

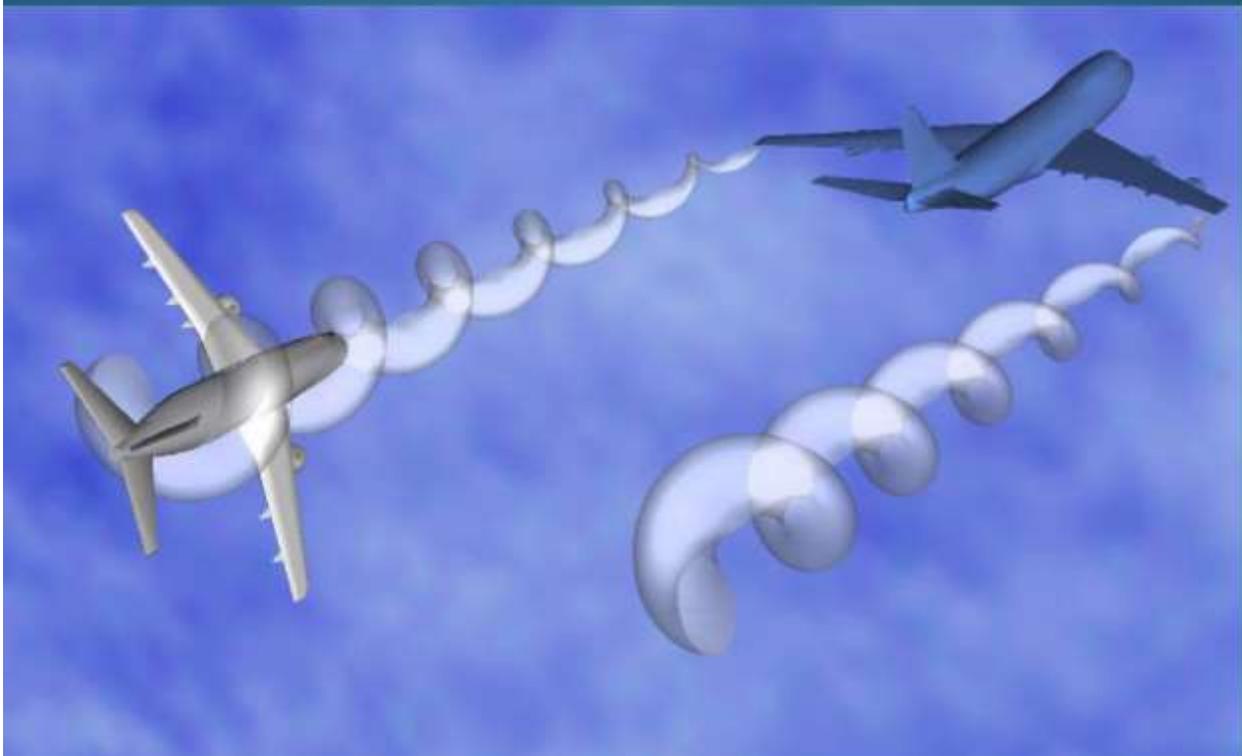


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*Dr. Ken Orloff - Saturday, April 2nd -
McGowan Hangar 6PM*

AIRCRAFT WAKE TURBULENCE ENCOUNTERS

Whose Fault Is It?



Dr. Ken Orloff is a long-time Pine Mountain Lake resident. Every couple of years Ken gives a presentation to the PMLAA, and he has been doing that now for well more than 20 years. For the past 31 years, Ken and his staff have provided consulting services to plaintiffs and defendants in litigation resulting from aircraft accidents. They have analyzed and reconstructed hundreds of fixed-wing and rotary-wing accidents.

Ken is an active pilot, holds an Airline Transport Pilot Certificate and has accumulated in excess of 8500 hours of flight time. He has a Master's degree in Physics and a Ph.D. degree in Mechanical Engineering.

From 1971 until 1984 he worked as a research scientist for the National Aeronautics and Space Administration at the Ames Research Center where, among other subjects, he was involved in research to measure, analyze, and understand aircraft wake turbulence and the possible methods of reducing the hazard it poses to encountering aircraft. Naturally, as an expert in that subject, he has been asked to consult on numerous accidents involving wake turbulence encounters.

At the PMLAA April meeting, Ken will discuss aircraft wake turbulence in general and the responsibility that pilots have in wake turbulence avoidance. He will then review with his reconstruction of three different wake turbulence accidents. He will present the facts and circumstances of each accident and then ask us to decide who was to blame for the accident.

Ken has coordinated with the Fresno FAA office, and they have approved the presentation for Wings Program credit.

President's Message – by Dale Mueller

Welcome to spring and Daylight Savings Time, for whom we have Kaiser Wilhelm II (mostly) to thank. Makes you wonder who won, doesn't it?

The March meeting presentation from the Patriots Jet Team and Randy Howell was a real treat for all of us Thunderbirds/Blue Angels/Snowbirds wannabes, but the April meeting features a presentation that all of us pilots can relate to. Our own Ken Orloff will present two wake turbulence accident cases, and challenge us all with some not-easy-to-answer questions.

Shameless Plug Corner: My employer, Air Methods Corporation, recently received some decidedly unfavorable press about fees (money), unfair business practices (money), and the necessity of their services (money, go figure). In true "investigative reporting" fashion, what was said was true, as far as it went. Here's the link: <http://abcnews.go.com/US/sky-rage-bills-debt-lawsuits-follow-helicopter-medevac/story?id=37669153>. Now here is the company's reply, which in true "corporate communications" fashion is also true, and also only goes so far: [http://www.streetinsider.com/Corporate+News/Air+Methods+\(AIRM\)+Issues+Response+to+ABC+News+Air+Ambulance+Report%3B+Says+Critical+Info+Left+Out/11428858.html](http://www.streetinsider.com/Corporate+News/Air+Methods+(AIRM)+Issues+Response+to+ABC+News+Air+Ambulance+Report%3B+Says+Critical+Info+Left+Out/11428858.html). Here is my input on the matter: Sign up for and pay the very reasonable charge for the local air ambulance companies' membership programs, if you haven't already. Don't be put into the position of having to decide whether or not you or a family member can afford an EMS helicopter ride.

Social Corner – by Danielle Coelho

Well our March meeting was a stormy night. We had a small but wonderful group. Again, I would like to thank everyone. There was a lot of delicious food to eat and it seems from the empty bottles the new red wine selection was to everyone's liking. I picked up a nice new Chardonnay from Bianchi Vineyards for this coming month that I think again everyone will enjoy.

Since the first day of spring falls just two weeks before our meeting, lets welcome it rainy or not by celebrating with spring foods. I found this great website to help with ideas - [Spring Recipes - Allrecipes.com](http://www.allrecipes.com)

I would like to thank everyone who helps me set up and break down. I truly appreciate your help and since this position is new to me; I appreciate your guidance.

As always I will look forward to seeing everyone at the meeting!

Safety Corner – by Dale Mueller

The FAA defines runway incursion as “the incorrect presence of an aircraft, vehicle, or person on the protected area of a surface designated for the landing and takeoff of aircraft”.

There have been numerous high-profile crashes involving fatalities directly attributable to runway incursions. Among several other factors, the deadliest aviation accident in history- the Pan Am/KLM collision in Tenerife in 1977- was a runway incursion. A spike in runway incursions has lead the FAA to take numerous measures to combat the problem. Here are a few:

1. It has declared runway incursion prevention a “special emphasis area”. This means that it is heavily stressed in safety seminars, and is specifically listed in Practical Test Standards among the items to receive emphasis during flight instruction and testing.
2. ATC procedures have undergone several changes. A taxi clearance in days past meant clearance across all intervening runways and taxiways except the active runway. Not any more. Also, pilots must now read back any and all hold-short instructions from Ground or Tower controllers along with their full call sign.
3. Airport surface markings have been enhanced and increased, Stop Bars being a notable example.
4. Enforcement action has also changed accordingly. “Back in the day” an inadvertent incursion that was remedied before a problem arose was usually relegated to the “no harm-no foul” category. Nowadays, the alleged perpetrator can expect the dreaded “please call this number after shutdown” radio call.

Despite the special emphasis of the last couple decades, incursions continue to occur and are still causing everything from soiled underwear to fatalities. Although the last three remedies above are for airports with Air Traffic Control, there are steps that we can take here at PML that can greatly reduce our own recent spate of pilot-reported runway incursions. Since all the reports I have heard involve either pedestrians or vehicles, and not aircraft, I think it’s safe to concentrate there. Although best practice (supported by limited signage) at PML has restricted cars and trucks to crossing the runway at the west end only (and we all know they cross midfield anyway), it has not prohibited pedestrians, bicycles and golf carts from crossing at midfield. Here is where the problems have arisen. Vehicles cross routinely at midfield, and in the runway incursion conflict I witnessed, during Airport Day a golf cart (driven by a pilot, no less) crossed midfield in front of an aircraft on the runway. The driver actually waited until the airplane had taxied into takeoff position before crossing. A great place to start is the “Safety Corner” tab on the PMLAA website. There is some very good, very concise information there. The FAA Airport Safety page is another excellent source; however the link is obsolete. The correct URL is:

http://www.faa.gov/airports/airport_safety. The information there is more involved, but I highly recommend clicking the “Reducing Runway Incursions” link, and reading [Airport Ground Vehicle Operations: An FAA Guide](#). It is safe to assume that the non-pilot drivers aren’t going to be dissuaded from taking the midfield shortcut; but if any PMLAA members have guests or visitors who they have turned loose on the airport (with or without a vehicle of any kind), it would be a good idea to give them a short class on where not to drive, bike, or hike. A good rule of thumb is to ask yourself if what you want to do would be allowed at a tower-controlled airport. If the answer is no, then it probably is a bad idea at PML.

Tuolumne County Airports Advisory – by Janet Gregory

Committee met in Columbia 14-Mar. Quorum present. Representing E45 was Ed Gregory. Meeting highlights for E45 (for other O22 highlights contact Ed or Janet):

Agenda items

- Hangar Policy – In the event of sale of aircraft, permittee has 6 months to obtain aircraft or revert hangar back to airport.

- Hangar Violations (safety, inappropriate use, etc.) – On third warning of similar violation within xx year period, airport may take appropriate action including revert hangar back to airport or court action. Wording will be sent to hangar permittees for review and input on time period.
- Other O22 topics - Master Plan in process will take 18+ months to develop. Taxiway improvements planned for late summer. Hangar waiting lists improved. Examining possibility of building additional hangars. Hangar maintenance planned for early summer.
- E45 Improvements - Parking lot is planned to repair; aggregate is available. Airport office building repairs to planter boxes, exterior paint and interior improvements planned.

Public Forum topics

- Young Eagles at O22, April 23, 9:00-Noon.
- Father's Day Fly-In at O22, June 19-20 - 50th anniversary! Big plans in process.
- E45 Density Altitude indicator at fuel pits needs repair.
- E45 night IFR approaches are not approved. FAA obstruction survey required. FAA has been contacted and is being pushed to complete this. No date commitment yet.
- E45 RTTF (Residential-through-the-Fence) - Stay tuned. Critical issue for PML Airport. Separate airport district option does not seem viable; other options are under review. Issues: accessibility, access fees, voting district. Go to www.faa.gov and search "RTTF"

Area Aviation Events

- April**
- 2 – PMLAA Meeting 6PM @ McGowan Hangar, speaker Ken Orloff**
 - 5-10 – Pemberton @ Sun N' Fun in Lakeland, FL
 - 16-17 – Vicky Benzing & Patriots Jet Team @ March ARB Air Fest, Riverside, CA
 - 23 – Young Eagles Rally at Columbia, O22**
- May**
- 2 – Pemberton @ Friendship Day, MCCA Iwakuni, Japan
 - 7 – PMLAA Meeting 6PM @ McGowan Hangar, speaker TBD**
 - 7 – Vicky Benzing @ Hiller Museum Biggest Little Air Show, San Carlos, CA
 - 8 – Mother's Day
 - 14 – PML Aero Club Meeting**
 - 14-16 – Vicky Benzing, Pemberton & Patriots Jet @ Hangar 24 Air Show, Redlands, CA
 - 21-22 – Vicky Benzing @ Madera Air Show, Madera, CA
 - 30 – Memorial Day