



Volume 36: Issue 2
February 2021
A Publication of the
Pine Mountain Lake
Aviation Association

Pine Mountain Lake Aviation

Next Meeting:

~~Saturday March 06, 2021~~

Time: n/a

Place: n/a

Hope and Ideas for 2021

Hello everyone, we at the Board are working on several aviation social events for this year. Our target is having safe, social distancing events at least every other month.

We are considering several flying events. There are a few non-flying event ideas as well. Many ideas are coming together!

We are also looking at ways to safely restart the monthly 50/50 raffle.

Please, stay tuned! Updates are coming by emails.

Stay safe.

Laura Stengel, VP Social Affairs

Kurt Howerton, VP Airport Affairs



President's Message:

Hello and Happy February PMLAA !

I love watching the snow fall. Our last snow storm was so beautiful. This photo is compliments of our neighbor here at E45, Frank Leung.



Wind T and Wind Sock at E45

photo courtesy of Frank Leung

With the COVID-19 vaccine now being distributed, I'm hoping we can soon get back to our regular aviation events. Until then the rest of the board and I have been brainstorming on ways to keep us all connected. I'm happy to say we have come up with some good ideas. Keep an eye out for an email blast to all members about our upcoming, virtual 50/50 raffle!

Happy Landings,
Danielle Coelho
PMLAA, President

EAA Flight Deck: 2021 Takes to the Sky

By Ed Gregory

We are heading into March and a year of lock down. It's been a little boring and I don't see us restating EAA meetings and Young Eagle Rallies without guidance, country restrictions lifted, and vaccinations. That being said, news for 2021 is exciting and promising from EAA National. Aviation events back on our calendars. Hooray!



Oshkosh AirVenture is scheduled for July 26th through August 1st. All of the eye-popping show-plane areas will be there: homebuilt, vintage, aerobatic, warbirds, ultralights, rotocraft, and seaplanes. The AirVenture workshops and forums will share in-depth information. Evening programs include a concert and movies. There will be daily airshow activities along with commercial exhibits and displays. The Museum is ready to welcome visitors as well. Early bird tickets with discounts are available until June 15th at <https://www.eaa.org/airventure/aaa-airventure-tickets>.

The EAA B-17 will begin touring the county on March 19th in Lawrenceville, GA with later stops in FL. The B-25 will join the B-17 on tour in Iowa then on to Kansas for an event including the B-29. All three superstars will proceed to St. Louis, Missouri for a tour stop before splitting up and heading to their own tour stops before AirVenture in Oshkosh at the end of July.

The Ford TriMotor will begin touring in May. First stops are scheduled for Illinois, Indiana, and Tennessee. Janet and I have been active volunteers in this program and look forward to getting back on the road with the Ford TriMotor which will show us the best procedures for sanitizing airplanes flying Young Eagles in a COVID safe manner.

All EAA National events will be done within COVID guidelines to ensure the health and safety of everyone involved. It is -11 degrees F in Oshkosh as I write this note, so be happy that we are in California and fly at E45.

Look forward to seeing all of you. Stay healthy. Stay safe.

PMLAA Newsletter ... Looking for writers

The PMLAA Newsletter is looking for more writers/contributors. We want more writers with articles about pilots, airplanes, airspace, your own aviation stories and anything aviation related. Contributions can be monthly, when the inspiration arises, or rotating monthly contributions with others.

We are looking for a new contributor to prepare the Aviation Calendar and Radio Rumors.

Send a note to newsletter@pmlaa.org if you would like to be involved with this.

SAFETY CORNER

GOOD LANDINGS DON'T JUST HAPPEN!

-- Mike Gustafson, CFII

They say all take-offs are optional but landings are required! However, this little homily does not say anything about how good the landing should be.

How many times have you had your landing all “wired” only to end up being the most surprised person on board when the “arrival” occurs? “Arrival” is defined as an abrupt interface between sky and ground where no major parts fall off.

So you taxi in making all the normal excuses, the sun got in my eyes, there was a pregnant elephant on the runway, etc. while deep down wondering, how did that happen? The answer lies not in the last six inches of your approach but 20 miles out when you started your descent. Simply put, *all good landings begin with a stabilized approach* and the approach begins way out, long before you have the airport in sight. Start down far enough out so you can avoid shock cooling the engine and take advantage of either the reduced fuel burn or higher speed, depending on your type of plane.



Your altitude and speed need to be under control as you enter on the 45.

You should be at pattern altitude on the 45 and looking for other traffic. The worst thing you can do is be turning down wind and descending at the same time. In that configuration you are blind to the down wind traffic and anyone under you.

Down wind abeam the numbers or landing spot is our “key” point; this is where we drop first 10 degrees of flaps, make the first power reduction in the landing configuration and start a slow descent, while checking that your landing gear is down. In most aircraft the first 10 to 15 degrees of flap provide more low speed lift than drag.

Stabilized does not necessarily mean slow, it means under control without a lot of altitude or speed variations. So what is the right speed at this point? I maintain that we should be between 1.3 and 1.4 times VSO. Remember, VSO is the stall speed in the landing configuration. If the winds are gusty then add ½ the gust factor to your VSO approach speed.

When the landing spot is half way between the trailing edge of your wing and the horizontal stabilizer, start your base turn. Roll out of the base turn, make your next power reduction, and add another 10 degrees of flap. Now you want to be closer to 1.3 VSO for airspeed.

Start your turn to final soon enough so you don't over- shoot, and whatever you do, if you do overshoot, don't use the rudder to try and get aligned with the runway beyond keeping the ball in the center for the turn. Last few degrees of flaps and power as required to stay on glide path. My primary instructor taught me to think of the throttle as a one-way-control in the landing phase. That is, if you plan it right, you should never have to add power to get to the runway. He taught that from anywhere in the pattern you should be able to glide to the runway if you lose power.

SAFETY CORNER (CONTINUED)

On final the VASI is the key to determining glide path. The VASI provides terrain clearance +/- 10 degrees of the centerline of the runway within 4 NM of the runway. The slope is usually set to 3 degrees. Remember the little joke about the VASI? White over white, you are out of sight, red over white, airmen's delight, and red over red, you're dead! So keep it red over white and you are on a 3-degree glide path.

Assuming you are now on short final, no more flap changes, power is about off; we are 1.3 VSO, just waiting for the runway to arrive. When we are one wing's length height over the runway, we glide into ground effect and will tend to float a bit. The key here is to just wait it out, *don't try to force the plane down* or start horsing with the controls. Be patient, make only small changes to the yoke to hold the nose off, a little at a time. Most of us pull back too much so the extra energy we pick up in ground effect causes a short balloon, then we lower the nose, and there we go, up and down until the plane gets tired of all this nonsense and just quits flying.

Any kind of serious crosswind will require either a side-slip or a crab-and-kick-out method of landing. We are familiar with the side-slip, but the crab-and-kick-out might be new. The heavy iron folks use the crab method because they can't slip those big airliners so close to the ground. They leave the plane in a crab and at the last instant use the rudder to straighten it out and land on the up wind trucks. Kind of fun, try it some time.

If you hit the nose wheel first, you are in a PIO or Pilot Induced Oscillation, and the *only sure cure is to add full power and go around*. It is almost guaranteed that on the third bounce of a PIO you will hit the prop, and nothing good comes of that!

So everything has gone as planned and you are on the mains waiting for the nose wheel to come down. There are two theories on what to do with the nose wheel: let it come down when the airspeed bleeds off to the point where the elevator can no longer hold it up (my view) or fly the nose gear on while you have control. In crosswinds the sooner you get the nose wheel down the better for overall control.

If you are lucky enough to be flying a tail dragger, then the part about the nose wheel does not apply! In that case hold the plane in a three-point attitude just above the runway and full stall it onto all three tires. In some tail draggers it is easier to land on the two mains and then fly the tail onto the runway.

Let the plane roll out and slow down, light braking, and no grabbing at flap handles until off the runway. Then stop and identify the switch before activating. And, of course, you were reporting on the radio while in the pattern, right?

Happy flying and watch out for the deer!

My First Vietnam Mission (with Norm Peebles)

By Doug Gandy CW5

Oklahoma National Guard Retired



Photo: Doug kneeling in sunglasses, Norm is kneeling to his right.

It was 1969. I was a brand new 19-year-old helicopter slick pilot assigned to A-troop 7/1st Cav in the Mekong Delta outside a village called Vinh Long. I had been in country about a week and did not know my ass from a hole in the ground. We were in a staging area when the flight lead came up to tell Norm (Norm Peebles is PIC – a tall good-looking guy with a no-nonsense attitude), “Go down about 10 Clicks south of Soc Trang and pick up a lerp (LRRP long range reconnaissance patrol) team. Take the nugget with you.” (Nugget – new guy – me)

Norm looked at me and it is clear I am going to be dead weight, so he says, “Just sit in the right seat. Don’t touch anything and only talk if you see little red things coming up at us from your side of the aircraft.”

Before I knew it, we were in the air going to pick up this, unknown to me “lerp” team.

There were a lot of things I did not know. How are we going to find it, what is it, and what if we could not? I began to realize for the first time, but not the last, that my life was dependent on the ability and skill of someone else. Combat has a way of driving this fact home. This is the reason veterans hold a lifelong bond with each other.

So, as we approached the general area Norm tuned the FM radio to a frequency and said, “Red Team, you copy?” The next thing I heard scared the s*** out of me. Over the radio came the reply, “Red team reads 5 by 5. You are approaching from our North.” What he said did not scare me – what scared the s*** out of me was the fact he was whispering. Norm said, “Pop smoke”, and in less than a minute I saw smoke in a clearing about four miles ahead of us. On short final I could see the remains of smoke begin to swirl and trees and grass blowing around – but, no LRRP team – nobody. Just as the skids touch the

ground, four guys, from I don't know where, were climbing in the UH-1 and the crew chief was yelling, "We're up. – Go Go Go."

Flying back to the staging area I looked back over my shoulder. They are not sitting in the web seats with seat belts buckled. All I could see was a mass of bodies lying on the floor of the helicopter. They were all in one big pile and sound asleep.

When we returned to the staging area, for the first time Norm looked at me and gave me something to do. As he climbed out, he said, "Let it idle for two minutes and then shut it down." As I unassed the helicopter, I could see one of the LRRP guys coming straight toward me. He is big – He is very big – He is black and muddy – and bloody; a Big, Black, Muddy, Bloody, LRRP soldier coming straight toward me. And by the look on his face, I knew he was focused on me and whatever was about to happen was out of my control.

When he was in front of me, he grabbed my head like it was a basketball and he gave me a kiss – right on the mouth, a wet muddy, bloody kiss. I have never been kissed like that before or since.

It was about this time when I began to realize Vietnam was going to be the adventure of my life.

I was not wrong.

Reprinted with Doug Gandy and Norm Peeble's permission. Originally published in The VHPA Aviator (Vietnam Helicopter Pilots Association).

Get to Know Groveland: Pine Mountain Lake Development and Evolution

– Virginia Richmond

How did PML happen? Pine Mountain Lake was developed in 1969 by the land development division of Boise Cascade forest products company. They also built sister developments at Lake of the Pines in Auburn and Lake Wildwood in Penn Valley.



Boise Cascade purchased seven local ranches including the Ferretti's and the 1400 acre Dunn Ranch whose barn (dating from 1886) became our Lake Lodge. The original concept was for a vacation area with small, typically 1200 square foot, A-frame houses. At that time, full-time residents and large houses were not anticipated. As a result, our infrastructure is often strained under the pressure of today's large homes and a full-time population.

Originally, the "country club" was to be located lake front on current Rock Canyon Way. The developers soon realized they could make more money by selling that space for house lots and moved plans for the Club to its present location.

Early on the developers graded a dirt strip airport and advertised to pilots. Boise sales reps also flew prospective buyers in from the Bay Area. Fifty houses were built that first year. Building all the PML amenities, not to mention roads, a lake and a dam, was a huge project. Boise used the Groveland Hotel as their project headquarters and the current Yosemite Bank as their sales office. Some current statistics:

- PML encompasses 3368 acres
- PML currently has 3359 properties, of which 2855 have houses or hangars (including 67 condos) and 504 are empty lots.
- As originally built there were 4239 lots. Almost 900 have been merged (increasing our dues as the denominator is reduced).
- We have 52 miles of roads to maintain
- In addition to the lake, tennis and pickle ball courts, equestrian center, golf course, pool, campground, and archery and shooting ranges, we have five miles of hiking trails.
- The lake area is 202 acres with six miles of shoreline, almost all built out. The lake is 100 feet deep at its deepest and averages 38 feet deep. The lake is primarily fed by rain and snow run off from the Big Creek watershed. Trout are “planted” in the lake each year.

Key to designing the development was creating the lake from a small creek that ran through the area. The dam was completed in November 1969 and first started spilling water the following spring. Our dam is tested by the State every year.



Boise turned the management of PML over to our homeowners’ association in 1974 and our population has been increasing ever since. Today our population is much larger than Groveland’s. Bert Pike was the first general manager; his office was in the current Country Club/Grill. Early board meetings were held at the Groveland Community Hall. Today they’re on Zoom!

Interestingly, 68% of current members list a primary address outside the area, while 32% appear to be full-time residents, so a significant majority of our members are part-time, vacationers, or real estate investors. Today PML employs about 95 people; the largest departments are maintenance and the restaurant/bar. An additional 20 or so people are hired in the summer, mostly for jobs at the lake, marina and pool. The labor pool here is limited, and hiring is always a challenge.

As we approach 52 years of existence, PML continues to provide members with a great place to live, visit, and invest.

2021 Meeting Calendar

<u>Date</u>	<u>Program</u>	<u>Time & Location</u>
March 2021	TBD	
April 2021	TBD	
May 2021	TBD	

LIFE IN THE REALLY FAST LANE!

By Leo Mora

Once I heard that British Airways and Air France were going to ground the Concorde and were offering 1000 tickets at half-price, I really HAD to sign up for the program. Even at 50% off, the tickets were pricey but what the heck. Flew over on a 747-400 subsonic and had a week's holiday in London before flying back supersonic (they really talk like that). We've always loved London so the week there was just icing on the cake.

Arrival at London's Heathrow for our flight on the Concorde was normal like any other departure. That's the last time we were treated "normally" until deplaning in New York. Directed to The Concorde Lounge, our big adventure began. After showing our boarding passes and entering the frosted double-doors, we walked into the netherworld of the Rich and Famous. At the check-in desk inside of the lounge we again had to show our boarding passes (guess they didn't trust the agent on the other side of the door!). Took our boarding passes and gave us new ones. Actually, they were exactly the same just in black print instead of blue. Guess it leads to a new meaning of "in the black."

The Concorde Lounge was nice but not really much different than a lot of other airport lounges. OK, maybe the Champagne (really good Champagne) flowed more freely and they had caviar instead of Goldfish and leather recliners for everyone but it looked an awful like a lot of other lounges I've been kicked out of.

Approximately an hour and ten minutes from departure time, the Concorde appeared as they tugged our chariot (and a spare in case the primary broke) to the gate area. Of course, all of us first-time Concorde flyers started taking pictures of the plane and group photos along the glass wall with the plane in the background. The really wealthy had their butlers take the pictures for them.

Approximately 45 minutes before departure, Captain Ron came to the lounge and introduced himself over the PA giving us the necessary flight and weather stats (speed, altitude, time enroute, ride conditions and New York area weather, etc.). He thanked us for flying BA and said he would talk to us again on board. Boarding gate was the Lounge itself so we weren't exposed to the 'little' people on the other side of the double-doors (wonder if we were now hermetically sealed in the lounge).

Initial impressions of the Concorde: a small DC-9. Aisle was a bit wider but seats were a bit narrower than the -9's first class one's. Cabin ceiling and overhead bins definitely lower and smaller than the -9. Legroom was adequate but not overly spacious. The seats didn't recline but pivoted much like a rocking chair. Sapphire blue leather for our bums.

Captain Ron came on the PA during pushback and thanked us again for flying Concorde. Informed us his crew was going through the engine start up while he talked to us about the differences between the Concorde and all those subsonic planes we'd been relegated to flying before today. Apologized to the 'regulars' explaining he had a bunch of first-timers on board. Takeoff accel would be much faster and louder due to the afterburners (oh, excuse me, the 'reheaters'). He wanted to emphasize that the deck angle and AB cutout would be significant and to not be alarmed at either. Flying a symmetric wing and an aircraft with AB's before, I tried to quickly explain to Nancy what that really meant.

Sure enough, AB light off resulted in an increased noise level and the takeoff roll was impressive. Seemed about less than half of the usual ground roll. Of course, taking off a 747 that weighs 800,000 pounds uses up the entire runway. Pitch WAS significant! About 24 degrees nose-up. After gear and flap retraction, pitch was about 12 degrees during the initial climb. To put some perspectives on that, that's just shy of the pitch I usually rotate to on a 747 on takeoff. AB cutout seemed just a little less noticeable than a fighter or the same as a 727 going to quiet EPR with aggressive throttle control but the noise decreased significantly. Climbed initially to 7000' (probably for traffic arriving at Gatwick).

Turning over the Channel, accelerated to Mach 0.93 and climbed to 22,000' with level pitch attitude at around 8 degrees nose up or the normal climb attitude of the 747. Once we were cleared supersonic from London Control, Captain Ron reminded us once again about the 'reheaters' and asked us to sit back and relax.

Here we goooo!

With AB's lit, we started a constant accel climb. NOTICEABLE accel at this point. Nancy's first experience going faster than the speed of sound occurred at 27,000' and 550 knots. As I said, the accel was impressive so really didn't notice any mach buffet. Looked to see if her lips were G'ing off. Not really but did notice wrinkles were disappearing. Passing 35,000', speed was M1.27 and 720 MPH. Continued the accel profile to AB cutout at 42,000', speed was M1.71 and 1040 MPH. Looked at Nancy, lips still attached but looked 10 years younger.

Pottie break. An observation. Why is it that the Brits can make a plane that flies faster than twice the speed of sound but can't offer warm water? Hot on the left side of the stream AND cold on the right but not warm in the middle. If any of you have been over there, you know what I mean. How do they keep it separate coming out of the same faucet? I know the HOW but more importantly, WHY?

Getting ready for dinner, the usual noshies offered. Tray table is the same size as a DC-9. Come to think of it, sound level is the same as a DC-9. Realize I'm flying on the sexiest, fastest DC-9 that costs a LOT of money to fly! Wonder if I get double airline points on this leg since we're in the air for only half the time?

Ordered champagne after takeoff (very good) but the caviar wasn't even Russian. Never liked anchovies so caviar has never impressed me. Food was excellent but F/A Miles informed Nancy that he had burnt the Veal and asked if she would be so kind to pick something else. Thought about asking for our money back but I don't think he would have gotten the joke. Was already upset about the Veal (think how the veal must have felt).

Some time during dinner, started picking up light chop at 44,500', M1.83 and 1140 MPH. Looked to be about 8,000' above a solid undercast so was kind of surprised about the chop. Windows are probably 3.5" X 6" which is OK as all waves or clouds look the same at M0.85 on the 747 or 1.83 on the Concorde.

Awaiting dessert, there it is: 53,000', M2.00, 1260 MPH (OAT -60c). Now everyone starts getting up to take pictures around the Mach meter.

After dessert, light turbulence again at 54,500', 1270 MPH, M2.00. That's the highest and fastest we get to on this flight. Would have liked to see M2.01 but I guess the temperature didn't cooperate today. Pictures are being snapped all around including the rich people. We imagine what it would have been

like to have been on, say, the Hindenberg. Wealth all around but everyone still impressed with the idea of flight. A smile comes over me as I realize that even with the wealthy, and all they have, the idea of flight still brings amazement to these people and I get to do it for a living!

Duty-free and then the customs form. Can't ever get around the bureaucrats.

Captain Ron's back on the PA. We're about to commence our descent. Updates our arrival weather and ETA. Thanks us once again for flying BA. Says it's been a true honor to be given the reins of this beauty and will be retiring at the same time they retire the Concorde. Wonder if he just can't bring himself to fly subsonic again. Says he hopes we've all enjoyed the ride and excellent service. Bids us a fond farewell and invites everyone to the cockpit upon landing.

Surprised we stayed supersonic as long as we did in the descent. Subsonic again about 40 minutes prior to landing and around 27,000'. Have had light chop in the descent so really couldn't see if there was any mach buffet during decel. Pressurization was VERY nice. First time I had to valsalva was 16,000' (with a TOD of 54,500'!!!). Even I couldn't do that on the 727, DC-10 or 747 on my best day running the pressurization in Manual.

After landing, we visit the cockpit. Just like every other front office I've been in. Steam gages (round dials) rather than glass but still the fastest, sexiest thing out there. The Copilot says he'll miss her (no kidding) and will upgrade to the left seat of a 747 once they ground them all. Imagine that. Can be a whale captain but stays a copilot just to fly the Concorde. No doubt, I'd do the same.

Oh well, definitely an E-ticket ride! Unfortunately, the park's closing and it's time to go. I've soloed in a Cessna 150, become an Air Force and airline pilot. Nailed a landing at max landing gross weight in the 747 so smooth even I didn't know we were on the ground (had to ask the tower to be sure). But the thing is I still can't believe I've been lucky enough to have flown in a dirigible and the Concorde in one lifetime. Which one was more impressive? Don't know. Both were unique and amazing in their own right. How can I compare the fastest airliner to a ship as light as a kid's balloon? Easy, they both fly. That's good enough for me.

As we deplane, I glance over my shoulder and have the same thought I always have after a flight, whether as a passenger or pilot. I just FLEW in that airplane. And a big smile grows on my face. No wonder Nancy asks if I'll ever grow up. I hope not.

Radio Rumors “Say Again”

- **Airplane jack for sale**
 - Electric chain hoist AeroLift with 2500 lb capacity.
 - The manufacturer (armaerospace.com) says new units are \$20,000, this used one is probably worth \$8,000 - \$10,000. The owner will sell it for best offer.
 - Contact Brandon Tillman if interested at 916-267-7786. The owner is cousin of PMLAA member Steve Martin.
 - The hoist is in a barn in North Fork, CA. Buyer will need to disassemble it and haul it.
- **Celebrating a few famous firsts in aviation for Black History Month**
 - Eugene Jacques Bullard from Georgia was the first African American military combat pilot earned his license in 1917 and flew more than 20 combat missions.
 - Bessie Coleman was the first Black American woman to earn her pilot’s license. It was 1921, she got training in France and returned to the US to become an airshow pilot.
 - The Tuskegee Airmen, led by C. Alfred Anderson, known as the "Father of Black Aviation," were the first Black military pilots in the U.S. Armed Forces.
 - **Major General James T. Whitehead** (born 1934) is the first African American to fly the USAF U-2. General JT Whitehead has been to PML many times, attended PMLAA meetings, and is Chairman of the Flying Tigers Historical Organization, of which Larry Jobe is President.
 - Colonel Merryl Tengesdal (born 1971) is the first and only African American woman to fly the US Air Force's U-2 spy plane, used for high-altitude reconnaissance missions.
- **Why don’t airplanes have gas pedals like cars?**
 - There is no “accelerator” in an airplane, but each engine has hand-operated throttle and mixture levers mounted on the instrument panel or center console.
 - Throttle controls the amount of fuel. Mixture controls the amount of fuel added to the intake airflow. At higher altitudes, Mixture allows for “leaning” as the air pressure (and oxygen level) declines, so fuel volume can be reduced for optimal performance.
 - Hand-operation allows for the throttle to moved “energetically” or “set” when quick change to power setting is required, as in taxi and for take-off, or when a power setting is established (think cruise control) for climb or cruise.
 - Hand-operation keeps feet free to control rudder pedals to control aircraft movement in flight on the vertical axis, “yaw”, or “steering” on the ground when taxiing.

2021 Aviation Revival Calendar

FEBRUARY	<p><i>14 – Valentine’s Day</i></p> <p>14 – Dennis Smith first solo, Piper J3 Cub at RAD, Rapid City, SD (1955)</p> <p>15 – Ken Orloff first solo, Cessna 172 at POC, Brackett Field, CA (1965)</p>
MARCH	<p>6 - PMLAA Meeting – Stay tuned ...</p> <p>6-7 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</p> <p>10 – Ed Gregory first solo, T-41 at Reese AFB, TX (1967) USAF</p> <p>27 – Jim Goodrich first solo, Schweizer sailplane at 46CN, Llano, CA (1970)</p>
APRIL	<p>3 - PMLAA Meeting – Stay tuned ...</p> <p>3-4 – E45 Airport Display Day, 8:00-4:00, sign off at 12:00</p> <p>10 – Norm Peebles first solo, Hiller OH-23D Raven Helicopter at MWL, Mineral Wells, TX (1968) US Army</p> <p>25 – Bill Thomas first solo, T-34 Mentor at NPA, Pensacola, FL (1967) US Navy</p>

**** E45 Airport Display Day: Until the Shelter-in-Place order is lifted, display your aircraft on your own ramp. The “powers that be” will go around the airport and take note. Once the SIP is lifted, the individual airplane owner’s paperwork will be done.**

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