathy McConnell's daughter won the loot. Thanks to Danielle Coelho and John Graham and Larry Santa Maria for taking care of the greeting table and to Joel Avey for the train, Mike Gustafson for the fabulous margaritas, Jane Hansen for the wonderful sheet cakes, Dwaine Carver for the model airplane, Kym Purifoy and team for the social preparation and BBQ, Ed Peters and crew for the set up and take down, and our very own Phil "DJ" Hickerson for providing us with music and technical support. Kudos to Dale Mueller and Ed Gregory for getting all of the planes, autos and motorcycles set up. What a great show!! And, of course thank you to all of the members who brought their beautiful toys to share with us.

In celebration of our 30th year a plaque was presented to all of our past Presidents who were present and will be prominently displayed each month on the front of the podium. I was surprised when our founding and first President came up when his name was called out. Yep, John Wilbur was there and many thanks to John for getting us started.

By the way, if you want to learn how to fly, don't forget our community has the PML Aero Club and they are always looking for new members. Contact Dennis Smith at 962-4950 if you would like further information.

Social Column

By Kym Purifoy

Our August meeting was a huge success. Thank you to Grill Masters, Don Lacy, Grant Naylor, Paul Purifoy & to Barbara Lacy for collecting donations.

As always thank you to the set up & tear down crew, Jane & Dwaine behind the bar & Mike the Margarita Man. This year we have been blessed with the generosity of Mel & Suzanne McGowan. I sincerely thank Mel & Suzanne for the use of their beautiful hangar.

September will be Chili Night. Please bring appetizers, chili, salads or dessert. I am sure you will have a favorite recipe, if not: <http://m.allrecipes.com/recipes/173/soups-stews-and-chili/chili>

Airport Day

The Pine Mountain Lake Aviation Association invites the whole community to our annual Community Airport Day on Saturday, October 3rd from 11:00am – 2:00pm at the Pine Mountain Lake Airport. This is a great *fun and free* way to see our airport, some exciting flying, and lots of cool aircraft. Join PML's pilots in celebrating our airport and the importance of aviation to our community.

Special events this year include a radio controlled model airplane demonstration, flying demonstrations, precision flying contests, and car vs. airplane races. PML pilots will compete in flying expertise contests such as flour bombing (drop a bag of flour from the flying plane into a bucket on the runway) and spot landing (how close to a chalk line on the runway can you land?). Comic pilot Clem Kadiddlehopper is rumored to make another hilarious appearance as well. In addition, challenges have been laid down between some local cars and planes. Mercy Air and PHI are scheduled to give ramp aircraft tours as well.

Admission is free. PMLAA will be selling refreshments for your convenience. Please use the Elderberry Way entrance to the airport. Bring sun hats and folding chairs.

The Go-Around Decision?

By Mike Gustafson

Since I have been spending a lot more time out at the airport these days, painting my hotrod, I have noticed a lot of landings that should have been aborted long before they were. What is it with our aviation minds that we feel the need to force the issue, to try and put mind over matter, be it flying into bad weather that is beyond our capability or trying to glue a bad landing back together long after it is busted?

A good landing, notwithstanding all the jokes, is one that starts many miles away from the airport and is the result of a stabilized approach. Each and every approach and landing must also be accompanied with a plan for aborting and going around. Just ask the numerous pilots that have had to go around at the last second because of deer on our runway. They expect to go around so they are not surprised by the decision to do so.

The most common problem I notice is a way too high approach with the added attraction of diving on the runway, about $\frac{3}{4}$ of the way down the runway, power gets applied and the aircraft flutters off to try again. In most aircraft, flaps are incremental, that is you don't necessarily need all that was installed on the plane for every approach. If you are really allowing for a go-around then full 40 degrees of flaps is too much. We all fly our patterns too fast because we are not comfortable slowing the plane down close to the ground. Being master of your ship requires you to be able to fly it slow as well as fast. If you are uncomfortable with slow flight, go out, and at altitude, practice flying your plane at Vso plus 5 Knots. You will be surprised how well it handles.

Not using all the flaps during the approach means that when you do have to abort for deer on the runway the aircraft will accelerate faster and develop a more positive rate of climb sooner. Along with adding power what about carburetor heat? Leaving carb. heat on robs the engine of up to 20% of power, and on a high density altitude airport that 20% could be the difference between a 300 foot per minute climb or no climb performance at all.

One exercise I like to have my students do is to abort at different points around the pattern. We are all familiar with the go around on short final, what about on base or downwind just before the base turn? If you have a problem during downwind or base, just climb up out of the pattern and exit the area and sort things out with lots of radio call outs to telegraph your intentions.

No matter the length of runway, if you don't have your aircraft down, on the ground, in full positive control by the time you have used up half of the runway, then you better start thinking about going around. If you find the wind messing up your well-oiled flair, call it practice and take it around. There are no points given for saving a bad landing, only good points for showing good judgement and piloting skills.

Fly safe!

Upcoming Events

By Janet Gregory

AUGUST

30 Patriots Jet Team Performance at Go-Pro Indy Grand Prix of Sonoma

SEPTEMBER

16-20 National Championship Air Races, RTS, Reno, NV

19-21 Vicky Benzing Aerosports at Oregon International Airshow, HIO, Hillsboro, OR

26-27 Patriots Jet Team & Vicky Benzing Aerosports at California Int'l Airshow, SNS, Salinas

OCTOBER

2-3 Pemberton Aerosports at Embry-Riddle October West, Prescott, AZ

3 Airport Appreciation Day, E45, Pine Mountain Lake, Groveland

4 Vicky Benzing Aerosports at Livermore Airshow, LVK, Livermore

2-4 Patriots Jet Team Performance at MCAS Miramar Airshow, San Diego

10 Young Eagles Rally, E45, Pine Mountain Lake, Groveland

10-11 Pemberton Aerosports at Minden-Tahoe Airshow, MEV, Minden, NV

10-11 Patriots Jet Team Performance at San Francisco Fleet Week

13-18 Pemberton Aerosports at Wingsuit World Record, L65, Perris

17 Patriots Jet Team Performance at San Bernardino Fest, SBD, San Bernardino

24 Patriots Jet Team Annual Gala, C83, Byron

Guess the Airport

Last month's Guess the Airport location was Willows, California (KWLW).



2015 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
September 5th	Flying the B-52 Bomber	6:00PM location McGowans' Hangar
October 3rd	Airport Day	11AM-2PM at PML Airport
November 7th	TBD	6:00PM location McGowans' Hangar

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