



Volume 31: Issue 2  
February 2016  
A Publication of the  
Pine Mountain Lake  
Aviation Association

*Randy Howell, Owner  
The Patriot Jet Team  
Saturday, March 5<sup>th</sup>  
McGowan Hangar 6PM*



The Patriots Jet Team is the largest civilian-owned aerobatic jet team in the world. It began with the vision of Randy Howell, PLMAA guest speaker for March. Randy's passion for aviation started in childhood and it became his mission to create a six-jet precision demonstration team that could entertain, inspire and educate.

The Patriots Jet Team are neighbors, located at C83 in Byron, CA between Tracy and Livermore. You can find out more about them at: [www.patriotsjetteam.com](http://www.patriotsjetteam.com).

The vision began to take shape in 1999 when the first of the Patriots aircraft were purchased, followed by additional jets in 2004, 2005 and 2011. The L-39 aircraft were disassembled in Europe, then shipped via truck, rail and sea in containers to the U.S. Once here they were meticulously restored by team members, modified for use on the air show circuit and painted in the distinctive Patriots Jet Team colors.

Patriots Jet Team pilots are some of the best in the world, formerly with U.S. Air Force Thunderbirds, U.S. Navy Blue Angels, and Royal Canadian Air Force Snowbirds. The volunteer pilots all share the same genuine passion to entertain audiences at air shows and other events, while also encouraging the nation's youth toward careers in the aviation and aerospace fields.

The team started the Patriots Jet Team Foundation: [www.pjtf.org](http://www.pjtf.org). This all-volunteer non-profit organization is dedicated to inspiring the youth of America with a love of aviation and aerospace.

Students today need and deserve every encouragement to learn and apply STEM subjects (science, technology, engineering, mathematics) along their educational paths. The Foundation is developing innovative educational programs that combine the high energy of the Patriots Jet Team partners with exciting, hands-on STEM-based curricula that will provide students with learning skills and experiences of a lifetime.

The partnership between the Patriots Jet Team and the Foundation is unique in America. Jet Team members serve as instructors, mentors and docents and provide other services. Students share first-hand experiences with Jet Team members and become familiar with the Team's equipment in a safe environment. The result: learning experiences of a lifetime.

## *President's Message*

*By Dale Mueller*

Spring greetings from the president's desk. Well, dining room table actually. After the fantastic presentation by Kim Furst this last meeting, it has become abundantly clear that the guest speaker bar has been raised once again. For March and April, at least, I think we've met the challenge. Thanks to the efforts of our treasurer Janet Gregory, our March program will feature a representative from the Patriots Jet Team. And thanks to his step-upism (I'm pretty sure I just made that word up) and community spirit, the April program features our own Ken Orloff. That's just the kind of guy he is. Those are tough acts to follow.

The second item from the dining room table is the transition of this newsletter into the 21<sup>st</sup> century. This will be the final newsletter to be mailed using the present system. The reasons the Association is making this move involve cost and equipment. The postage for the mailed newsletter is over \$250 per year, and the equipment required to print an easily-mailed product is old, temperamental, and expensive to feed and keep running. Future newsletters will be e-mailed, and will be available on the PMLAA website, PMLAA.org.

## *Social Column*

*By Danielle Coelho*

Hello Fellow PMLAA Members. Well here we are marching on into the month of March. Before I get into talking about our March meeting, I would like to send out a Big Thank You to everyone who took the time to make our February pot luck so successful! It was wonderful to see our table filled to the edges with wonderful and tasty favorite foods. Now moving into March- the "Green" Month of St. Paddy's Day. Let's all make our favorite Irish Food Dish and wear our best green outfits! If you're not wearing green you might just get pinched!

Last month we took a trip to Paso and did some wine tasting, where I came across a wonderful red wine blend. It was so good and such a deal I picked some up for our March meeting. It's a lovely blend of Syrah, Cabernet, Zinfandel, and Petite Syrah. So let's all get our drink tickets ready and belly up to the bar and try a glass. I hope you enjoy it as much as I did. I look forward to seeing you all on Saturday March 5<sup>th</sup> at 6pm at the McGowan's Hangar.

## *Visit to NorCal TRACON*

*By Mike Gustafson*

Local EAA Chapter 1337 is organizing a fly-out to NorCal TRACON (Air Traffic Control regional facility) at Mather airport for May 21. The event starts at 1:30 and will last for 3 hours. Contact Mike Gustafson [mlgpilot@yahoo.com](mailto:mlgpilot@yahoo.com) or 962-6336 for sign up. We are limited to the first 25 people.

## *Safety Zone – Quiz!*

*By Dale Mueller*

This month's Safety Zone is brought to you by your president's addiction to quizzes, especially the monthly test published in AOPA Pilot. However, unlike Captain Schiff's Test Pilot, these 10 questions aren't subjectively obscure, they have unambiguous answers which are available in commonly-available publications, and aren't the brain-children of folks who are just playing "Stump the Dummy". The first five are for VFR pilots and just general knowledge, the last five are aimed at the instrument-rated folks.

### **VFR**

1. You are a non-instrument-rated pilot wanting to depart Merced Macready Airport (KMCE). The time is 0930 PST. The ASOS is reporting 2 ½ miles visibility, scattered clouds at 3,500 feet. Are you "legal" to depart making only the normal traffic calls on CTAF, 122.7?
2. It's high noon at Mariposa Yosemite Airport (KMPI). You are sitting in your airplane looking up at an overcast sky, while listening to the AWOS, which is saying, among other things, "sky clear". How can this be? Is the AWOS wrong?
3. You are in the traffic pattern at PML when you hear a pilot on CTAF transmit an advisory to PML traffic advising that he is passing nearby at 5000 feet, well above traffic pattern altitude. You note two things: 1) This is a rare courtesy, and 2) 5000 feet is not a VFR hemispherical altitude. Is he violating any FAR or "best practice" by not being at either 4500 or 5500 feet MSL?
4. What is an Advisory Circular, and what regulatory power does it have?
5. Why do hot air balloon pilots regularly carry a bottle of champagne with them on flights? OK, so this one isn't in the AIM.

## IFR

6. What is a Final Approach Point and how is it different from a Final Approach Fix?
7. You have filed an IFR flight plan from PML to an airport in Nevada that does not have a published Instrument Approach Procedure (IAP). There isn't a cloud in the sky west of the Rocky Mountains and ground visibilities are unlimited. Are you required to declare an alternate on your flight plan?
8. What is a Flyover Waypoint?
9. Why aren't all waypoints Flyover Waypoints? Don't we fly over them?
10. Long setup on this one: You are on an IFR flight plan in instrument conditions, and you are nearing your destination. The approach controller is also working an aircraft ahead of you going to the same airport. He has cleared the other aircraft for the same approach you are planning and requesting. A few minutes later you hear the other pilot call "field in sight" and the controller sends him to advisory frequency. "My turn" you say to yourself, but instead of clearing you for the approach, the controller sends you to hold at the Initial Approach Fix (IAF) with no Expected Further Clearance (EFC) time. What is the likely reason the controller didn't clear you for the approach? Hint- it's nothing that you've done wrong.

## *Visit to NorCal TRACON* *By Mike Gustafson*

Local EAA Chapter 1337 is organizing a fly-out to NorCal TRACON (Air Traffic Control regional facility) at Mather airport for May 21. The event starts at 1:30 and will last for 3 hours. Contact Mike Gustafson [mlgpilot@yahoo.com](mailto:mlgpilot@yahoo.com) or 962-6336 for sign up. We are limited to the first 25 people.

(Editor's note: I have taken this tour and it's fascinating. It's well worth your time to learn about who is on the other end of the radio when you call up NORCAL.)

## *Quiz Answers*

1. No. Per the A/FD, the airspace at the surface at KMCE is class E airspace after 0900 PST, requiring a special VFR clearance to depart when visibility is below 3 Miles.
2. The AWOS is not wrong. Automated observations do not report cloud cover above 12,000 Feet.
3. No. VFR Hemispherical altitudes start above 3000 feet AGL.
4. An Advisory Circular is just that: it is advisory- it is the FAA's way of advising pilots of an "acceptable" method of operation to comply with the CFR 14\* rules. They are not regulatory in and of themselves.
5. They carry a bottle of champagne as a gift for the landowner wherever they end up landing, because for sure it isn't going to be their house.
6. A Final Approach Fix is just that: it is fixed in space in some identifiable way (navaid, DME, cross-radial, GPS, etc.) Some non-precision approaches, especially the older NDB approaches, used the navaid as the Missed Approach Point (MAP) so that when the proper course-reversal had been flown, the place where the pilot joined the Final Approach Course (the Final Approach Point) could be anywhere before the MAP.
7. Yes. CFR 14 Part 91 relieves pilots from declaring an alternate only if certain ceiling and visibility requirements above the destination IAP are reported or forecast for your ETA plus one hour. There's no IAP at your destination.
8. A Flyover Waypoint is just that: a waypoint the pilot is expected to literally pass over. A Flyover Waypoint is usually an MAP or a holding fix.
9. No, we don't. In fact, we shouldn't. Since most waypoints/airway fixes exist because there is a change in course on an airway or IAP, the concept of centerline-to-centerline navigation actually requires that a waypoint/fix not be passed over, in order to maintain protected airspace along the airway/routing.
10. Short answer: the guy ahead of you hasn't cancelled his IFR clearance and/or closed his flight plan. Longer answer: while those two things aren't synonymous, either one would have given you what you need: it would have told the controller that he no was no longer using the airspace that the controller was reserving for him for the approach, so that the controller could now release it to you, and let you fly your approach.



## 2016 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time &amp; Location</u>
March 5 <sup>th</sup>	Randy Howell, Patriot Jet Team	6:00PM Location McGowan Hangar
April 2 <sup>nd</sup>	Ken Orloff	6:00PM Location McGowan Hangar
May 7 <sup>th</sup>	TBD	6:00PM location McGowan Hangar

### BOARD OF OFFICERS & COMMITTEE CHAIRS – 2016

<b>OFFICERS</b>		<b>COMMITTEE CHAIRS</b>	
<b>President,</b> Dale Mueller	962-6308	<b>Property,</b> Ed Peters	962-6267
<b>VP, Airport Affairs,</b> Steve deRodeff	962-5997	<b>Multimedia,</b> Phil Hickerson	962-6714
<b>VP, Social Affairs,</b> Danielle Coelho	962-7207	<b>Membership/Roster,</b> Karen Appleby	962-4549
<b>Secretary,</b> Norma Lella	962-1822	<b>Airports Manager,</b> Benedict Stuth	533-5685
<b>Treasurer,</b> Janet Gregory	962-5061	<b>Display Day Coordinator,</b> Ken Helling	962-7597
		<b>Safety,</b> Dale Mueller	962-6308
		<b>Newsletter,</b> Susie Williams	962-6922
		<b>Webmaster,</b> Jeremy Zawodny	408-685-7635
		<b>Newsletter Printing,</b> Herman Schaap	962-5797

## PML Aviation Association

PO Box 131  
Groveland, CA 95321

«FIRST\_NAME» «LAST\_NAME»  
«ADDRESS»  
«CITY», «STATE» «ZIP»

You are paid through «PAID THRU»