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Pine Mountain Lake
Aviation Association

Pine Mountain Lake Aviation Meeting

Pino Lella – Italian Underground Rescuer & Spy

*Saturday, March 4 – 6:00 pm
McGowan's Hangar*

Pino Lella has been to Pine Mountain Lake twice and you may know him for his exploits as a skier and race car driver. This is the untold story of Pino Lella and his role in the forgotten Italian front of World War II.

Pino Lella wanted nothing to do with the war or the Nazis. He was a normal Italian teenager—obsessed with music, food, and girls—but his days of innocence were numbered. When his family home in Milan is destroyed by Allied bombs, Pino joins an underground railroad rescuing Jews and helping them escape over the Alps. He also falls in love with Anna, a beautiful widow six years his senior.



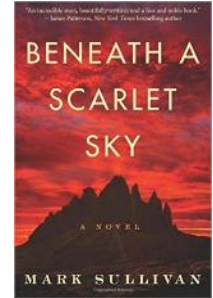
Young Pino Lella 1

In an attempt to protect him, Pino's parents force him to enlist as a German soldier—a move they think will keep him out of combat. But after Pino is injured, he is recruited at the age of eighteen to become the personal driver for Adolf Hitler's left hand in Italy, General Hans Leyers, one of the Third Reich's mysterious and powerful commanders.

Now, with the opportunity to spy for the Allies inside the German High Command, Pino endures the horrors of the war and the Nazi occupation by fighting in secret. Through his work as "the observer" a daring aerial raid captures Mussolini. Pino's courage was bolstered by his love for Anna but the war changed the life of which he dreamed.

Speaker: Mike Lella is Pino Lella's son. Mike flew into Pine Mountain Lake Airport in the early 2000's, met the Blankenburgs and eventually bought a lot from them in 2002. He started building right away and made PML his full-time home in 2004. Mike retired in 2007 from the Board of Prison Terms and over 25 years with the Department of Corrections. Mike was born in L.A. during a 10-year period when his family lived in the U.S. before returning to Italy. Mike is fluent in 3 languages, Italian, French and English. He loves the wind in his face and a freedom of movement that can be found in motorcycles, skiing, flying, and hang-gliding, the spirit of an adventurer he has inherited from his father, Pino.

“Beneath A Scarlet Sky” Author: Mark Sullivan has captured the tale of Pino Lella’s early years during World War II in a tale of courage and epic struggle in the book *Beneath a Scarlet Sky*. Mark is a prolific author of 18+ mystery and suspense novels along with 3 novels that he co-authored with James Patterson. If you like thrillers, you may have read some of his work. *The Purification Ceremony, Triple Cross, and Rogue* are well recognized, along with 3 novels that he co-authored with James Patterson, *Private Games, Private Berlin* and *Private L.A.* He has a long list of other works and *Beneath a Scarlet Sky* will be released on Amazon.com in May 2017.



President’s Message – by Bonnie Ritchey

February is a pretty soggy month so far. Incredible winds have kept me from flying since Feb 5th when I took Christina Olds up for a quick flight around Yosemite Valley. Turbulence and clouds kept us from getting an overhead view of Half Dome, but Christina had a great time.

Christina gave an engaging talk about her incredible father and she was absolutely enamored of our amazing community. So, hopefully, we can get her to come up here again after she finishes the book about her grandfather.

I’m sorry I’ll miss March’s meeting. I’m sure Mike will have some incredible stories about his father guiding people to escape the Nazis. I’ll just have to buy the book when it’s out. However, I won’t miss you all too much since I’ll be in Hawaii. So I’ll toast to you all with a Mai Tai from a beach on March 4th. Aloha!

Snow Day in January-Runway 9

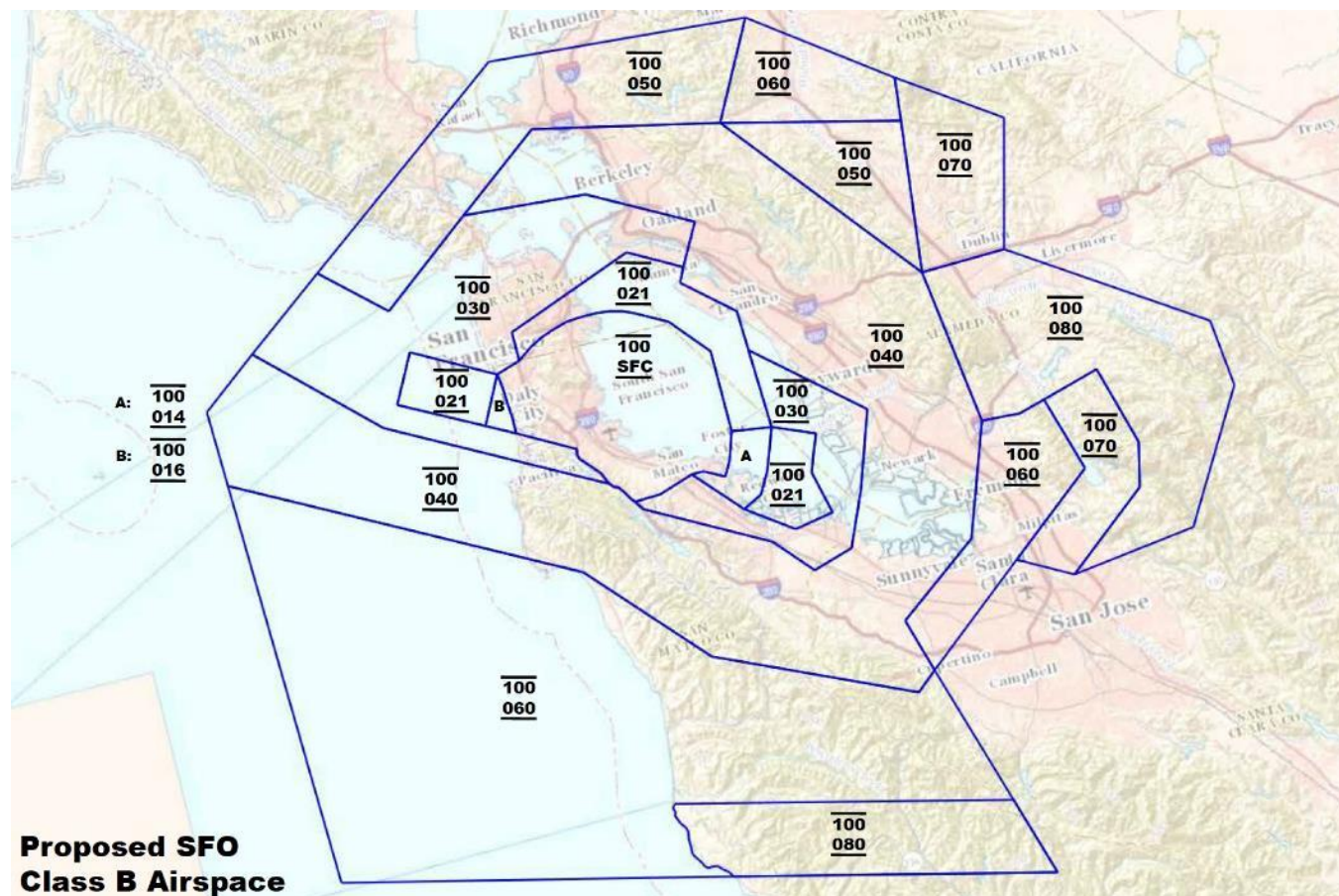


SFO Class B Airspace Proposed Changes – by Bonnie Ritchey

Remember the upside down wedding cake? Well, forget it. SFO Class B Airspace may be going all Picasso on us. Those of you whose GPS still refers to the Pine Mountain Lake Airport as Q68 better pay attention because it will be pretty difficult to figure out the sections without an updated GPS.

The FAA is proposing to make some pretty drastic changes to the layout but the good news is it will probably make most VFR flights a little easier. You WILL have to thread the needle pretty fine to avoid talking on the radio for a trip to Sam's Chowder House at HAF. However, with approaches to SFO designed for ILS approaches at idle rather than VORs and DMEs, a lot of airspace gets freed up. The most significant change for most of us is the bottom of the Class B at KSQL will go from 1500 ft to 1400 ft. There is also a plan to include a VFR corridor, similar to the one at LAX.

If you have concerns or feedback you can send them to the FAA no later than March 16, 2017 at 9-awp-nct-cba@faa.gov. They plan to implement this at the start of 2018.



Social Corner – by Danielle Coelho

Hello Fellow PMLAA Friends. I hope everyone enjoyed getting together for our February meeting. I know after a month off, it was nice to see everyone again. Our March meeting, on **Saturday March 4th**, will be **St. Paddy's Day themed**. Other than wearing my favorite green sweater so I don't get pinched...



For the March meeting, we are going to try something new based on feedback from the recent survey sent to all members. Please use the following recommendation when picking your potluck item:

- Bring a **main dish** if your last name starts with **A-O**
- Bring an **appetizer** if your if your last name starts with **P-R**
- Bring a **dessert** if your last name starts with **S-Z**

Food ideas: Corned beef and cabbage, Shepherd's Pie, Irish soda bread, and Irish stew. I always look forward to trying your favorite recipes too. If you don't have one in mind, recipes can be found on line at: www.foodnetwork.com/holidays-and-parties/.../favorite-st-patricks-day-recipes.html. Also, there are desserts at: allrecipes.com/recipes/1451/holidays-and-events/st-patricks-day/desserts/

I hope everyone has a wonderful month. I look forward, as always, to seeing you at the **McGowan Hangar on Saturday March 4 at 6 pm**. See last page of newsletter for instructions for finding the hangar.

Safety: The Dreaded Annual Inspection – by Mike Gustafson A&P, I.A.

Every year all of our perfectly running airplanes are required, by the FARs, to undergo an Annual Inspection. The purpose of the inspection is to determine if the aircraft still conforms to the **Type Certificated Data Sheet**, is in an **airworthy condition**, and all **Airworthiness Directives** have been complied with.

The TCDS and A.D. requirements are pretty cut and dried, it is or it is not. However, Airworthy Condition leaves a lot of leeway up to the inspecting mechanic. The TCDS is a description of how the aircraft is configured, types of engines, props, weight and balance, avionics and various other details that describe your airplane when it was born. A.D.s are typically mechanical issues that have come up since the aircraft was built and is the FAA's way of correcting the problem. Airworthy Condition means: will it perform safely until the next annual inspection with nothing major falling off.

There are not a lot of argument opportunities regarding the TCDS but Airworthy, well, this is where many owners and mechanics come to crossed swords. Keep in mind the annual inspection is just that, an inspection. The aircraft and engine is opened up, exposed to the light of day and the mechanic with an Inspection Authorization pokes about with a flashlight and mirror looking for trouble, er, broken stuff.

Safety (continued):

Notice nowhere in the above inspection description do I make note of maintenance items. That is outside of the inspection process. True, if the I.A. finds that the Kanuton Valve or Framos Void is broken, worn, or missing, then a steely-eyed mechanic must be employed. It is within the FARs for an owner to have the aircraft inspected by one mechanic with an I.A. rating and have all of the maintenance items repaired by another mechanic.

In the shop where I learned and earned my A&P license that is how things were done. The inspector was one person and the repairer was someone else. I can tell you there were a lot of “discussions” between the two as to what was really needed or required.

The basic test is the following:

- Does the A/C conform to the TCDS?
- Are all the A.D.s complied with?
- Would you put your mother in the plane? Is it safe? Note I did not say your mother-in-law!

If all the above is true then the plane is good to go. Where the trouble comes in is that mechanics are a curious lot, they poke and prod, fiddle about and find that a part looks worn or, hmmm, that doesn't look right. It usually turns out that the part cost is \$800 and the labor to replace it is \$1000. At that point the conversation with the aircraft owner can get very ‘spirited.’ This is where it is OK for the owner to take the plane to another shop for a second opinion.

If you are lucky, there is another shop on the same airport. If not, a Ferry Permit is required to fly the plane to the next shop. I will say this again, you as the aircraft owner, are not required to let the inspection shop do the work! If you really believe the part is OK as is, have the first shop sign off the annual with the exceptions noted. If the second shop agrees with you, they can then sign off the inspection of the suspect part and the annual is good to go.

Getting a Ferry Permit is not a big deal and either shop, if they are a quality operation, can help you with the FAA form.

The shop I worked for was one of the best on the field, but it was not uncommon for us to push a “disputed” aircraft across the taxiway so another shop could weigh in on the need to do the work. And we also were the recipients of the occasional aircraft that would show up overnight in a sad state of repair as the result of a dispute across the taxiway. It all worked out.

The last thought I have is “Preventive Maintenance.” There is an FAR that defines what you the owner of the aircraft can legally do to help you keep your maintenance costs down. Check FAR 43, Appendix A, subpart “C”, Preventive Maintenance. This describes all of the maintenance items that an aircraft owner can do on their own aircraft.

One last point, the requirement that our aircraft have a transponder/pitot/static test every 24 months does not come under the annual inspection requirements. That is a separate Pilot/Owner responsibility requirement.

Fly safe.

New Member: Grant Krueger

Grant Krueger lives in Fort Bragg and fell in love with Pine Mountain Lake when he flew into E45 last fall. Alan Buchner gave him a golf cart tour of the neighborhood and he was hooked, purchasing a lot with a hangar in October 2016. He grew up in Bishop, likes small towns and the mountains, so it was a good fit. He's a highway man with Caltrans and has a few more years before retirement so you will see him at PMLAA meetings and weekends. He built a Kitfox with a Lycoming O-235 that will be a major mode of transport for him and his two dogs.



New Member: Dave Sutch

Dave Sutch is a Lafayette, CA native who graduated from San Jose State University. He was a top-ranked stockbroker for over 33 years, and in 1983 was named one of the Top Twenty Brokers in North America by an industry publication. Along the way he collected a '54 Morgan Plus 4, '57 Porsche Speedster, '58 Alfa Romeo Giulietta Spider Veloce, '67 Corvette Convertible, '69 Datsun 2000 Roadster; he took part in the California Mille, La Carrera Panamericana (The Mexican Road Race), and La Carrera de la Paz; guided California Dreamin' Topless Tours (backroads tours of northern California in 3 vintage and 3 modern roadsters), and raced nationally in the Michelin Challenge Series for Dodge Vipers.



Dave met and befriended many people in all phases of the automotive industry. For over 40 years friends and associates have turned to him for advice on vehicle purchases, and for help in negotiations. He has been their Car Guy. Dave chose early retirement to turn to his passion: helping people get the cars, trucks, SUVs, RVs, and motorcycles of their dreams.

Radio Rumors "Say Again"

- **Buzz Buggy:** Larry Jobe safely got the restored C47 named Buzz Buggy to Guilin, China in November. It was a harrowing 8--day trip that took 96-days to accomplish. Larry promises to tell the story of his adventure, turned epic saga, at our June PMLAA meeting. Larry and Nina will be attending the dedication ceremony for Buzzy Buggy at the Flying Tigers Heritage Park in Guilin on March 25, 2017. Go to www.FlyingTigersHistoricalOrganization.com for more information or to donate for preserving this important piece of WWII history.
- **Welcome New PMLAA Members:** Mike Brown and Linda Lund-Brown of Sonora as well as Steve Nash and Jodi Blum of Los Gatos.
- **2017 Membership:** 159 member families have already renewed (84%). Thank you and welcome back, 2017 is off to a great start! We sent an email out to remind those that have not paid their \$20 family membership for 2017 and will mail a reminder at the end of the month to the last few stragglers.
- **TCAA Meeting:** The February 13th TCAA (Tuolumne County Airport Advisory) committee meeting was cancelled. There were no new policy issues to review. The next meeting is scheduled for Monday, March 13th at 10:30am in either Columbia or Sonora, to be announced. Anyone is welcome to attend. Contact Ed Gregory or Steve Martin if you have any questions.

PMLAA Board Meeting Highlights – by Susie Williams

The 2017 PMLAA board has already met twice and is hard at work planning several great events for the year. Our format and vision for the organization is largely the same from previous years, but with a few twists. We are discussing having a community volunteer project; the recent Member Survey told us we have plenty of people who are eager to volunteer for one. President Bonnie Ritchey and team are actively lining up our speaker list for our monthly meetings, and if our February speaker is any indication, we're going to have a fantastic lineup this year.

Here are some topics we have been discussing at the board meetings:

- We will be featuring new members in the newsletter
- We secured a listing in the Groveland Area Involved Neighbors (GAINS) Directory
- Though Airport Day is months away (in October), we have already started some planning activities for the event including securing hangar space and an alternate volunteer lead
- We are finalizing the details of the Scholarship Fund rules and will be publicizing it
- We will form a committee to select and work on the community project
- We have approved our 2017 budget and have worked with the IRS to file our taxes
- Our webmaster is planning on re-architecting the website
- We sent out a five-question survey to the membership-details to follow
- With the retirement of longtime volunteers Duane and Jane, we will have rotating teams of volunteer bartenders at each meeting
- We will request the airport manager work with the FAA to get our night IFR approaches certified

E45 Work in Progress – by Ed Gregory

As your representatives on the Tuolumne County Airport Advisory Committee, Steve Martin and I work to keep E45 items of concern on the table. Please feel free to bring items of concern directly to Benny Stuth, Airports Manager. If you also keep Steve and I informed, we will help to track them to resolution.

Current outstanding include: reported missing sign, deer fence, 9er runway end lights, safety signage, pilot's lounge, GPS approach, and RTTF (residential-thru-the-fence).

Missing 'Active Runway' Sign. According to Benny, "The missing sign was not actually missing. Someone had broken the sign off the mounts. We replaced it, only to have the sign run over again, this time with much more damage than previously. We had another one made and it has been reinstalled."

Deer Fence and 9er runway end lights. Continuous storm activity has kept both deer fence and 9er runway end light repairs on hold. Both will commence once we get a reasonable break in the storms.

Safety signage. Airport signage must meet FAA standards as well as be approved by the County. Per Benny, "We are creating new signs referencing Tuolumne County Ordinance Code to direct (and prohibit) traffic accordingly. I am working with County Counsel to clarify code versus policy matters. The plan is to set up internally, and legally, what we can do, place the new signage, and then have the Sheriff spend some time at the airport enforcing the provisions."

E45 Work in Progress (continued)

Pilot's lounge. Our local EAA Chapter 1337 has been coordinating with Benny on upgrades and improvements. In 2016, the EAA Chapter painted the building exterior. The county is in process of developing a plan for interior improvements that meet ADA requirement for the building. Once the interior improvements are complete the local EAA chapter is considering "adopting" the building for regular oversight and care.

No current update on GPS approach or RTTF. GPS approach issue is trees on private property (maybe the bark beetles have been eating the wrong trees!).

Area Aviation Events

February	18 – E45 Airport Display Day , weather permitting <i>20 – President's Day</i>
March	2-4 – AOPA Women in Aviation Conference, Orlando, FL 4 – PMLAA Meeting at 6:00 – speaker: Mike Lella 11 – Vicky Benzing @ NAF El Centro Airshow, El Centro Naval Air Station <i>12 – Daylight Savings Time Begins</i> <i>17 – St. Patrick's Day</i> 17-18 – Patriots Jet Team @ Yuma Airshow, Yuma, AZ 18 – E45 Airport Display Day , weather permitting 25-26 – Vicky Benzing @ LA County Air Show, Lancaster
April	1 – Vicky Benzing @ Riverside Airshow, Riverside 1 - PMLAA Meeting at 6:00 – speaker: Dave Allen, KCRA 4-9 - Sun 'n Fun Fly-In, Lakeland, FL <i>10-18 - Passover</i> 15 – E45 Airport Display Day <i>16 – Easter Sunday</i> 22- Young Eagles Rally at Columbia Airport O22 from 9:00-noon 28-30 – AOPA Fly-in Camarillo Airport CMA

2017 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
March 4th	Pino Lella-Underground Rescuer & Spy	6pm – McGowan's Hangar
April 1	Dave Allen, KCRA Helicopter Pilot	6pm – McGowan's Hangar
May 6	Rex Pemberton, Wingsuit Pilot	6pm – McGowan's Hangar

BOARD OF OFFICERS & COMMITTEE CHAIRS – 2017

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VP, Airport Affairs, Steve deRodeff 962-5997
VP, Social Affairs, Danielle Coelho 962-7207
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Property, Ed Peters 962-6267
Multimedia, Phil Hickerson 962-6714
Membrshp/Rostr, Karen Appleby 962-4549
Airports Manager, Benedict Stuth 533-5685
Display Day Coord., Ken Helling 962-7597
Safety, various contributors
Newsletter, Nikki Grimes 666-0141
Webmaster, Jeremy Zawodny 408-685-5936

McGowan's hangar is on the north taxiway about half way between the intersection crossing the runway and runway 9.

