



Volume 19, Issue 3, March 2004
A Monthly Publication of the Pine Mountain Lake Aviation Association

Piloting the SR-71 and Other Adventures Major Brian Shul

Commemorating the Centennial of Flight Year, this book celebrates the most remarkable aircraft of the first 100 years of flight, the SR-71. Illustrated with rare photos from the author's private collection, this book is the definitive non-technical essay on what it was like to fly the world's fastest plane. Each numbered edition comes complete with presentation box, a patch and certificate. Limited to 3500 copies it is available by direct order at www.sleddriver.com, 1-888-777-8383 and through The Pine Mountain Lake Aviation Association.

Book excerpt:

...One moonless night, while flying a routine training mission over the Pacific, I wondered what the sky would look like from our altitude of 84,000 feet. With a window awash in glare from the cockpit lighting, I could see only a few bright stars. Holding a steady straight course for home, I slowly began to turn down the lighting, reducing the glare and revealing the night sky. Within seconds I quickly turned the lights back up, fearful that the jet would know and somehow punish me. She knew, she always knew. My desire to see the night sky overruled my caution though, and I quickly turned down all the lighting. To my amazement I saw a bright light out my window. I knew it couldn't be another aircraft, but was startled by its brightness. As my eyes adjusted to the outside view, I realized that we were in little danger of a mid-air, as the light I witnessed was the brilliant expanse of the Milky Way, its twinkling stars so densely planted across the sky as to resemble a neon light.

Where dark spaces in the sky had normally existed, there were now numerous clusters of sparkling stars. My senses were further jolted with the sight of numerous shooting stars, their laser-like flight paths crisscrossing the scene around me every few seconds. It was like fireworks displayed in silence. The sound of my own breathing had ceased, as if holding my breath would somehow prolong the spectacle, but I knew I must get my eyes back on the instruments, and reluctantly

brought my attention back into the cockpit. To my surprise, with cockpit lighting still off, I could clearly read every dial and gauge, now softly illuminated in the glow of the galaxy. In the mirrors I could see the ghostly look of my gold space suit incandescently bathed in starlight. I stole one last glance out the window as I felt now that the jet would allow it. At that moment, our great speed seemed less than insignificant as we seemed to stand still before the heavens, humbled in the radiance of a much greater power, and I felt a part of something far more profound than anything we were doing in the plane.

The sharp sound of Walt's voice crackled inside my helmet and quickly brought me back to the tasks at hand. As I turned up the lights and began our descent, I knew I would remember forever the celestial view the jet had shared with me that night.

Keith Zenobia



Conni's Comments

The February PMLAA meeting at the Buchner hangar was a huge success. We had over 140 persons in attendance. Our speaker, Robert Goebel was superb and we enjoyed meeting his charming wife as well.

I thought the appetizers and desserts instead of a potluck went well. There was plenty of food and I do not think that anyone went home hungry. This next month we are going to try something a little different. **SOUPS, SALADS, BREAD, OR DESSERTS.** Bring a crock-pot full of your favorite soup or bring a salad, bread or dessert. (Those of you who are going to bring soup please let me know so I can arrange to keep it hot).

The March meeting will be held **Saturday, March 6th at 6:00 pm** in the **Buchner's hangar**, with Brian Shul "Sled Driver" the speaker. Should be very interesting also.

I will tell you more about the June meeting at Kent and Sandy Blankenburg's with Sikorsky next month, but I will say it is going to be a lot of fun.

On another note, anyone who is interested in going to Sun & Fun in April (13-19) or on an Alaska cruise for 7 days in August give me a call, 962 5750.



MIST

*Early morning mist
Drapes shining ribbons,
Translucent scarves,
Across mountain flanks.
Below, in shadowed canyon
The river pushes seaward
As sudden sunlight
Melts away the mist.*

-Mary Kelly

President's Corner

In the last few weeks we had a plethora of new opportunities come before the board. Keith continues to land great speakers. Guy has secured several seminars and has a bunch more on the hook. Connie and company have more ideas to make our meetings even more fun.

Speakers

We have three blockbuster presenters heading our way, in addition to Brian Shul this month. In May we have Captain Leon "Woody" Speers, an original Tuskegee Airman. If you are not aware of this important chapter of aviation history check out the link on the PMLAA website. Getting to hear accounts like this first hand is truly a privilege that you won't want to miss. In June Segor Sikorsky will speak of his recollections of his father and aviation legend Igor Sikorsky. Then in September we are looking forward to the pilot of the first civilian space craft *SpaceShipOne* Peter Siebold. Stay tuned as the hits just keep coming.

Meetings

So far I have received positive feedback on the new meeting format. All of your contributions were very tasty and I think we had plenty to go around. Let us know what you think. We expect to keep trying new things as we go. For the March meeting we will try a soup, salad and dessert theme. The format for April and May are yet to be determined. The meeting in June is expected to be our annual summer festival. Those of you who attended last year's event remember what a great time we all had. Kent and Sandy have graciously offered to host the event at their museum. Sandy and Conni will need a lot of help with this extravaganza so sign up and join in the fun. Look for details in upcoming newsletters but expect lots of fun activities and cool airplanes, capped off with a presentation by Sergei Sikorsky!

Seminars

Under the philosophy that a good pilot never stops learning, Guy Russell has arranged several exciting seminars for us in the next few months. Our first Seminar "Certification of Aircraft and Airman for the Operation of Light-Sport Aircraft" will be on May 8th. Next on the schedule is "Mountain Flying in the Sierra Nevada Mountains" to be held on June 26th. Guy has is working on the schedule of 3 additional seminars to be announced soon.

I feel that it is important that all of us are involved in the decision making process of our community. We have several opportunities this month. First, at 1:30 on the 28th at the community center there will be a meeting to discuss the deer problem at PML in general and Q68 in specific. Secondly, remember to vote Tuesday, March 2.

And for those of you that read last month's column...yes that is my airplane finally back at its tie down. It mostly works with only a handful of little bugs to chase out of the avionics bay. However, I now can't fly without a safety pilot so I can be punching buttons while somebody else looks out the window.

See you Saturday



Meet Our New PMLAA Members

— Virginia Richmond, Profile Editor

Barbara and Bob Haiges

962-5653

barb@sonnet.com

Barbara and Bob are one of those PML couples who are so busy with retirement, they wonder how they ever had time to work! They bought their Pleasant View golf course home in 1984 and moved here full-time from San Jose in 1997.

Bob discovered PML when playing in the Mother Lode golf tournament with friends. He and Barbara are both avid golfers. Between them, they also belong to Residents Club, Ladies Club and Garden Club, and play cards with several informal card groups.



Both Barb and Bob spent most of their careers with General Electric Nuclear in San Jose. Barb was a secretary there for over 20 years; Bob was a draftsman and design checker. He was transferred to GE Jet Engines in Cincinnati for four years and loved working in the aviation field. After 26 years at GE, Bob went on to a second career for ten years at Lockheed Missiles and Space.

Bob has been an aviation fan all his life. He is a big fan of the Reno Air Races, builds model planes and has a house full of airplane memorabilia.

His favorite planes are the P-51 and the P-38 Lightning. Bob also collects aviation art and has many wonderful autographed photos of famous pilots.

Barb has a son in San Jose and a daughter in Seattle. When not playing golf or their many other activities, Bob works at the PML Marine in the summer handling security on the beach and at the Marina gate. We are pleased Bob and Barb found time in their busy schedules to join PMLAA.

Jamie Mullin and Kas Osterbuhr

962-1843

kas1903@yahoo.com

Jamie and Kas moved to PML just a few months ago. They were living in Watsonville and working at Aircrafters Custom Building. Aircrafters provides builder assistance on custom planes such as Glasair, GlaStar, Europa, RV, Lancair and Rotorway. Jamie was the office manager and Kas worked with owners building their planes. One of those owners was our own Ken Orloff, working on his new Lancair 4P. So now, Kas is working for Ken – both in his aircraft accident analysis consulting practice and on finishing the Lancair.

Kas has a degree in metallurgy from Colorado School of Mines and is now working on his A&P. The first plane he built was a Rans S-12. He is also an instructor for both single and multi-engine ratings and hopes to buy his own plane soon.

Jamie met Kas in Colorado three years ago when she was studying to be a veterinary technician. He took her for a ride in a Decathlon and she was hooked – on him and on flying!



Jamie has five cats, does scrapbooking, collects Cabbage Patch Kids and is writing a book for collectors. They also are very interested in rock climbing and look forward to climbing in Yosemite this year.

Kas's latest hobby is a radio-controlled helicopter directed from a cockpit seat on the ground. It's called a Heli-chair and you can see him practicing at the airport on Saturdays.



Jamie and Kas are still very new to PML and are interested in meeting new people. We welcome them to the community and to the aviation club.

**PMLAA Keeps growing!
Tune in next month and
meet more new members**



Arresting Wire and Catapult Not Included

This former Navy Blue Angel jet, was number 131 off the line, it has 3793 TT Total Airframe hours. 2 Engines are GE F404-GE-400 with Zero time, and one spare parts engine. Bidding starts at \$2,000,000 on eBAY

Cessna: "Jones tower, Cessna 12345, student pilot, I am out of fuel."

Tower: "Roger Cessna 12345, reduce airspeed to best glide!! Do you have the airfield in sight?!?!?"

Cessna: "Uh...tower, I am on the south ramp; I just want to know where the fuel truck is."



Your tax dollars at work

Just for Fun



Local Girl Makes Papa Proud

"Stacey L. Purifoy, (Daughter of a very proud Paul Purifoy) a PMLAA member, has just completed her CFII at Quantum Helicopters in Dec. 2003. Stacey completed her Private Pilot, Commercial, Instrument, CFI, and CFII ratings in only 11 months!! WOW!! She now teaches a full 7 to 9 hour day with students of different levels and skills. (She says the most dangerous students are 500 to 1000 hour, 50 plus year old, "Fixed Wing" Pilots.) Sound like anybody you know???"

Direct from the Director

Dust, Debris & Dirty Deeds

— By Jim Thomas

I was out on the Pine Mountain Lake runway last week sweeping off some gravel that had been kicked on to the runway by an airplane that got a wheel off the edge of the asphalt. The airplane(s) that kicked the gravel up traveled for some distance so the length of runway I needed to sweep was several hundred feet long and it took about 45 minutes to do the job. Everyone knows that it doesn't take much brain power to operate a push broom so as I swept the gravel off the pavement I was thinking how little time it takes an airplane to kick up the gravel and how long it takes to clean up the mess. The plane probably took 10 to 20 seconds, the broom took 45 minutes. Making a bad landing happens to us all and I myself have had excursions off the pavement. Sweeping a runway at 7:30 AM watching the sunrise is actually a pleasant way to start a day at work.

Two weeks ago I was in my closed up hangar doing the annual on my Cub and a visiting airplane came down the taxiway and turned around right at my hangar. To make the turn the pilot added power to kick the tail around. As the prop blast swept across the front of my hangar streams of sand, dust and debris blew under my hangar doors and across the floor. I immediately went out and confronted the pilot who was very apologetic but stated that since my hangar doors were closed he didn't think it would be a problem. The time it took to blow the debris was less than 5 seconds, but it took a good 5 minutes to sweep up the mess. In this circumstance, the pilot didn't use much brain power while operating his aircraft. Everyone knows how effective a ½ horsepower leaf blower is at moving debris across our patios and driveways. Thus, pilots should know how damaging their 100 to 300 horsepower winged debris blower can be when pointing the wrong direction.

I am not alone in being on the receiving end of 3 bladed, Continental powered, high performance, complex debris blower. Several residents have complained to me about having their hangars or yards prop blasted by some non-attentive pilot. Not only is this very discourteous but it makes for a lot of work for the poor guy on the broom. Please pay attention to how you maneuver your airplane and try to keep the prop wash pointed down the taxiway and not at someone else's plane or property



Safety Corner

Foggy Daze

— By Mike Gustafson, CFII

The winter months bring the usual opportunity for rain, snow and high winds which depending on the severity, can present a challenge to completing a scheduled flight. Usually if you wait a few hours or maybe a day, the weather clears enough to complete the flight in a safe manner. Fog on the other hand can settle into the valleys and close down all flying for weeks on end. While there is little you can do about fog, being aware of how it forms provides the opportunity to plan your flight with an eye to a plan B if fog should form.

In my research for this article I discovered one common theme — fog is the most fickle weather phenomenon to predict. The best fog model was created by UPS as a result of flying their delivery airplanes into so many small airports all across the country.

First, what is Fog beside a real pain to deal with? In its simplest form fog is a low flying cloud and is made up of tiny water droplets floating in the air. These droplets begin forming where the air becomes saturated, and the water vapor in it begins condensing into liquid water droplets.

As pilots we know about the temperature dew point spread. This is the difference between the ambient temperature and the amount of water the air can hold in vapor at that temperature. This is called saturation. Air can hold more water vapor as the temperature increases, but as the temperature drops the air gives up water in the form of visible moisture. The general rule is that if the temperature dew point spread is within 5 degrees then you can expect fog. Another condition that helps create fog is clear days and calm winds which allow the earth to radiate heat out into the atmosphere which heats up. This type is called radiation fog. At PML we get what is called upslope fog, which is caused by rising air that cools and is blown up onto our plain. Just about anything that cools the air to its dew point can cause fog.

Remember, fog can form faster than you can fly. So if you look out across the valley and see the foothills and they are clear, but the sun goes down as you are flying, fog can form within seconds. The line of sunset travels at 700 Knots across the earth so while you may think you have it made, beware of falling temperatures if the dew point is high. There are accident reports where the pilot reported that as he turned onto final the airport slowly disappeared in fog before he could land. Visibility in fog can vary depending on your point of view. You can fly over an airport and have pretty good visibility looking straight down but as you roll out on final the runway will fade to white due to how much more fog you are trying to look through.

As a final note, AOPA reports 16% of small airplane weather related accidents were caused by fog. Carry lots of fuel and have an alternate airport in mind during these foggy days.

Fly safe.
(With credit to AOPA)

Classified and Announcements

This is a free service of *The PMLAA News*. Members are invited to submit ads for airport aviation-related or charity items and services they wish to buy or sell.

FOR SALE

Immaculate, award winning 1936 Luscombe Phantom

This beauty is the only Phantom flying today. Only twenty-two of these magnificent aircraft were ever built.

Visit www.WingsWheelsWatercraft.com for photos and details. Call Kent Blankenburg at 209-962-4499.

1959 C-150 Project: \$6,500.

Call Rich McGlashan at 209-962-7928.



CFII Provides Flight Instruction

Private, Instrument, Commercial, Flight Review, IPC & Mountain Checkout. Please call Linda Monahan at 209-962-5181

Airport Lot #43 on Hemlock

Taxiway lot complete with topographical map and plans for a unique barn-style residence with attached lower level hanger. Contact Franz Wolf (805)630-9936

Partners Wanted

To buy and share use of single engine plane at PML. Type and Ownership to be decided jointly
Please call Teri Pulvino (209)878-0526

Room for Rent in Bay Area

Do you live in PML but commute to work in the South Bay Area? Ken and Harriet Codeglia have a room and bath for rent in their Mountain View Townhouse. New paint, draperies and double bed.

Call Ken Codeglia at 408/447-4080.

Q68 PREMIUM TAXIWAY LOT FOR SALE BY OWNER



Pine Mountain Lake Airport, Unit 12, Lot 6. Clockwise from eastern boundary: 281' x 77' x 271' x 151,' Woodside Way on north, taxiway on west and south. Site-plan included with sale. \$295,000. Realtors with qualified buyers are welcome. For more photos and details, visit www.zenobia.com/airportlot.htm. Contact Keith Zenobia at 209-962-4014 or keith@zenobia.com.

WANTED

Need hangar space

To rent at Pine Mountain Lake Airport to build my Glasair.
Sean Brady: 209-962-0422.

Fighter aircraft pilot seat.

I'm starting a project to build an aircraft combat flight simulator and would like to locate a pilot's seat. Probably jet aircraft seat but haven't decided yet. Please contact me; I'm looking for ideas. Thanks. Ken Codeglia, 408-447-4080

Taxiway Lot wanted

We fell in love with Pine Mountain Lake and are looking for an empty taxiway-lot for later retirement. Give us a call or e-mail if you are thinking about selling your lot in the next 5 years, or know of someone who might. Contact Joe and Barbara. e-mail: Joe_Wuensche@hotmail.com, phone: 763-559-0179.

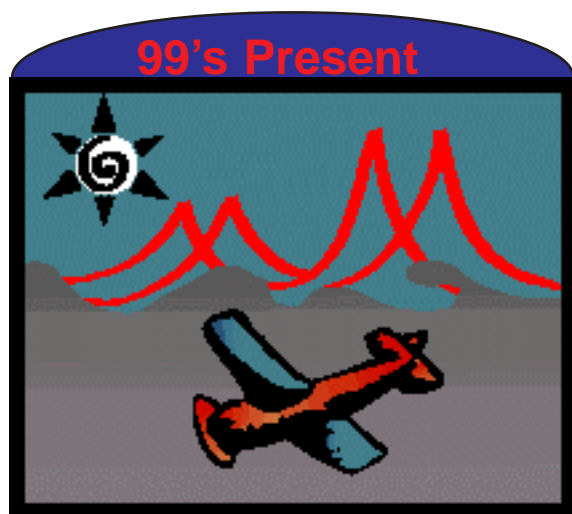
Pay your dues or else!
Members not in good standing
will be removed from the
Mailing list in April.

New roster on the way



We will be sending out the new roster to all of our members in good standing next month. Inclosed in this news letter is a post card to update your information. Just fill out the form, apply a stamp, and drop it in the mail.

Notice!
Special Session
Deer Management at PML
Tuolumne County Airport Committee
Saturday
February 28th 1:30pm
Community Center



Flying Companion Seminar
Oakland International Airport
March 20, 2004 8:30am-5pm

Course Fee: \$55.00

For more information call:
 Joyce Wells, 415-924-2658

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New Member Profile Editor

Virginia Gustafson 209-962-6336

Layout and Construction

Scott Baker 209-962-7916

General Meetings are usually held on the first Saturday of the month beginning at 6:00 p.m. at The Buchner Hangar (20885 Hemlock Street at the Southeast Corner of Woodside Way, Unit 12 / Lot 4).



**Regular Starting Time For March meeting, Soups, Salads and Dessert
Join Us at 6:00pm**

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|----------------------|--|
| March 6, 2004 | Brian Shul "Sled Driver"
<i>Piloting the SR-71 Blackbird and Other Adventures</i> |
| April 3, 2004 | Commander Bill Thomas
Adventures as a Navy Carrier Pilot & Weapons Testing Specialist |
| May 1, 2004 | Captain Leon "Woody" Spears
Original member of the Tuskegee Airmen |
| May 8, 2004 | Seminar Series
Certification of Aircraft and Airman for the Operation of Light-Sport Aircraft |
| June 5, 2004 | Sergei Sikorsky
Recollections of a Pioneer the Legacy of Igor Sikorsky |

Pine Mountain Lake Aviation Association
PO Box 131
Groveland, CA 95321